

# Topeka Kansas Quarter Midget Association

## Racing Rules and Regulations

Revised 09.20.2023

### A. USAC and TKQMA

1. **USAC Charter:** The Topeka Kansas Quarter Midget Association (TKQMA) is a member club of the United States Auto Club (USAC), an association of clubs across the United States and Canada.
2. **Rules and Regulations:** The TKQMA follows all specifications and rules as printed in the USAC rulebook and appropriate technical manuals and procedure manuals. To accommodate the membership of the TKQMA, additional rules, specifications, or procedures have been adopted by the TKQMA members. These rules and regulations are detailed in sections C, D and E of this document. These rules and regulations may be changed at any time to meet the requirements of our local needs and must be approved by a majority of the currently paid, voting members present at any regular or special meeting.

### B. USAC and TKQMA MEMBERSHIPS:

1. Any membership class described in Article II, Section C of the TKQMA Constitution and Bylaws includes similar membership status with USAC. TKQMA will not remit the appropriate dues to USAC. Members are responsible for keeping their USAC memberships current.
2. Annual Family TKQMA membership dues are \$100.00 and are due October 1<sup>st</sup> of each year for the following year. Any renewal membership applications not completed by December 31<sup>st</sup> of each year will be considered late. Voting rights are suspended after October 1 if dues are not paid, to be reinstated upon payment of dues.
3. Annual alternate handlers' TKQMA membership dues are \$50.00. Dues to be paid before being allowed to assist at track.
4. TKQMA club reserves the right to vote on removal of any membership and the right to participate in TKQMA, following the USAC Code of Conduct. The TKQMA Board of Directors shall first review any request for removal of a membership. Should TKQMA Board of Directors deem the request valid, it will be placed on the next general membership meeting agenda. Fifty-one percent (51%) of the general membership present at the meeting shall be required for removal. Vote will be by hand ballot only. TKQMA will not refund local membership dues to memberships removed from TKQMA.
5. TKQMA will not discriminate against any person based on race, color, sex, national origin, age, religion, ancestry, physical or mental handicap in the operation of race programs or TKQMA related event.
6. TKQMA reserves the right to deny membership or participation in any of the TKQMA events to any one person or persons if his or her participation would be detrimental to TKQMA's objective of providing safe and quality activities.
7. All club members, upon joining or renewal of membership, shall receive the most current copy of the USAC Rules and Regulations, TKQMA Bylaws and TKQMA Racing Rules and Regulations. Upon receipt, all participants agree to become familiar

with all National and Local USAC Rules and Regulations and conduct themselves accordingly.

**C. TKQMA Rules and Regulations:**

1. Cars will NOT BE DRIVEN UNDER POWER in the pit area or in the parking lot.
2. TKQMA and its members will not be responsible for any accident or medical expense occurring at any race event since they are covered by USAC insurance. Non-TKQMA members will be responsible for any accident or medical expense occurring at any race event.
3. Intoxicants: the use of or persons under the influence of them will not be tolerated on the track premises before or during race events.
4. No bicycles, scooters, skateboards, etc. are allowed on any concrete surfaces at the TKQMA facility until race day has been completed (From the beginning of Rookie practices to the conclusion of the last feature race). No bicycles, scooters, skateboards, etc. are allowed in the scale house at any point.
5. Track lighting shall not be used except for scheduled events.
6. RACEceiver radios are mandatory for all classes. These will be provided at club members' expense, not TKQMA. TKQMA will have a small number to rent on race day. The RACEceiver rental fee is \$10.00 per race day. Renters are responsible for returning the RACEceiver in working condition without any damage. If the RACEceiver is lost, stolen or damaged, the renter is responsible for replacement.
7. No drones are allowed on the premises, at any time.
8. Use of club owned electronics (i.e.: scoring, radios, RACEceiver, etc.) is only allowed during scheduled events. No individuals may use them for practicing.
9. No vehicle parking (i.e.: haulers, cars, trucks, trailers, etc.) on any concrete surfaces.
10. **No one** (Drivers, handlers, owners, etc.) will be allowed to stand behind the pit exits.

**D. TKQMA Race Rules and Regulations for Club Race Events:**

1. TKQMA club race line-ups and scoring shall be as specified in USAC's, Appendix III - .25 Quarter Midget Division Scoring Procedures.
2. Unleaded, 87-Octane fuel from Kwik Shop, 4500 SW Topeka Blvd, Topeka, Ks 66609, is the specified track fuel. A sample of fuel will be secured by the Tech Director no more than six hours prior to the start of the race event for comparative testing as per USAC rules.
3. TKQMA utilizes electronic timing and scoring. The Race Director has authority to specify other timing and scoring methods for a race event with notice to all handlers at the Handlers' Meeting. The following rules apply to events timed and/or scored via electronic means:
  - I. All cars must have a working AMB transponder attached to the car for qualifying and all races.
  - II. The transponder identification number must have been assigned to a driver or drivers at the time of the driver sign-in.
  - III. Transponders are available for rent from the TKQMA on an event-by- event basis on a first come first basis. The transponder rental fee is \$10.00 per race day. Renters are responsible for returning the transponder in working condition without any damage. If the transponder is lost, stolen or damaged, the renter is

responsible for replacement (estimated replacement cost \$300).

- IV. The location of the transponder mount on the car must comply with USAC rules.
- V. A car on which a transponder is not working during warm-ups will be allowed to enter the pit area where another rental transponder may be affixed to the car. The car maintains its scheduled line-up position. If a transponder is being replaced in the pits, the flagman will wait for the car to make the field.
- VI. A car on which any transponder is not working during a race will be scored manually.
- VII. A race will be placed under caution any time a transponder falls off a car. The car that lost the transponder will be allowed to pit and reaffix the transponder. The car will be charged a strike for causing the yellow and start at the tail of the field.

- 4. Any car receiving a No Time (NT), Did Not Start (DNS) or Disqualification (DQ) will start at the back of the field for any inverted or non-inverted race line-ups. Cars with No Time (NT) or Did Not Start (DNS) will start ahead of Disqualified (DQ) cars. In the event of more than one car in any of these categories, pill draw will be used to determine the lineup (the car with the lowest pill draw number will start before the other car in the same category).
- 5. Any decision rendered by the TKQMA Board of Directors regarding the running of an event will be final. The TKQMA Board of Directors will interpret these rules locally and on a USAC basis, without any outside help, unless a majority deem it necessary.
- 6. All drivers will be in good physical condition when competing as determined by the Safety Director or his designee.
- 7. The pit fee of \$15 per car must be paid prior to all TKQMA racing events except National or Regional races, for which the pit fees identified in the USAC rule book shall apply. The tower will accept pit fees in the timeframe included in the annual club race schedule. At the discretion of the Board of Director, additional surcharge of \$5.00 per registering family may be collected, these funds will be used to offset payments to non-volunteer helpers. Pit fees may be adjusted for any non-points races the club has chosen to hold.
- 8. The events racing day order will be determined by the Board of Directors.
- 9. Starting time for the race program will be determined by the Board of Directors.
- 10. Rain dates will be determined by the Board of Directors.
- 11. Any member who is running a car in a particular class, can call for a weight inspection of any car and driver, in that class only. However, this must be done, before the race and must be conducted by the Safety Director. The Technical Director may call for a fuel check from anyone, at any time.
- 12. All classes will be “roll and go,” no “warmup period” allowed. (Unless race director deems necessary.) The flagman will display the yellow flag and call for the lineup. It will be the handler's responsibility to see that his car is under power when the yellow flag drops. If a car is not under power and past the designated entered line when lineup is called, he will start in the scratch position.
- 13. All late arrivals will run scratch after qualifying has taken place.
- 14. If only one car is signed in for a class on a qualifying day, that car may be timed in the qualifying session or the handler may seek a refund of the entry fee and not time the car.

15. After a car has at least one time on the clock, you cannot pull the engine without the approval of the Race Director and supervised by the Technical Director. If this happens without the knowledge of the Race Director, the car will be disqualified. If engine swap is allowed, car will start last.
16. Any car setting a track record will be torn down automatically if the recorded time is to be official. The time will not be entered pending the outcome of the engine inspection. The car owner, at his option, may choose not to tear down if he feels that the time will not stand as the yearly track record.
17. The flagman is always in control of the racing surface. All drivers must watch and obey him.
18. **If no** judges are used on race day, the race director will determine incident fault.
19. There will be no changes in these rules before or during a meet, unless due to an oversight of safety factors involved.
20. **No** driver is allowed to go the opposite direction on the racetrack carrying the checkered flag. (No polish victory lap). If this rule is violated, the driver will lose all points for that day and is subject to the Code of Conduct Rules adopted in the National USAC bylaws. The Board of Directors will determine the appropriate level of Code of Conduct action.
21. Top three finishers in each class and fast qualifiers will report to impound.
22. Classes required to go through any technical checks, following the races, will be chosen by random drawing or at the discretion of the Technical Director.
23. All cars must have a minimum of 3 numbers plainly visible 1 on left side, directly in front of driver, one on nose of cars and one on left rear.
24. In accordance with Appendix I Section 120 of the NASCAR Youth 2023 Rule regarding in-car cameras: TKQMA will allow the use of one (1) in-car video recording device during practice, heat, and feature local club races. This device must be mounted securely within the confines of the frame rails but out of the driver's line of sight. The approval of the mounted location for the device will be at the discretion of the event race director and/or technical director. Live streaming of on-track activity from these devices is not permitted. Track Volunteers can turn off the camera during medical red.

## **E. 2021 TKQMA - USAC Deviations**

TKQMA follows the USAC.25 racing rules, except those noted in this format.  
For a more specific explanation and procedures, please see the USAC rule book.  
Appendix I – Technical Information  
Appendix II – Race Format  
Appendix III – Scoring Procedures

### **1702 Qualification Procedures**

Should the club elect to use the Qualifying Procedures, the type of qualifying (either Individual or group/European) will be determined by club vote. For first races of year, Rookie Director may switch to heat races instead of qualifying. Rookie heat races would follow qualifying.

**Batch Qualifying** There will be maximum of 4 cars in each. Unless there are only 5 cars in a class. Groups determined by draw.

Qualifying will be roll and go and will be for 1 ½ minute sessions, starting at flagman's

discretion. The fastest completed lap for each car will be considered the qualifying time for that car. If a car is unable to take the track for any reason during the qualifying session, they will be awarded a no time. If more than one 'no time', no times would be lined up according to original draw. Cars that pull off the track during qualifying session will not be allowed to return to the track. If there is a yellow during batch qualifying, the clock will stop one time and be restarted where it left off when the green flag is displayed again. The clock will only stop once, the exception would be if no times have been established.

Red flag stops clock. All cars will restart as long as they have not been off the track. Once a group (batch) completes their qualifying session, the next group will take the track.

In the event of a rain out and reschedule date, any car not in original race date will start on the tail of the lowest main.

If B-Main is needed, the fastest non-direct qualifier starts on the pole, and so on. Heat races will consist of no more than 8 cars. Exceptions can be approved by the Race Director.

### **1704 Authority & Responsibility of Race Director & Officials**

**Race Director** - In absence of a Race Director, three volunteers from club membership will act as judges and handle the duties of the Race Director, the Race Receiver, and Head Judge.

**Pit Steward** – In the absence of Pit Steward the handler for the number 1 car the race being staged for will become the acting Pit Steward.

**Race Receiver** - volunteer will help maintain contact with drivers and provide any needed contact between officials and handlers.

#### **Duties of the Race Director:**

2. All race officiating will be done by the Race Director with input from the Flagger, Tower Representative or Race Receiver at the RD discretion.

3. RD may be handler, owner, parent or family member of driver entered in particular race on track as long as there are no objections from any participants in that race.

5. RD should limit their authority when it comes to: immediately disqualify driver/car/handlers. Preferably, there should be communication (by pulling car to the pits or by radio) with the driver/handler, describing the charge. (This should be used as a learning experience for the drivers/handlers.) They should be reminded, that at sanctioned event they may not receive the same actions)

**F. Rule clarification:** The mere touching of a car, under red flag conditions, does not constitute – working on a car.

11. During a red flag (medical) situation, NO cars can be worked on (or leave the racing surface) until the RD has declared the track clear. All cars not receiving medical attention, should be moved to the opposite side of the track away from the incident to allow room for medical personnel and keep the drivers away from the incident. When possible, cars should take positions at the center track lines either in front of tower or at the flag stand.

### **1707 Designated Work Area – USAC Work Rule**

2-3. The designated work areas will be marked off, the boxed in area on the track side

of track gates should be marked, **Work Area**. Pit stalls will be assigned by cars starting number.

8. TKQMA will allow 5 courtesy laps for per caution once the track lineup is set and cars are in race order. In addition, the Race Director, prior to sending cars onto the track, having found a car in stalling to have a safety issue, will allow up to five minutes for said issues to be resolved. If not resolved, cars will be pushed off and preparations for that race will begin. If car enters pits, for maintenance, prior to start of race, they will be given 5 courtesy laps after lineup is called. They will then rejoin field at the end of the field.

### **1708 Flag Procedures for .25 Midgets**

4. Red Flag (Medical) Same procedures as **1704 – 11**.

5. Cars that, during an event, continue to disregard the safety entrance line and have received communications describing the charge, will be given a strike and go to the tail.

9. gas it up line” will be painted at apex line between turns 3&4.

At the discretion of the Rookie Director: In the Red Rookie class ONLY, (i.e.: yellow flag the restart and the offending cars is penalized 2 positions.) the penalty will apply ONLY if they advance while driving below the midway line.

14. TKQMA will allow 5 laps.

### **1712 Class & Division Structure**

#### Appendix II

1. Light and Heavyweight - For classes divided by weight, if one of the weight classes has two or less cars, then the two weight classes will be combined, as long as the combined car count does not exceed 11 cars.

### **1713 Racing Rules and Procedures**

3. They will be given (5) courtesy yellow laps.

#### **F. TKQMA Club Points Championships:**

1. Any disputed matter involving TKQMA Club Points Race Championships will be resolved solely by majority vote of TKQMA Board of Directors. The Board of Directors must have a quorum of members present to convene any meeting.

2. The scheduled number of point races will be identified in the TKQMA Race Schedule. This schedule will identify the number of “throw-out” races and “make-up” race events.

3. Points scored for each TKQMA race event shall be per the TKQMA Weekly Scoring and Line-up document and will be awarded to each driver for each completed TKQMA points race. There will be no points awarded to a car for TKQMA Points races for which that car was the only car signed in for a division, even if that car received a time in the qualifying session.

4. A presentation of each day’s race results will be made at the conclusion of each  
Points

Race based upon total points for the event.

5. The TKQMA shall maintain a running total for each driver, for each division

except Rookie, throughout the club season. Points are not maintained for the Rookie class as this class is considered “non- competitive”. Any protest of the accuracy of this official TKQMA Points Championship must be made in writing to the Club President within 14 calendar days of the document being posted on the club website. The Board of Directors then has 14 calendar days from receipt of a protest to review the matter and respond to the protester in writing of the findings. The Board of Directors response is not reviewable.

6. A year-end award of final points standings will be made for each division except Rookie in which two or more cars participated after the points totals are adjusted to reflect the elimination of points from the number of throw-out race events specified in the race schedule.
7. Any ties in total points will be left as ties and the subsequent position(s) in race results will be left vacant (i.e. two cars tied for 2nd place will result in two 2nd place awards and no 3rd place award for the year).
8. A racing disqualification will result in zero points for the qualifying, heat, or feature race where the disqualification occurred. All other cars will move up and receive subsequent points for the vacated position(s). For example, if 1<sup>st</sup> place car is DQ'd in tech (after feature), the 2<sup>nd</sup> place car will receive 1<sup>st</sup> place points (ie: 500), 3<sup>rd</sup> place will receive 2<sup>nd</sup> (490) and so on. If top three cars are DQ's, 4<sup>th</sup>, 5<sup>th</sup>, & 6<sup>th</sup> will be called to tech and will move up in points only if they pass inspection.
9. A tech disqualification subsequent to the feature will result in zero points for the day.
10. Rookie drivers will receive participation awards for any club races they race. There will only be participation awards for rookie drivers at the conclusion of the Points Race season, as this class is considered “non- competitive.” If a Rookie driver moves up during the year to a competitive class, Rookie will be no longer be eligible for Rookie participation awards, unless they are unable to meet the required number of competitive class division events for an award in the competitive division.
11. Calculating the competitive class division points for a Rookie will be performed as follows: The average points for each scheduled points race including and subsequent the rookie drivers first points race in a competitive class will be calculated. A missed points race will be included in calculating the driver's competitive class division average. This average for points races after the driver joined the competitive class division will then be included as the driver's points totals for each rookie race the driver participated in. If the driver did not participate in a rookie points race the total points for that race event in scoring the competitive class division total points will be zero. The driver will be allowed the same number of throw outs specified in the race schedule and these throw outs are made subsequent the calculation of averages for rookie race events. This method averages the competitive class division points and applies back to rookie races attended for a determination of year-end points. This averaging will be performed only for a single division, so if a Rookie moves up from Rookie to Junior to Senior, only Junior division points will be averaged and applied to the Rookie races. 5 points races in that competitive division to be eligible for that division's end of the season awards.

13. All drivers that have raced in at least 6 weekly points races in a division will receive year-end awards - exceptions reviewed by the Board.
14. A driver turning 9, or 10 for Formula Mod, during a racing season, will not “roll up” points from a Junior division to a Senior division. (See USAC Appendix II, 1712)
15. Driver’s electing to move from a Light division to Heavy division, or vice versa, will not get to combine points from different divisions of the same class. This is considered more of an “election,” so no provision is made to combine division points.
16. Should a race season conclude with less than the scheduled number of points’ races, the season points will be based upon the total for the races concluded less the number of throw out races specified in the schedule.
17. Any suspended TKQMA driver will not be allowed to use throw-out points during the term of the suspension. A race missed during a suspension is scored as a zero for that event in the Season Points Championship. Drivers and/or handlers lose all membership privileges during the suspension.
18. Any TKQMA driver issued a tech-DQ for a race day will not be allowed to use those points as part of his/her throw-out points.
19. Attempt to Qualify Defined: Any car taking the racing surface will receive qualifying points unless disqualified (DQ). If the engine does not fire or the car for any reason other than a DQ does not take the green flag, the driver will still receive last place points. USAC rulebook defines end of starting effort. Multiple cars with “no-time” for a division race will be scored points in the order they took the racing surface to qualify, with the last car with no time being scored with last place points for the qualifying session.
20. USAC spec tires rules apply.
21. Any Rookie driver moving up to a competitive class during their “rookie” year will start at the rear of the field for one event (qualifying, heat, feature and/or two heats and feature). A driver switching from a junior to senior class will NOT start at the rear, but will be positioned as all other drivers are.