

2018 Mini Indy - USAC Deviations

Mini Indy Speedway follows all of the USAC .25 Midget racing rules, except those noted in this format.

For a more specific explanation of rules and procedures please see the USAC rulebook, Appendix I for technical information, Appendix II for race format and Appendix III for scoring procedures. Please see the following website to obtain a copy of the latest rules: <http://www.usac25.com/rules>

Registration Fees: The entry fee shall be \$25.00 per car unless otherwise posted.

Safety Checks: A formal safety check of all cars will be available before the first race of the season. All cars are required to have a transponder clip attached to them as part of the C.I.Q.M.A. safety inspection (see rulebook Appendix III Section 2706 for transponder location.) Clips are available to purchase at concessions. A safety sticker will be issued and is to be affixed to each car on the left side of the car's roll cage. This is to be easily viewed by the pit steward as part of the pre-racing inspection routine. No car will race at Mini Indy without this sticker. Safety inspection will be available during sign-in periods at each race for new cars and guests. It is the responsibility of the handler to contact the Safety Director or his designated assistant. The Safety Director and/or Pit Steward retain the right to spot check cars in the hot chute. A signed safety sheet will be required before you are able to sign in. Clarify any safety concerns prior to racing with the Safety Director. Safety is everyone's responsibility.

Code of Conduct: Your signature on the safety inspection sheet and/or the Zero Tolerance Policy will be your acknowledgement that you and your family have read, understand, and agree to abide by the C.I.Q.M.A. Codes of Conduct and the Zero Tolerance Policy. *(Revised 2018)*

Rookie Sessions: The track is not available for general membership practice for the one hour period prior to any club race. This time slot is reserved for controlled Rookie training and Rookie practice only! The Rookie trainer/trainers have control of the track when a Rookie training session is scheduled. Priority will be given to Rookie training over general practice. Rookies will pill draw at sign-in and be placed in races similar in format to other classes, however, the Rookie Director will have complete control and discretion to change the Rookie racing format and placement of individual drivers in Rookie racing sessions. Mini Indy **does not** require all Red Rookies to run on a locked hub. The yellow DOT infraction will be enforced only if the driver advances a position in the Red Rookie Class. Blue Rookie yellow DOT will be enforced. There will be a 20 minutes time limit for all Rookie races. Time limits may be changed as time and conditions allow. *(Revised 2018)*

Miscellaneous Delays or Cancellations: If a situation arises that, in the opinion of the Mini Indy Board of Directors, makes racing unsafe and/or unsuitable, the Board of Directors will make the determination to cancel that day's events. The situations could include, but are not limited to, power outages, track damage, etc.

Smoking: Smoking is prohibited inside the fenced areas at all times, no matter private practice or organized club event. This includes, but is not limited to, the staging area, tech shed, hot chute, pit area, and scales.

Volunteer Duties: Mini Indy has a "mandatory" volunteer system. All Primary and Associate members must sign up for three volunteer positions before you will be allowed to pill draw. If a Primary or Associate Member's Family does not fulfill their volunteer requirements they will lose all points for the day, and also be forced to start on the tail of their next race day in all classes and all events. One handler, or designated substitute, in each family shall participate in three volunteer activities during the race day. The volunteer activities include: Flagman, Race Director (in the event that a hired Race Director is not available), Spotter, Concessions, Scoring and/or other Tower Duties. The designated Tech and Safety Inspection workers will get credit for 3 race day jobs to count towards acquiring their race points. The above provisions will qualify all of the handler's drivers in all of their classes for their points. Obviously this is a minimum requirement and more help is often needed. *(Revised 2018)*

Race Day Open/Close Track Duties: There is a check-list of opening and closing duties of the track that need accomplished on race days. Each family will be given a race day to perform the open and/or close duties. There will be a Board Member responsible for each scheduled family and race day. If that family scheduled is not available, it is the responsibility of that family to find a replacement family to perform those duties assigned. *(Revised 2018)*

Corner Working: The handlers for the first four cars will be responsible for cornering the corresponding corner in their event. For example: the handler of car 1 will work corner #1, the handler of car 2 will work corner #2, and so on. The flagger will not allow the cars to go green (practice or racing) until all corners are manned. It is the handler's responsibility to find a replacement if he/she is unable to corner work. As a suggestion, if one of the first four cars goes DNF, the car #5 handler takes over the empty corner, etc.

Pit Steward: The pit steward is the pole sitter for each race. If you start in the 1st position of your race, you are required to safety check all cars in your race prior to the cars entering the track. See the safety director if you have questions on how to properly safety check. (See Appendix II, Section 1704 for details of position)

Race Director (AKA Chief Steward, See Appendix II, Section 1704 for job clarification) – Mini Indy has outsourced a neutral race director for the majority of the events.

Track Fuel: Track fuel is specified as 89 Octane and to be obtained from the BP station on the corner of 38th Street and Fall Creek Road. A new sample of fuel will be obtained from the station every race to be used as a benchmark. Competitors are allowed to purchase fuel to match the techs samples for the respectful race weekend. (Example: If there is a Friday Night and Saturday Race, you can get fuel Friday and/or Saturday to use either day. If there is a Saturday and Sunday Race, you can get fuel Saturday and/or Sunday to use either day, do not mix fuel's from different days. Please see tech director if any questions on when able to purchase fuel). *(Revised 2018)*

Numbers: (Deviation from Appendix II Section 1713, 2) All cars are required to have three paper numbers attached to the car for scoring purposes in the heats and mains. The numbers should be located – one on each side of the tail cone and one on the left side of the car between the front tire and the cockpit.

Combining Classes: (Deviation from Appendix II Section 1712, 14-17,) three cars constitute a class. If less than three cars sign in, Light and Heavy divisions may be combined with the Tower Director's approval and the unanimous agreement of all the participants in the heat/main. Light division participants will line up in the front of the Heavy division participants in any combined heat/main. If no combining of classes is done, the lap count for all races of classes short of cars will be 10 laps. At least two drivers must each compete in 70% of point's races in a class; they must race all points' races to be eligible for year-end class championship awards. This type of class champion will receive a 1st place championship trophy, but not a championship ring. Parents would be allowed to pay the difference for the ring if desired.

Time Limits: There will be a 20 minute time limit for all heat races. There will be a 25 minute time limit for lower main transfer races. There is 45 minute time limit for all A-Main races with the exception of Rookies. Rookie A-main races time limit will be 20 minutes. At the handler's meeting, time limits may be changed as time and conditions allow, subject to a majority vote of membership in attendance. Should time expire under green flag racing, racing will continue until the next yellow, red or checkered flag. No races will time out under green. Should time expire during a yellow flag period, the field will have one more chance to receive the yellow, red, or checkered flag. If the yellow or red is presented as their last chance result, the lineup will be adjusted for strikes and decisions and the checkered flag shall be displayed, finishing the race. In races with time limits, the race director will have the discretion to ask the tower to pause the clock when scoring decisions extend beyond a reasonable time. The clock shall be paused for all red flag conditions. *(Revised 2018)*

Practice Rounds (Deviation from Appendix III, Section 2700) – There will be no practice rounds. All practice is to be done at designated times prior to the start of the day's race events.

Warm-Up Session: A 30 Second warm-up session will be given before each race. This time may be adjusted as time and conditions allow. (See Appendix II, Section 1713, 11 for further details). *(Revised 2018)*

Yellow Flag (Deviation from Appendix II, Section 1707, 8): Work rule will be 5 laps after the lineup is good on the track. Once the line-up is good, the 5 lap countdown starts as the leader crosses the finish line. The 5 lap countdown will not restart even if another car comes into the pits during that time. Refer to USAC Appendix II Race Procedures, Section 1707 Designated Work Area – USAC Work Rule for further details.

The Dot (For reference only: Appendix II Section 1708, 9): The method used for single file restarts using the dot at the start/finish line will require all cars to maintain position single file, nose to tail until past this spot. Penalties for dropping below this spot will be: yellow flag at the start and the offending car is penalized 2 positions. If the car cannot go back 2 positions, they will receive a strike and sent to the tail. In the Red Rookie class this ONLY applies if they advance a position while driving below the Dot. *(Revised 2018)*

Tech (Deviation from Appendix II, Section 1713, 9): The Tech committee has the right to tech any car at any time for any reason. Track record setters will go to the tech area immediately following qualifying when the track record was broke before released to continue. At this time, the motor will be sealed, fuel sample taken and tires will be marked. The car will need to be placed in tech at the end of the races and further tech will be left up to the discretion of the tech director. The top 3 finishing cars in all A main races will remain impounded in the tech area released by the tech committee. Three separate pills will be drawn to determine the number of classes, the specific classes, and the item that will go through tech. (IE. The “3” pill is picked from bucket A. This means there will be 3 classes go through tech and 3 classes pulled from bucket B. From bucket B, Sr. Honda, Heavy 160, and Jr. Animal are drawn; these are the classes that will go through tech on that night. From Bucket C. “testing fuel” is drawn; those 3 classes will have their fuel tested for legality.)

Tech Committee has the right to reduce the amount of classes to tech from three down to zero.

Due to the qualified training of the tech committee and daily race day requirements, the tech committee will receive 3 credits towards their volunteer jobs for that day if they are available and performing the job. If a tech member does not help during this time, they will not be awarded this credit.

The tech person is prohibited from performing tech on their own cars.

Scales: Every car that started any race or qualified will cross the scales every time they come off the track even if they did not finish the race. (A driver that does not finish due to a medical emergency is excluded.) Drivers must remain in their cars with all equipment in the car until passing through scales. If the car did not finish, the car and driver (with equipment) will still need to go to the scales, even if the car has to be lifted onto the scales. No pit carts or roll carts are allowed on the scales. Drivers not crossing scales with all equipment in the car will be given a warning for the first offense that day by the Scales Director and must be immediately reported to the tower and Race or Tech Director. A 2nd offense on the same race day, regardless of class (meaning it can be in a different class than the class the driver was warned in) will DQ the driver from that class’s event. Failure to cross the scales after the A-main race is a tech DQ, gaining no points for the day, regardless if it is the 1st or 2nd offense. All car and driver weights must be verified by a handler with a car competing in the same race, if a scale volunteer is not present. Driving onto the scales is not allowed and any driver doing as such will receive a DQ by the scale official for that race. Driving onto the scales and any weight discrepancy must immediately be reported to the tower AND the Race Director or the Tech Director.

Alternate Car: (Clarification: Appendix II, Section 1713, 20) – All lower and feature mains will have an alternate (X) starting car.

Retiring Drivers: To be recognized at the end of the year banquet as a retiring driver from Mini Indy and quarter midgets, a driver must have raced as a Mini Indy member in good standing for a minimum of 3 full membership years. Once a driver is recognized and awarded as a retiring driver, they will not be recognized and awarded a second time, if they choose to come back and compete.

(Revised 2018)

Overview of Racing Format

# of Race Laps					
Board of Directors has the right to decrease the # of laps due to unforeseen circumstances. (This may include but are not limited to power outages, track damage, etc.) BOD also has the right to set special races with pre-determined lap counts.					
	Indvl. Qualifying (Top 6 Fastest times advance)	Batch Qual. (Top 6 Fastest times advance)	Heats (Top 6 Heat points advance)	Lower Mains (Top 4 Positions advance)	A Main
Rookies	3 warm up/2 timed	1.5 minutes	15	20	20
Juniors	3 warm up/2 timed	1.5 minutes	20	25	30
Seniors	3 warm up/2 timed	1.5 minutes	20	25	40

Maximum Car Counts of Races					
(*11 cars will be accepted into A Main if max of 11 signed in)					
	Indvl. Qualifying (Top 6 Fastest times advance)	Batch Qual. (Top 6 Fastest times advance)	Heats (Top 6 Heat points advance)	Lower Mains (Top 4 Positions advance)	A Main
Rookies	1	4 (unless max 5 signed in)	6	8	8
Juniors	1	4 (unless max 5 signed in)	8	10	10*
Seniors	1	4 (unless max 5 signed in)	8	10	10*

*** No B-Mains are required if maximum amount of cars per class were not exceeded***

*****Lower and A Mains are Straight Up*** All lower mains are straight up**, regardless of the pill draw with the first non-transferring car starting on the pole of the B main, etc. Cars that are DNF, DNS, DQ, or DNA in the heat races will always start the A Main behind the heat race finishing cars.

HEAT RACE PASSING POINTS SET-UP

Heat Race Set-up with Passing Points		
CAR CLASS COUNT	# of Races	Note: if more than 8 cars- adding an additional heat (Rookies: Max 6)
1-10	2	1 or 2 Heats top 10 top A Main (*See 11 th car sign-in note below)
11-16	4	2 Heats, top 6 in points to A Main; 1 Lower main, transfer 4
17-20	5	3 Heats, top 6 in Points to A Main; 2 Lower Mains, transfer 4
21-22	6	3 Heats, top 6 in Points to A Main; 2 Lower Mains, transfer 4
23-28	7	3 or 4 Heats, top 6 in Points to A Main; 3 Lower Mains, transfer 4

Cars will be evenly divided between the heat races. Lowest pill starts on the pole and in Heat #1 and the next lowest pill starts on the pole in Heat #2. **Late sign-in's will start on the tail and will not receive passing points for their heat.**

Heat Race Points Tie Breaker: In the event of a tie in total points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points. For example, if there were three heats and a driver in Heat #2 and Heat #3 has 53 points (regardless of heat finishing position).

Heat Race Transfers: The top 6 in points of the heat races will transfer directly to the A-Main, if a lower main is required. A-Main races are straight up based on points received. The remaining cars will be in the lower mains straight up based on points received. Top 4 finishers of the lower mains will transfer straight up to the tail of the A Main races. (Passing points are not used for lower main races).

USAC Heat Race Passing Points

(These points are used for race line-ups only and do not go toward the awards points)

Finishing Position	Points Given	Passing Points
1	55	
2	52	1 car @ 1=1pt
3	49	2 cars @ 1=2 pts
4	46	3 cars @ 1=3 pts
5	43	4 cars @ 1=4 pts
6	40	5 cars @ 1=5 pts
7	37	6 cars @ 1=6 pts
8	34	7 cars @ 1=7 pts
9	31	8 cars @ 1=8 pts
10	28	9 cars @ 1=9pts

Qualifying Race Setup

Individual or batch qualifying formats are outlined below and the qualifying format will be determined at a handler meeting PRIOR to sign-ins on race day and determined by a majority vote of the membership. Track records will only be established during individual qualifying days. There will be a minimum of one individual qualifying day during the season, in order to allow for track record attempts. Qualifying order will be determined by random (pill) draw at sign in. The use of air filters when qualifying is illegal. *(Revised 2018)*

Individual Qualifying: There will be a one and a half minute warm up session with each class split into even groups by pill draw. There will be a maximum of 4 cars in each group unless there are 5 cars in class, which will be one group. After warm up, cars will pull directly into hot chute where handlers may make changes to the car. **ALL 4 tires shall remain on the black top until the car reaches a pit box.** The lowest number drawn in each class will qualify first and the highest number drawn will qualify last. The first car to qualify has a 1 minute time limit to make changes and must be pushed off by the end of the 1 minute to qualify. The first car may make their qualifying attempt at any time, but must come to a complete stop in the hot chute before being pushed back off and attempting their qualifying run. The second car must push off once the first car has exited the track and so on. Cars must exit the track immediately after taking the checkered flag, taking an extra lap whether at speed or cool down will result in the driver's fastest time being disallowed. If a car is unable to take the track for any reason in the proper order, they will be awarded a no time. Qualifying will be done as follows, 3 warm up and 2 timed laps. The first time by the flagger should give 5 lap signal and count down 5,4,3,2 (waiving green), 1 (waiving white), 0 (checkered), meaning the driver actually will pass the flag stand 6 times. Once a group completes their warm up and qualification, the next group will take the track for warm up. In the event of a rain out and reschedule date, any car not signed in on the original date will get to qualify for track record, but will start on the tail of the lowest main. If weather delay occurs during qualifying, any non-qualified car will have an opportunity for another 90 second warmup round before qualifying. *(Revised 2018)*

Batch Qualifying: There will be a maximum of 4 cars in each in each group (batch) unless there are 5 cars in class, which will be one group (see table for breakdown of groups on next page). Batch qualifying will be roll and go and will be a one and a half minute qualification session, starting at the 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 qualification session, they will be awarded a no time. Cars may not pull off the track during the qualification session and go back out onto 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 thrown again. **The clock will only be stopped once.** Once a group (batch) completes their qualification session, the next group (batch) will take the track for their qualification session. In the event of a rain out and reschedule date, any car not signed in on original race date may choose to qualify or not, but will start on the tail of the lowest main.

Qualifying Transfers: Regardless of Individual or Batch Qualifying, the top six cars in time will transfer directly to the A-Main in straight up positions. If there are not more than 10 cars in a class, there will be no B-Main. (See 11th car sign-in note). If B-Main is needed, the fastest non-direct qualifier starts on the pole. Top 4 finishers of the lower mains transfer and will start straight up.

Batch Qualifying Group Breakdown		
Cars in class	# of groups	Cars per group
1-5 Cars	1	All cars
6 cars	2	3,3
7 cars	2	4,3
8 cars	2	4,4
9 cars	3	3,3,3
10 cars	3	4,3,3
11 cars	3	4,4,3
12 cars	3	4,4,4
13 cars	4	4,3,3,3
14 cars	4	4,4,3,3
15 cars	4	4,4,4,3
16 cars	4	4,4,4,4
17 cars	5	4,4,3,3,3
18 cars	5	4,4,4,3,3
19 cars	5	4,4,4,4,3
20 cars	5	4,4,4,4,4

Mini Indy Speedway Awards Finishing Position Point Format

ONE THROWOUT: At the end of the year, the race with the lowest amount of points awarded for that class will be disregarded.

AWARD REQUIREMENTS: Must be a primary or an associate member to receive finishing points. Accumulating points will begin at the time of one's membership or associate membership fees are collected. All NON-Members will receive ZERO points. Must run 70% of the club events to receive an award/end of the year trophies and the family or family representative must participate in 2 scheduled volunteer track work days (i.e. track open/close days, MWT race at the track, railroad ties up/down, and arrive and drives). The family must have signed up to work their 3 volunteer jobs each time they raced during sign-in's. Awards are also given for perfect attendance. *(Revised 2018)*

SIGN-IN POINTS: 10 Sign-in points will be given if sign in fees are paid.

A-Main Finishing Position Race Points	
1 st	50 pts
2 nd	45 pts
3 rd	40 pts
4 th	38 pts
5 th	36 pts
6 th	34 pts
7 th	32 pts
8 th	30 pts
9 th	28 pts
10 th	26 pts
11 th or alternate started	24 pts

B-Main Finishing Position Race Points	
5 th	20 pts
6 th	18 pts
7 th	16 pts
8 th	14 pts
9 th	12 pts
10 th	10 pts
11 th or alternate started	8 pts

C-Main and Lower Race Points: 5 points to all cars that did not transfer past the C main (with these exceptions):

Acronym	Reason	Points/Penalty
DNF	Did Not Finish	ALL points according to drop out/race finish
DNF	Mechanical (Drop Part)	ALL points according to drop out/race finish
DNF	Safety (lost safety item)	ALL points according to drop out/race finish
DNS	Did Not Start	ALL points according to drop out/race finish
DNA	Did Not Attempt	Sign in Points, NO race points
DQ	Flagrant Call	ALL points according to drop out/race finish
DQ	Illegal (Tech Item)	No race points for the day, plus any incurred suspension for the particular DQ.
		(Illegal tires, fuel or any tech item deemed illegal or altered with the intent to enhance performance, ruled by the tech committee and reviewed by the BOD such as, but not limited to; altered restriction plates, carburetor, cylinder head, valves, valve springs, exhaust, <u>cannot be used as a drop</u>)
WEIGHT	Driver Light after heat/qualifying	Receives a N/T
		(If driver is light: Driver goes to the tail of the "light" class ⁴⁷)
WEIGHT	Car Light	Receives a N/T
		If car is light: Car goes to the tail of the "light" class
WEIGHT	Combined Weight Not Met	NO race points

TIE BREAKERS: The tie breaker will be based on the number of A-main wins. If there is still a tie after that, it will be based on the number of second place finishes, if a tie still exists then it will be based on the third place finishes and subsequent finishes until there is no tie. If there is still a tie after the above, the one who had the first A-main win will be granted the tie breaker, if no A-main win's then it will be the driver that had the first 2nd place finish, if no 2nd place finishes it will go to the 3rd place finishes and so on until the tie is broke. *(Revised 2018)*

Rain Delays/Rain Outs (Deviation from Appendix III, Section 2704) – A point's event will be considered rained out by the determination of a majority vote of the membership at the track during the race day. In the case of predicted adverse weather conditions, all efforts will be made to call the day's event before sign-in time by the Board of Directors. If sign in fees are collected and then the race day is a complete rain out (no racing has begun), no refunds are issued. The Board of Directors reserves the right to delay sign-in times if rain is imminent. (i.e. if it starts raining at 8 am and there may be limited opportunity to get the event in, then there is no need to open sign-ins.)

Driver must be present and the handler's signature must be on the waiver of liability form during sign-in times in order to receive the 50 rain out points.

POINTS FOR A "RAIN OUT" RACE (Rain out points awarded – 10 for entering and 50 for races)

This will only take effect if all rain out make-up dates are filled.

1. If the event is rained out before sign-ins open then nobody gets points and it's as if the race was never on the schedule (this even would not be considered for a drop).
2. If entire event is rained out (sign-ins have been completed) maximum points are awarded at 50 points. If sign-ins are completed and you don't sign-in, you will receive 0 points.
3. If all heats/qualifying is finished and all A-Mains are rained out, maximum points are awarded at 50 points.
4. If all heats/qualifying is finished and some A-Mains are run, while others are rained out, the A-Mains completed get points awarded as finished and the A-Mains not completed are awarded the maximum 50 points.
5. If some heats/qualifying is finished but no A-Mains are run and are rained out, maximum points are awarded at 50 points.

FRIDAY NIGHT LIGHTS FORMAT

Friday Night Format will follow the same format and points as our club racing format with these exceptions:

- Friday Night Lights is a 4 race points series separate from our club series
- There will be no throw-outs
- Drivers must participate in 3 of the 4 nights to be eligible for the designated award
- Entry fee for first car is \$20, additional cars per family are \$15 each
- Participating Classes: Rookies and all Honda classes (Jr, Sr. and Heavy Honda, Light and Heavy 160)
- The track will be open to members wanting to practice the same day until close of sign in's
- Rookie practice rules will revert back to any open practice day (first 15 minutes of any hour)
- Races will be roll and go (no warmup)
- Rookie Time Limits: 15 minutes for heats and lower mains and 20 minutes for the A Main
- A class will be considered as 1 car with no lap reductions since it's already a shortened lap format.
- All races are "Roll and Go" unless conditions prevail for a 30 second warmup to be voted on by members at drivers meeting.

FNL Only Laps			
	Heats (Top 6)	Lower Mains (Top 4)	A Main
Rookies	15	15	20
Juniors	15	20	25
Seniors	15	20	25