



2016 SJQMA Racing Rules Effective January 2016

Racing at SJQMA will follow all USAC rules with the following clarifications:

1. MOSCORE is used for line-ups; late sign-ins will be lined up at the end of the class.
2. # of laps for races to be set at the discretion of the tower director and chief steward.
3. Time limits may be set for each race at the discretion of the tower director. Once time expires, and the caution flag is displayed, there will be one final re-start, then the next yellow or checkered will end the race. The chief steward will announce to the hot chute that this will be the last green flag for the race.
4. Under caution a car in the hot chute will be given 2 laps to get out on the track after the restart line-up is set. This applies to main events only; no 2 laps will be given in heat races unless otherwise determined by the race director.
5. Chief steward will be positioned in turn 3 at the end of the hot chute.
6. 2 corner workers per corner: car #'s 1 and 5 in turn 1, car #'s 2 and 6 in turn 2, car #'s 3 and 7 in turn 3, and car #'s 4 and 8 in turn 4.
7. Only 2 handlers per car are allowed in the hot chute.
8. Everyone in the hot chute and around the track (handlers, corner workers, chief steward, flagger, pit steward, etc) must wear safety vests or safety orange/yellow shirts.
9. Anyone causing a disturbance will be asked to leave the facility. Non-compliance will result in disciplinary action to be determined by the SJQMA Board of Directors
10. No one is to approach the tower. All questions must go through the chief steward.
11. Random classes are subject to tech inspection each week. Chief steward and tech director will determine classes and cars to be teched. All classes will be subject to the possibility of being teched every week.
12. Wristbands must be worn in the pits.
13. No children in the hot chute area during racing or during intermission when track prep vehicles are on the track.
14. Starting line for initial starts and restarts to be located in turn 4.
15. A restart line will be painted on the track at the start/finish line approximately $\frac{1}{2}$ way up the track. All cars must pass above this line on all single file restarts. If a car touches the line or goes below the line the caution will be displayed. That car will be moved back 2 positions in the line up and will not receive a strike. If that car is already last or 2nd to last in line, they will be moved to the rear of the field and they WILL receive a strike.
16. On all starts cars must remain nose-to-tail until the green flag is displayed. Nose-to-tail means that the trailing car must keep at least one front tire within the tire tracks of the car ahead.
17. No car is to drive through the infield. If all four tires enter the infield and the driver does not stop, the car will be DQ'd from the race.
18. Delay of race penalty: If the chief steward or flagger observe/determine that a car on the track is assisting another car in the pits, the driver will be sent to the rear for the start. Assisting another car will be defined as stopping their car, falling out of line, or some other action to delay the race. This will not be a strike.
19. If any part comes off a car onto the racing surface and causes a caution flag to be displayed, the car losing the part is responsible for the caution. That car will receive a strike and will be sent to the rear of the field.

