

## Mini Indy Club Race Format

### Registration/Safety Checks

The entry fee shall be \$25.00 per car unless otherwise posted. 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. 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 roll cage. This is to be easily viewed by the pit steward as part of the pre-race 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. Issued with each safety inspection will be the C.I.Q.M.A. Code of Conduct. Your signature on the safety sheet before sign in will be your acknowledgement that you and your family have read, understand and agree to abide by this document.

### Authorized Areas

The hot chute is the marked area where handlers stand during the race and the cars exit and enter the track between the track and staging area. The staging area is the covered area with 2 marked staging lanes. All persons that enter the track or hot chute areas must be a minimum of sixteen years of age, i.e. handlers, flagmen, corner workers, etc. To be in the hot chute area a person over 16 must be a USAC .25 member, sign a waiver of liability and receive a wristband indicating as much. This includes pushing off of cars on practice and race days. All children under the age of 16 are not allowed in the hot chute or flag stand while a car is on the track, or in the hot chute preparing to take the track. Drivers may not hang out in the hot chute during practice times, they are only allowed to be in the area to get in or exit their cars. After exiting their car, drivers must get out of the hot chute and at least into the staging area.

### Required Age to Race

Proof of age is required at all USAC events. Rookies may train and practice only at four years and six months of age. No racing participation until five years of age. Drivers cannot race past December 31st of the year they turn seventeen years of age.

### 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 vary the Rookie racing format and placement of individual drivers in Rookie racing sessions. There will be a 20 minute time limit for all Rookie races. Time limits may be changed as time and conditions allow.

### Rain Delays/Rainouts

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).

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

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 event would not be considered for a drop).
2. If entire event is rained out (sign-ins have been completed) maximum points are awarded at 60 points. If sign-ins are completed and you don't sign-in, you will receive 0 points.
3. If all heats/qualifying runs are finished and all A-Mains are rained out, maximum points are awarded at 60 points.
4. If all heats/qualifying runs are 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 60 points.
5. If some heats/qualifying runs are finished but no A-Mains are run and are rained out, maximum points are awarded at 60 points.

### 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, reschedule, or continue where left off on an already pre-scheduled future race date. The situations could include but are not limited to power outages, track damage, etc.

### General Racing Rules

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.

VOLUNTEERS - Mini Indy has a "mandatory" volunteer system. One handler, or designated substitute, in each family shall participate in three volunteer activities during the race day. They include Pit Steward, Chief Steward, Flagman, Announcing, Concessions (1/2 hour = 1 job), Scoring, Tech (counts as 3 jobs), Safety (counts as 3 jobs) or other tower duties. You must sign up for these volunteer positions before you will be allowed to pill draw. If a 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 the next race day in all classes and all events and you will not earn any passing points. The next race day, is the next "club" event attended by the family, whether a Friday Night Light's, Saturday/Sunday normal club race, or the Indiana State Series. It is not for a Midwest Thunder or National Race. Obviously this is a minimum requirement and more help is often needed. The above provisions will qualify all of the handler's drivers in all of their classes for their points. Since Rookies do not run for points, rookie only families will be asked to shadow at least 3 jobs throughout the day to learn the volunteer positions. These requirements are for primary and secondary members only. A traveling guest is not penalized for not volunteering at our track. Our members are expected to work the jobs required on race day as it is part of the privilege of getting a key to the track. The pole sitter for any race is the Pit Steward for that race.

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. 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.

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 prior to every race to be used as a benchmark.

TIRE RULE – The Hoosier A35NY1 is the spec right side tire for 2015 for all classes (see chart below for RF and RR specs). Any tire can be used on the left side. Tire warmers and tire preps are not allowed.

	Hoosier Item Number	Tire Size	Compound
Right Front	15325	33.0/5.0-6 NY1	A35
Right Rear	15650	34.5/6.5-6 NY1	A35

NUMBERS – All cars are required to have **three** paper numbers attached to the car for scoring purposes. 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.

CLASSES – 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 that heat/main. Light division participants will line up in 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 to be eligible for year-end awards and championship ring. If only one awards-eligible driver 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, not a championship ring. Parents would be allowed to pay the difference for the ring in this case.

TIME LIMITS - There will be a 20 minute time limit for all heat race sessions. There will be a 25 minute time limit for all Main transfer races. There is no time limit for A-Main races. At the handlers 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. Should time expire during a yellow flag period, 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 chief steward 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.

WARM UP - A one minute warm up session will be given before each race. This time maybe adjusted as time and conditions allow. A car should not enter the track and speed up for the warm up until the green flag is given. The tower will start the time period when the flagger waves the green to start the warm up session. Drivers may come into the pits for adjustments during this allotted time, but must be out before time expires. Cars that are not past the designated cone/stripe area in the pit lane (cars under their own power) when warm up time expires will be placed on the tail of their race. Should more than one car be in the pits, they will line up at the tail in the order they returned to the track. Cars going DOT (Dead on Track) during the warm up period shall retain their original starting position.

HEAT RACES – Heat races will be ran for all classes on race days not designated as qualifying. Heat race lineups will be determined by random (pill) draw at sign in. The lowest number drawn will be on the pole and the highest number drawn is in the last starting position. The Rookie classes will run 15 lap heats, the Junior classes will run 20 lap heats, and the Senior classes will run 20 lap heats. Heat points will be awarded based on finishing position plus any passing points earned (USAC passing point system will be utilized)(SEE BELOW). The passing point system will be used to determine starting positions. The driver will receive points for passing as well as finishing position with the driver accumulating the most points from heat races starting in the pole position. Late sign-ins will not receive passing points, but only points accumulated through their finishing position in their heat race. 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. Passing points will be figured on the actual lineups.

Finishing Position	Points Given	Passing Points
1	55	
2	52	1 car @ 1 = 1 pt
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 = 9 pts

QUALIFYING – Individual or batch qualifying formats are outlined below and the qualifying format will be determined at the handlers meeting on qualifying days 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. Cars setting track records will be required to go through tech immediately after setting the track record. Qualifying order will be determined by random (pill) draw at sign in.

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. 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(waving green), 1 (waving 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.

Batch Qualifying: There will be a maximum of 4 cars in each group (batch) unless there are 5 cars in class, which will be one group. Batch qualifying will be roll and go and will be a one and a half minute qualification session, starting at the flagman's disgression. 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 pull off the track during the qualification session to make changes and sent back onto the track. Once a group (batch) completes their qualification session, the next group (batch) will take the track for their qualification session.

Regardless of Individual or Batch Qualifying, the top four cars in Junior classes and six cars in Senior classes 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. If B-Main is needed, the fastest non-direct qualifier starts on the pole. Transfers from lower mains will start straight up.

ALTERNATE CAR – All Mains will have an alternate (X) starting car. The alternate car will remain eligible to enter the track and race until the first green flag lap is scored. An alternate car is not allowed to enter the racing surface for the warm up unless a car has scratched insuring the alternate car will start. An alternate car must otherwise remain in the designated marked area (painted yellow area just outside of staging area). Once a lap is scored the alternate car and driver must exit the hot chute by remaining strapped into their car and being pushed on a crash cart back to the scales.

MAIN RACES – With the exception of special races with pre-determined lap counts, the Rookie classes will run 20 lap Mains. The Junior classes will run 25 lap lower mains and 30 lap A Mains. The Senior classes will run 25 lap lower mains and 40 lap A Mains. 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 race will always start the A Main behind the heat race finishing cars.

YELLOW FLAGS – Once a yellow flag has been thrown all cars should hold their position on the track allowing the scorers to set the line-up correctly. Drivers should not change positions under yellow until told to by a race official. Cars entering the track after being in the hot chute should fall in line and drop to the tail of the lineup. Exiting the hot chute and passing the leader is not permissible. Penalty is a warning and being moved to the tail of the lineup if not already there. The 2nd incident in the same race will result in a DQ. Work rule will be 5 laps after line up is good on the track. Refer to USAC APP II Race Procedures, Section 1707 Designated Work Area – USAC Work Rule for further details.

STARTS – Initial green flag double file starts should be done at a slow even pace into turn 3 with the throttle being picked up there. Jumping the start, brake checking, and crowding (not holding the line) should be watched by the race director with guidance from his/her designee and call back the start. The pole car should set the pace but should not begin to accelerate until entering the third turn.

RESTARTS – Single file restarts should be nose to tail with a pace set by the leader but not accelerating until entering turn 3. Jumping the start, brake checking, and swerving at the restart dot should be looked for by the race director with guidance from his/her designee and call back the restart. If cars are not able to keep up with a reasonable pace on a restart they should be given one warning with a furled up black flag, if they continue to not be able to keep pace they may be moved to the tail. Should a car hit the restart dot on a restart, then a yellow will be thrown and the driver will be moved back two spots. If the driver is not able to be moved back two spots (already on the tail or next to last), they will be moved to the tail and/or remain there and given a strike. Once a car hits the dot, the restart is dead and any other cars hitting the dot would remain in their spot in the lineup. A violation of hitting the dot on the restart will ultimately be called by the race director with help from any race official upon the race directors request.

TECH – The top 3 finishing cars in all A main races will remain impounded in the tech area until released by the tech committee. The Tech committee has the right to tech any car at any time for any reason. Three separate pills will be drawn to determine the number of classes under tech, the specific classes under tech and the item being teched. I.E. the “3” pill is picked from bucket A. This means there will be 3 classes teched and 3 classes pulled from bucket B. From Bucket B, Sr. Honda, Heavy 160, and Jr. Animal are pulled, these are the classes that will go through tech on that night. From Bucket C, “testing fuel” is pulled, those 3 classes will have their fuel tested for legality.

SCALES - All cars that race and finish every qualification run, heat race, lower Main and A Main race will cross the scales. Drivers must remain in their cars with all equipment on until passing through scales. Drivers not crossing scales with all equipment on 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 1<sup>st</sup> or 2<sup>nd</sup> 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.

FRIDAY NIGHT LIGHTS FORMAT – Friday Night Format will follow the same format and points as our club racing format with these exceptions: 1) Friday Night Lights is a separate points series from our club series, 2) Championships will be recorded but due to being just 4 races, awards will be separate and lesser than our club series awards, 3) There will be no throw-outs, 4) Drivers must participate in 3 of the 4 nights to be eligible for the designated award, 5) Entry fee for first car is \$20, additional cars per family are \$15 each, 6) Classes on Friday are rookies and all Honda classes (Jr, Sr. and Heavy Honda, Light and Heavy 160) only, 7) The track will be open to members wanting to practice the same day until close of sign in's, 8) Rookie practice rules will revert back to any open practice day (first 15 minutes of any hour), 9) Races will be roll and go (no warmup), 10) Rookies will run 15 lap heats and lower mains, with 20 lap A mains, 11) Rookie time limits will be 15 minutes for heats and lower mains and 20 minutes for the A Main, 12) All other classes will run 15 lap heats and lower mains and 25 lap A mains, 13) Time limits for heat races and lower mains will be 15 minutes and 25 minutes for A - mains. A class will be considered as 1 car with no lap reductions since it's already a shortened lap format.

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 consecutive 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.

AWARDS – There will be ONE throw out race when figuring club points for end of year awards. To be eligible for end of year awards, you must attempt to compete in at least 70% of scheduled club races and participate in at least 3 scheduled volunteer work days (i.e. track work days, MWT held at our track, arrive and drives, etc.). Awards are also given for perfect attendance.

#### POINTS FOR "TRANSFER" RACES with 10 cars

A – Main Race	Points	B – Main Race	Points
1st .....	60	1st .....	0 – transfer
2nd .....	57	2nd .....	0 – transfer
3rd .....	54	3rd .....	0 – transfer
4th .....	51	4th .....	0 – transfer
5th .....	48	5th .....	25
6th .....	45	6th .....	23
7th .....	42	7th .....	21
8th .....	39	8th .....	19
9th .....	36	9th .....	17
10th .....	33	10th .....	15
11th .....	31 (alternate started)		

Note: Those that transfer from the B-Main will receive 0 points because they will receive A-Main points. C-Main and lower - 10 points for those who do not transfer past the C-Main.

POINTS FOR "TRANSFER" RACES with 12 cars

A – Main Race	Points	B – Main Race Points
1st .....60		1st .....0 – transfer
2nd .....57		2nd .....0 – transfer
3rd .....54		3rd .....0 – transfer
4th .....51		4th .....0 – transfer
5th .....48		5th .....21
6th .....45		6th .....19
7th .....42		7th .....17
8th .....39		8th .....15
9th .....36		9th .....14
10th .....33		10th .....13
11th .....31		11th .....12
12th .....29		12th .....11
13th .....27 (alternate started)		

Note: Those that transfer from the B-Main will receive 0 points because they will receive A-Main points. C-Main and lower - 10 points for those who do not transfer past the C-Main.

All racing rules, except those noted in this format, are per current USAC rules. For a more specific explanation of rules and scoring procedures please see the USAC rulebook.