



**2010**

**REGION 4**  
**CHAMPIONSHIP SERIES**  
**INFORMATION**

May 8 & 9	Mini-Indy, Indianapolis, IN	Sept 4 & 5	Central Ohio (tentative)
May 29 & 30	MMRA, Waterford, MI	Sept 25 & 26	ORCQMA, Napoleon, OH
July 17 & 18	Capital, Lansing, MI		

### **Region 4 Championship Series**

The Region 4 Championship Series weekend events will be conducted in two racing day sessions consisting of *Saturday, NOVICE and HONDA & Sunday, DECO and WORLD FORMULA*, with the exception of the States Race which will adhere to the Grands National format. Drivers may sign in for a total of three (3) quarter midget classes per weekend event, plus one (1) Half class. Friday night sign-ins are at the option of the club (see club flyer). Saturday sign-ins will be from 8-9 a.m. with practice rounds beginning at 9:30 a.m. Proof of QMA membership for both handler and driver is required at sign-ins.

Each class will have 3-minute practice rounds (with no more than 7 cars per session). At the conclusion of practice, qualifying will begin, followed by lower mains to the A Main races. A curfew of 11:00 p.m. will be observed, but is at the discretion of the hosting club and the Regional Director.

### **Fueling**

Host clubs will not supply gasoline or methanol at the series events. A designated fueling station stating to purchase 89 octane will be stated on the event flyer. Fuel will be checked after each car qualifies, at various times throughout the event, and at tech.

### **Pill Draw**

At sign-ins, you will receive a practice number and a pill draw will be conducted for qualifying line-ups. You will qualify 1-XXX (lowest to highest). Once your practice round is finished, please check the board where races will be posted. It is the responsibility of the handler and/or driver to make sure they obtain their correct qualifying number.

### **Qualifying Procedure**

Cars are to be lined up in the staging lanes in numerical order, based on class. There will be no waiting on cars. At the designated point, cars are to be on the ground and race ready, with no adjustments being made other than tire pressure and turning on the fuel.

Qualifying is 3 warm up laps and 2 laps on the clock.

If a timing failure occurs during qualifying, then the car goes to the hot chute and waits for the next two (2) cars to qualify. NO adjustments are to be made to the car. Tires may be wiped clean by hand or glove. If the failure occurs on the last car of the class, the next class will start and two cars from that next class will qualify and then the car will resume qualifying. Again no adjustments are to be made. Tires may be wiped clean by hand or glove. If the failure occurs on the last car of the last class of the day, the car will wait one (1) minute, again with no adjustments being made, and then resume its qualifying run.

## Racing

Lower mains will NOT have warm-ups and will be “roll & go”, unless directed by the Regional Director. If a car comes into the hot chute during the “roll & go”, they will be placed on the tail. The A mains WILL have a 1 minute warm-up, unless directed by the Regional Director.

There will be a minimum of two races between AA (Light and Heavy) lower main races.

4 Cars Constitute a Class - if there are less than 4 cars signing in for any class, those cars will receive practice, qualifying and a green, white, checkered for their A main.

## Lap Counts

<u>Class</u>	<u>C &amp; Lower Mains</u>	<u>B Mains</u>	<u>A Mains</u>
Novice	15 laps	15 laps	20 laps
Juniors	20 laps	25 laps	30 laps
All Others	25 laps	35 laps	40 laps

## Time Limit Procedure

Time limits will be determined at the event based on car count and weather conditions. All efforts will be made to not decrease the number of laps. Time limits may not be the same for Saturday or Sunday or for subsequent events. Time limits, if required, for the A mains will be determined as the day progresses.

The judges will have 60 seconds to come to a decision regarding an incident on the track. If a decision cannot be reached within 60 seconds, it will be a **NO CALL**. Tower will inform the judges when 60 seconds have expired and a no call is the result.

## Time Up Under Green

When time has elapsed under green flag racing, the tower will advise the flag official to throw the green, white, checkered flag and as long as the race finishes with this procession of flags, scoring will be as usual. If a yellow comes out before the checkered, the race is over; the flag official will throw the checkered flag. However, the tower should relay the restart line-up to the flagman prior to displaying the checkered flag. Once the restart line-up is correct on the track, the flagman will display the checkered flag. The race finish will be the last completed green lap with adjustments for calls and/or DOTs.

## Time Up Under Yellow

When time has elapsed under yellow, the tower will advise the flag official to throw the checkered flag. However, the tower should relay the restart line-up to the flagman prior to displaying the checkered flag. Once the restart line-up is correct on the track, the flagman will display the checkered flag. The race finish will be the last green completed lap with adjustments for calls and/or DOTs. This will not be considered a checkered flag lap. So, if a call is made and it is the offending car's 1<sup>st</sup> call, the car will be placed to the tail and other cars going DOT will receive their spot back. If it is the cars 2<sup>nd</sup> call, the car will receive a DQ as usual. If there is a no call, any car(s) that went DOT not crossing the start/finish line receives a DNF, will be put to the tail and the finish order will be appropriately compiled.

If there is a red flag situation, time will stop and restart immediately when the green flag flies.

### **Refuel of AA and Half Classes**

The initial refuel after the 1-minute warm-up will have a four (4) minute time limit. There will be a four (4) minute time limit placed on each refueling thereafter. The tower will start a clock after the cars are in place for fueling and all drivers have exited their cars. The time should be displayed and visible from the track. If that is not possible, then the tower should announce the countdown in 1-minute intervals and at 30 seconds to go. If the driver is not ready at the conclusion of the time limit, the driver will start at the tail. If all of the cars on the track have been refueled and safety checked before the time limit is up, the race will resume, even if there are cars being worked on in the pits.

### **Late Out Rules**

Extensive explanations – See the QMA rulebook. These rules will be discussed at the handlers' meeting.

### **Race Director Authority**

The Race Director has the authority to DQ a driver for: loss of driver or car safety items under green, liberation of fluids under green, handlers signaling to drivers under green and for handlers making adjustments to the car on the race track or anywhere other than the work area. The Race Director's DQ cannot be protested.

### **Medical Attention Procedure**

If outside EMS services are called to the track to treat a patient/driver, the driver must obtain a signed medical release from the attending EMS personnel or Doctor clearly stating that the patient/driver is cleared to resume their normal activities. If the parent or legal guardian refuses to allow the patient/driver to be transported to medical facilities, upon the advise of the medical personnel, for further evaluation/treatment, that driver may not compete for the remainder of that day's activities unless the attending Medical authority and the Safety Director, or his designee, both agree that the driver may return to their normal activities for that day.

### **Tech Procedure**

All track record winners will be teched. All fast time, 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> place winners will go to impound. All technical inspections will be random.

Tech will be conducted in the tech tent and only the following will be permitted access into the tech tent when tech is being conducted: host club's Tech Director, Region 4 Tech Director, owner of car, driver of car, one other person (i.e. engine builder), Race Director, and Regional Director.

### **Safety Check Procedure**

Region 4 has adopted the policy of doing a thorough safety check at the first regional race and attaching a decal to the car. This decal will signify that the car has previously been inspected and will not need to be inspected at subsequent Regional races for the remainder of the year. If a decal is needed, then the car must be brought to the local designated safety director for a thorough safety inspection. It is the sole responsibility of the handler to ensure a safety decal is affixed to the car. All Novices will have to be safety checked at all Championship Series events and will not receive a decal.

Cars will be inspected for the safety decal at the scales after qualifying and after races. If a car does not have a safety decal after qualifying, then the driver will receive a No Time. If a car does not have a safety decal after a race, then the driver will receive a DQ and will not be able participate at subsequent events until a safety inspection has been performed and a decal affixed. In addition, all cars are subject to random safety checks throughout the year.

**\*\*\* Effective 2010; Race receivers are mandatory for Region 4 Championship Series events \*\*\***

**Staging and/or Hot Chute Areas**

No tire warming devices of any kind allowed (tire warmers, hot boxes, tire covers, any device to warm tires) on the grounds of the racing facility. The use of heat guns are allowed to clean tires but will not be allowed in the hot chute or staging lanes.

No tire prep or chemical treatment is permitted to be stored or applied on the grounds of the racing facility.

No driving through staging lanes or hot chute.

**Practice Round Setup**

As soon as sign-ins are complete, practice round information should be sent to the pit steward. Each practice round should have no more than 7 cars and the cars should be evenly distributed between the rounds in each class.

(16 cars / 7 cars per round = 2.3 practice rounds – round up to next whole number – therefore there will be 3 practice rounds – 6 – 5 – 5)

(31 cars / 7 cars per round = 4.3 practice rounds – round up to next whole number – therefore there will be 5 practice rounds – 7 – 6 – 6 – 6 – 6)

(32 cars / 7 cars per round = 4.6 practice rounds – round up to next whole number – therefore there will be 5 practice rounds – 7 – 7 – 6 – 6 – 6)

**Race Setup**

1. First figure out how many mains (races) there will be by using Table 1 below. Do not put more than 8 cars for Juniors or 10 cars for Seniors in a race. However, if there are only 9 cars entered in a Junior class, then there can be 9 cars in the A main. Likewise, for the Senior classes, if there are only 11 cars entered in a Senior class, then there can be 11 cars in the A main. With the exception of the NOVICE classes (Junior or Senior), which can only have a maximum of 8 cars per race.

Junior Classes		Senior Classes	
# of Cars	Mains	# of Cars	Mains
Up to 9	A	Up to 11	A
Up to 12	B	Up to 15	B
Up to 16	C	Up to 20	C
Up to 20	D	Up to 25	D
Up to 24	E	Up to 30	E
Up to 28	F	Up to 35	F
Up to 32	G	Up to 40	G
Up to 36	H	Up to 45	H
Up to 40	I	Up to 50	I

*Table 1*

2. Second, use the table below (Table 2) to set up the race order and race number. *Remember to have at least two races between AA lower main races.* Circle the highest main based on the table above (Table 1), and then cross out the mains as you determine the race order. Novice and Honda on Saturday, DECO, and World Formula on Sunday.

Junior Honda	A	B	C	D	E	F	G	H	I	J	K
Senior Honda	A	B	C	D	E	F	G	H	I	J	K
Heavy Honda	A	B	C	D	E	F	G	H	I	J	K
Light 160	A	B	C	D	E	F	G	H	I	J	K
Heavy 160	A	B	C	D	E	F	G	H	I	J	K
Junior Novice	A	B	C	D	E	F	G	H	I	J	
Senior Novice	A	B	C	D	E	F	G	H	I	J	
Junior Stock	A	B	C	D	E	F	G	H	I	J	K
Senior Stock	A	B	C	D	E	F	G	H	I	J	K
Light Mod	A	B	C	D	E	F	G	H	I	J	K
Heavy Mod	A	B	C	D	E	F	G	H	I	J	K
World Formula	A	B	C	D	E	F	G	H	I	J	K
Light B	A	B	C	D	E	F	G	H	I	J	K
Heavy B	A	B	C	D	E	F	G	H	I	J	K
Light AA	A	B	C	D	E	F	G	H	I	J	K
Heavy AA	A	B	C	D	E	F	G	H	I	J	K
Half	A	B	C	D	E	F	G	H	I	J	K

**Table 2**

3. Use the table below (Table 3) to determine which driver goes in which main. Fill up the lowest class. Do not put more than 8 cars for Juniors or 10 cars for Seniors in a race. Remember that the first four cars in a main for the Junior classes are inverted (fastest in fourth) and the first five cars in a main for the Senior classes are inverted (fastest is fifth). In the last main, if there are more than 4 (Junior) or 5 (Senior) cars, the remaining cars are straight up.

For example, if there are 22 cars entered in a Junior class, the last main will be an “E” main (see Table 1) with 6 cars in it. In the E main, the first four cars will be inverted based on qualifying times and the last two cars will be straight up.

Junior Classes	
1-4	A
5-8	B
9-12	C
13-16	D
17-20	E
21-24	F
25-28	G
29-32	H
33-36	I

Senior Classes	
1-5	A
6-10	B
11-15	C
16-20	D
21-25	E
26-30	F
31-35	G
36-40	H
41-45	I

**Table 3**