**2021 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 –Technical Information

Appendix II – Race Format

Appendix III – Scoring Procedures.

Visit www.usac25.com/rules to obtain a copy of the latest 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

rookies are required to have at least a 3 inch hose secured with wire tie on switch. All cars are required to

have a transponder clip attached to them as a part of the C.I.Q.M.A safety inspection (see rulebook Appendix

III Section 2706 for transponder location). Clips are available to purchase in the tower. 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 **and priority.**

**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 Zero Tolerance Policy.

**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 control Rookie training and Rookie practice only. The Rookie

trainer(s) have control of the track when a Rookie training session is scheduled. Priority will be given to

Rookie training over general practice. Rookie’s will pill draw at sign –in and be placed in races similar in

format to other classes. The Rookie Director will have complete control and discretion to change the Rookie

racing format and placement of individual drivers in Rookie racing sessions. The Rookie director has full

control of all Rookie racing activities. 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 minute time limit for all Rookie races. Time limits

may be changed as time and conditions allow. Blue Rookie’s will have a 4 strike rule. After the 3rd strike, the

driver will enter the pit area and be issued a warning. After the 4th strike, the driver must exit the track and

be done for the remainder of the race.

**MISC. 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, **rain/weather,**

track damage, etc.

**TOBACCO USE:** Smoking, vaping, and chewing is prohibited inside the fenced areas at all times, **regardless** if during private practice or organized club event. This includes, but is not limited to, the staging area, tech shed, hot chute, pit area, and scales. **There is absolutely no smoking by the concession stand or in the grandstands or gravel area, including during Driver & Handler Meetings.**

**VOLUNTEER DUTIES:** Mini Indy has a “Mandatory” volunteer system. **All Primary and Associates**

**members must sign up for three volunteer positions before you are allowed to pay/sign in. If a Primary or Associates Member’s Family does not fulfill their volunteer requirements they will lose all point 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 race day. The volunteer activities include: Medic, Flagman, Race Director (in the event that a hired Race Director is not available) Spotter, Concessions, Scoring and/or other Tower Duties. **Any medical response by CIQMA is only to determine the need for additional resources. The final determination whether racer continues is done by parent/guardian or handler**. 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. **This is a minimum requirement. More help is always appreciated as often as possible.**

**RACE DAY OPEN/CLOSE TRACK DUTIES:** There is a check-list of opening and closing duties of the track that need to be completed 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. Opening family is to meet at the flag stand an hour before sign-ins. Closing family to meet at

flag stand 15 minutes after awards.

**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 flaggers 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 work a corner. As a suggestion, if one of the first four cars DNF’s, 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 if possible 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, Indianapolis. 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 tech’s 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. We will accept Friday night fuel all weekend long.) Please see tech director for any questions on when to be able to purchase fuel.

**NUMBERS:** (Deviation from Appendix II Section 1713, 2) All cars are required to have **four** paper numbers

attached to their car for scoring purposes in the heats and mains. The numbers should be located: One on

each side of the tail cone, **one on the nose**, 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): 2 cars constitute a class. If less

than 2 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. At parents discretion or pill draw, if no combining of classes is done, the lap count for all races of classes short of cars will be 10 laps. This will be considered a race with in a race and will have 2 winners, one for each class. 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 a 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. **FNL and ALL Rookie events will start race at the first attempt.**

**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 at the race directors

discretion. This time may be adjusted as time and conditions allow. (See Appendix II, Section 1713, 11 for

further details).

**YELLOW FLAG:** (Deviation from Appendix II, Section 1707, 8): Work rules will be 5 laps after the lineup is

good on the track. Once the lineup 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.

**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 until released by the tech committee. For all features and lower mains, any car

that signs in and is a DNA or DNS needs to go through tech. Any DNS car needs to go to impound until

released by tech official. Any DNA car needs to go to impound at the start of your race. All cars must be

presented at staging. 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. If a driver does not finish their race due to a medical emergency, they are

excluded. Drivers must remain in their cars with all **safety** equipment in the car until passing through the

scales. If the car did not finish, the car and driver (with **safety** 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 cars 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 and/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 the 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 cars 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 and/or Tech Director.

**\*\* HVY. Drivers can be asked to be weighed at any time, if within 5 pounds river must take off extra items, ei, jackets or empty pockets.\*\***

**ALTERNATE CAR:** (Clarification: Appendix II, Section 1713, 21): 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 retiring drivers family must have raced as a Mini Indy member in good standing for a

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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.

**ELECTRONIC SCORING:** Transponders are the final result of racing and qualifying.

**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.

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**Heat Race Set-up with Passing Points**

**CAR CLASS COUNT # of Races Note: if more than 8 cars- adding an additional hear (Rookies: Max 6)**

**1-10 2 1 or 2 Heats top 10 top A Main (\*See 11th 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.

**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 nonqualified

car will have an opportunity for another 90 second warmup round before qualifying.

**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 signin

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.

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**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

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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.

**BIG BEN SERIES:** At least 3 of the 5 series races need to be raced in order to be eligible for the year end

award. There will be no rain dates for this series.

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

A-Main Finishing Position Race Points

1st 50 pts

2nd 45 pts

3rd 40 pts

4th 38 pts

5th 36 pts

6th 34 pts

7th 32 pts

8th 30 pts

9th 28 pts

10th 26 pts

11th or alternate started 24 pts

B-Main Finishing Position Race Points

5th 20 pts

6th 18 pts

7th 16 pts

8th 14 pts

9th 12 pts

10th 10 pts

11th 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):

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**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)

**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, cannot be used as a drop)

WEIGHT Driver Light after

heat/qualifying Receives a N/T

(If driver is light: Driver goes to the tail of the “light” class47

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.

**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

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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 is $20 per car

• 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 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.

• No heats; all batch qualifying

• All classes start the race at the first attempt of the green flag

**FNL - Lap Count**

**ROOKIES:** Lower Mains: 15 (top 4 transfer) A-Main: 20

**JUNIORS:** Lower Mains: 20 (top 4 transfer) A-Main: 25

**SENIORS:** Lower Mains: 20 (top 4 transfer) A-Main: 25