



Home of the 2007, 2010, 2012 Dirt Grands

Capitol Quarter Midget Association

P.O Box 948
Rio Linda, CA 95673

www.capitolqma.com

2023 Dirt Shootout Rules

Revised January, 2023

All current USAC rules, regulations, specifications, scoring procedures, flagging procedures, judging procedures, national work rule, tech procedures, and code of conduct rules at local and regional level shall apply.

All participants at CQMA Dirt Shootout Races must use 87 octane fuel acquired from ARCO – 3140 Elkhorn Blvd, North Highlands, CA 95660

FACILITY RULES:

No dumping of hazardous waste is allowed at the facility. Hazardous waste is defined as but not limited to oil and oil containers, tires, fuel and fuel containers. No dumping of RV waste is allowed. Penalties and clean up fees may be assessed by the CQMA Board.

To limit injuries, facilities damage, and lost personal property, rip riders, bikes, razors, scooters, big wheels, etc. are not allowed on any official surfaces, including but not limited to: the track, on chute, hot chute, around or in the scale house, tech shed, walkway from tower to on chute, and tower/snack bar area, during the entire race weekend – from sign-ins on Friday through trophy presentation on the final day of the race weekend. If observed in violation, the equipment will be stored by CQMA for the duration of the race weekend.

All pits must have a working fire extinguisher. All pits must use a pit mat to collect fuel and oil leaks in their pit area.

No electricity will be offered for any event. If you have a medical need for electricity there will be a \$10 charge and you must get approval from the BOD.

The following may result in suspension of race day activities by the Track Director or a member of the CQMA Board of Directors:

Operation of any vehicle other than a quarter midget by an unlicensed driver on CQMA's facility

Unsafe operation of any vehicle (car, tow vehicle, 4 wheeler, quarter midget, etc.) on CQMA's facility

DOG POLICY:

Members are discouraged from bringing dogs to any 2022 Dirt Shootout Races. Owners must be in control of and are responsible for their dogs at all times. Must be leashed or kenneled at all times. Leave pets in your pit area.

Members out of compliance with this policy will be addressed by CQMA Board Member(s) and severe violation can result in the member driver(s) being removed from the race day activities and the member(s) asked to leave the facility.

This policy is the result of communications with our insurer, K&K Insurance, indicating that we are not covered for damages resulting from any dog-related issues.

SIGN IN:

Fees are \$40.00 per race per car

Anyone that expects to be in the racing area (including, but not limited to the on-chute, hot pit, scale house, corner worker stand, flag stand, racing surface) must be a valid USAC member, sign the race day waiver and display the proper wristband; this includes handlers, drivers and non-drivers.

All Full, Alternate Handler and Associate members that sign in to a DSO race must have a completed CQMA Rule Package Receipt Form on file with CQMA

Novice cars must have a safety sheet completed at each event prior to signing in. All other cars must have a safety sheet completed prior to the first time the car/driver combination competes in a 2023 DSO event; and it will be kept on file with the Tower Director.

Heavy drivers will be required to submit a Weight Verification form prior to each CQMA race event to Sign-In Coordinator. Must be signed by Driver and Safety Coordinator.

Friday sign-ins will ONLY be used if the CQMA Board of Directors decides they are necessary and will be 6:00pm until 8:00pm with safety verification pending. Safety sheets for any cars requiring them must be turned in Saturday morning for registration.

Saturday sign-ins will be from 7:30 a.m. until 8:30 a.m.

Sunday sign-ins will be from 7:30 am until 8:30 am.

Any late sign-ins must be present (both car and driver) by the time the first heat in the class starts and will start at the back of both Heats.

No checks allowed.

PIT MEETING: Pit Meeting will be at 9.00 AM. (All Novices are to bring car to pit meeting)

WORK AREA: The work area is defined as the pit area in a pit box, not in the lane.

TRACK PREPARATION/PRACTICE/RACE START:

Open practice Friday evening from 5 p.m. until 9 p.m. prior to race weekend at Track Foreman's discretion. Must sign all waivers to practice. All safety rules/regulations must be followed. There is a 10 lap maximum if other cars are waiting.

Racing/Practice begins at conclusion of the Pit Meeting.

Packing of the track will be at the discretion of the Track Foreman. All novice drivers will participate in packing of the track before the first event(Jr. & Sr. Honda will be required to help pack the track if there are not enough

novices). Packing of the track will be considered the start of the novice event. Any novice cars and handlers unable to participate in packing of the track will result in having the car start in the back of every race for that race day.

All Race Days: Novices will be given time to clean the cars after packing and to affix car numbers; race order may be adjusted to allow adequate time should there be a lot of mud on/in the cars.

Qualifying Format:

There will be a full round of practice before qualifying. 2 minutes above the cones at the discretion of the Track Director, followed by a 3 minute round of practice with no cones. A yellow flag will be thrown at the end of the practice period, and all cars must exit the track.

RUNNING ORDER: Race days will run in USAC running order

LINE-UPS/RACE STARTS:

Novice Races: Novices will be lined up on the front straight at the flag stand for all races. If no line-up is achieved within 5 laps after pushing Novices off, for starts and re-starts, the flagman will throw the red flag and handlers will line up the cars again. The “one to go” signal will be shown on all starts and restarts.

All other classes: All initial starts will be rolling double file starts. Stay in line on the double file start. No passing until the flag stand. The flagger will display rolled yellow and green flags together indicating a call for line-up in single file. The flagger, once proper line-up has been attained and for initial starts, will display rolled yellow and green flags in a separated drumming motion to indicate the cars should form up double file. Cars in the pits must be past the "Out Late Line" (white line where the asphalt meets the dirt) before the call for line-up in order to maintain their starting position. The “one to go” signal will be shown on all starts and restarts. Ready to be pushed off your not there in line up. You start in the back and start your 5 courtesy laps. (exceptions by Race Director)

Once line up has been achieved and the one to go has been signaled there will be no scrubbing of tires or swerving of any kind (i.e., No “Snakelike” patterns. First offense will be a rolled black flag warning, second offense will result in being sent to the back.

Initial start: In the event of a caution before the 1st lap is complete. The following will occur:

-One (1) attempt at a double file restart with original lineup.

Second attempt: In the event of a caution before the 1st lap is complete. The following will occur:

-One (1) attempt at a single file restart with original lineup.

Third and subsequent attempts: In the event of a caution before the 1st lap is complete. The following will occur:

-Single file restart with DOT cars going to the back of a lineup order.

Single file restarts:

Left side tires must be above the line painted on the track at the flag stand. If a line violation occurs, the first car to make the violation will receive a two (2) spot penalty. Two (2) spot penalty will be applied for subsequent violations. If violation occurs without any positions available to give, then driver will be receive a charge.

Corner Workers

Handlers of the cars starting in racing position one and two will report to the corner worker stand between turns one and two (far end). Handlers of the cars in the last two racing positions will be corner workers in turns three and four (pit end).

If unable to complete corner worker responsibilities, handler must find alternate handler to cover and notify Race Director of change.

Corner workers will wear safety vests provided by CQMA race officials; or at the Track Director discretion, high visibility colored shirts (safety color) may be worn.

EVENTS, TIME AND CLASS SIZE:

Pill draw will be performed by having drivers pull a numbered pill for each class/car they run at sign-in for that event in front of Sign-in Coordinator.

Qualifying Format:

1 full round of Practice (3 min.), Qualifying, 1 set of Heats, Lower Mains and Mains.
Prior to practice 2 minutes above the cones may be required at the discretion of the Track Foreman. Qualifying races will be run following “Grands/ National Format”

Non-Qualifying Format:

Saturday 2 sets of Heats, Lower Mains and Mains.
Sunday 1 set of Heats, Lower Mains and Mains.

The race timer/clock will start when the initial green flag is waved.

The race timer/clock will only be stopped for all red flags.

The Flagger may red flag the race if a lineup has not been determined/displayed in the tower window within 5 yellow flag laps.

The Flagger may red flag the race if a lineup has not been attained within 5 laps after a lineup has been determined/displayed in the window.

HEATS Non Qualifying:

First heat of the day will be 3 min practice with 1 min adj. (2 min. above the cones at the discretion of the Track Foreman)

If 11 cars in a competitive class ALL 11 run in one (1) Heat and one (1) Main.

If there are 9 or more for Novice Drivers signed in, the division will be split into two or more heats.
If there are 11 or fewer cars signed in all signed in cars will run the Main Event not including novice.
No more than 8 Novice cars will race in any heat /main event.

For example, 10 Novice cars sign-in you would have the following heat/main lineup:

<u>Novice A</u>	<u>Novice B</u>
10th highest point total	9th highest point total
8th highest point total	7th highest point total
6th highest point total	5th highest point total
4th highest point total	3rd highest point total
2nd highest point total	1st highest point total

Race length and time limits are as follows:

Event	Length	Time Limit
Novice Heats	15 laps	20 minutes
Heats (All Classes, except novice)	20 laps	20 minutes
Consi (C,D, ect.)	20 laps	20 minutes
Semi (B)	30 laps	30 minutes
Novice Main Events	25 laps	25 minutes
Jr. Classes Main events	30 laps	30 minutes
All Other Main Events	40 laps	40 minutes
Less Than 3 Car Main	20 laps	20 minutes

COURTESY LAPS: Up to 5 laps – one time per car per race only. Courtesy laps will start once the cars are in the proper line-up positions. Courtesy laps may be used before the initial green. If an entire field of cars attempt to use courtesy laps at the same time, the tower will set a timer for one minute when the last car enters the hot chute. At the end of one minute time will be called. Any car not on the track will not be allowed to rejoin the race and will receive a DNF.

HEAT RACE AND MAIN EVENT LINE-UPS:

Pill Draw Qualifying, Heats and Mains:

Qualifying lineups will be determined by morning pill draw highest to lowest. Heat line ups will be according to qualifying results for qualifying races and by pill draw at sign-in for non-qualifying races.

Lower Mains will be lined up by points from the Qualifying/Heat races – highest points to the front, in front of any Heat race DNF, DQ, and DNS drivers. Ties will be broken by the day’s pill draw with the lowest pill draw going first. Top two finishers will transfer to the next main. There will be no 'X' car.

Main Events will be lined up by total points awarded from the Qualifying/Heat races. The top 5 cars will transfer directly to the main, with high points to the back but in front of any Heat race DNF, DQ, and DNS drivers. Ties will be broken by the day’s pill draw with the high pill going first.

Inverts:

Qualifying Format:

Heats will be determined by Qualifying results (quickest to slowest) with a 5-car invert. Cars that don't qualify will line up by pill draw with the lowest pill number in the next highest available position and then by increasing pill number.

A-Main lineups will be determined by combined Qualifying/Heat race totals, highest to lowest total with a 5-car invert.

Non-Qualifying Format:

Heat Race will be determined by pill draw with the lowest pill number on the pole and then by increasing pill number.

A-Main lineups will be determined by Heat race totals, highest to lowest with a 5 car invert.

For example, an 11-car A-main would have the following lineup:

<u>ROW</u>	<u>INSIDE LANE</u>	<u>OUTSIDE LANE</u>
1	5th highest point total	4th highest point total
2	3rd highest point total	2nd highest point total
3	1st highest point total	6th highest point total
4	7th highest point total	8th highest point total
5	9th highest point total	10th highest point total
6	11th highest point total	

Qualifying Races:

Qualifying races will be set up following Grands,/National Format per the USAC rulebook.

NO JUDGES:

1. The following procedures shall be utilized by the Race Director at all USAC National and Regional events. They are recommended for use at other Quarter Midget events but Clubs may deviate from these specifications. The clubs need to notify Regional Board and National Office in writing at beginning of each sea-son. Traditional quarter midget judging procedures may be incorporated with prior notification.
2. All race officiating will be done by the Race Director with input from the flagger and/ or Asst. Race Director at the Race Director’s discretion.
3. Race Director will not be handlers, owners, parents or family members of drivers entered in the particular on track race.
4. Authority of Race Director - A Race Director will have the authority/discretion to disqualify or Black Flag for flagrant calls. Race Director disqualifications may not be protested.
5. The Race Director has authority/discretion to immediately disqualify a driver/car for the following:
 - A. Flagrant or Deliberate Rough Driving; (a driver that is intentionally running over or into the car in front or beside him/her). See Appendix II, Section 1713 - 33 & 34.

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- B. Any car with all four (4) wheels under the line that defines the inner edge of the racing surface must stop before the next turn (bringing out the yellow flag), will receive a STRIKE and be placed to the tail end of the line up. Failure to stop and continue racing will result in a race disqualification. On the white flag lap, after turn 4, a car avoiding an accident may not be penalized if all 4 tires go below the line, but must re-enter on the same straight away.
- C. Disobeying Flags; (jumping starts, passing under yellow, advancing around the track under yellow instead of dropping back into a starting or restart position as directed. etc..) After being warned at least one time and then being put to the tail of the lineup, the second warning could be cause for disqualification.

Practice Session/Pre-Race Warm-Up - Under yellow flag condition, a car may pass another car in order to create a safe distance but must keep yellow flag pace.
- D. Signaling by handler to driver (under green flag conditions).
- E. Car being operated in an unsafe manner. (For example: excessive biking, if a car turns over from biking on its own, stuck throttle, no brakes, etc.).
- F. Making adjustments or repairs on the racetrack or during a refuel or emergency stop. Cars may be worked on in the designated work area per USAC work rule on refuel stop or after an injured driver is cleared ok to race or has left the race on an emergency stop.
 - G. Third chargeable STRIKE (under green flag conditions). This will be scored as a DNF.
- H. Improper wearing of safety equipment. No neck collars, belts not over both shoulders, helmet not fastened, etc..
- I. Loss of driver-related safety items (helmet, gloves, arm restraints, belts, etc..) under green flag conditions. Does not include neck collar. See Section 1713 -35.

- J. If a car turns over and leaks fluid, or leaks while sitting on the track does not constitute a disqualification unless deemed an unsafe condition by the Race Director.
 - K. Loss of ballast during a race (under green or yellow conditions) will result in a disqualification for the race.
 - a. Loss of ballast during practice will result in a DQ for a heat race; will start at the tail in the lowest main
 - b. Loss of ballast during heat race will result in a DQ; will start at the tail in the lowest main
 - c. Loss of ballast in a main will result in a DQ
 - 6. Only the Official Handler may ask the Race Director for the reason of disqualification at the conclusion of the race; HOWEVER, they may NOT argue the call or protest it. Arguing or protesting the call may result in immediate ejection from the event.
 - 7. The Race Director must have a communication link; via radio with the flagger & scoring tower.
 - 8. Flagger shall not make any disqualification calls unless approved by the Race Director of that race.
 - 9. Race Director has the option to put any car(s) to the rear that fails to keep proper pace or remove from the race.
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- 10. Cars are subject to black flag calls any time that they are on the track. Disqualification may be made after the checkered flag has been thrown, or before the green has been thrown. Incidents can occur in the hot chute or as cars leave the track. The Race Director can decide that it was intentional or deliberate, and disqualify the car.
 - 11. During a medical red flag situation, NO cars can be worked on or moved, until the Race Director has declared the track clear.
 - 12. It is the Race Director's responsibility to enforce and to determine violations of the Racing Rules, as outlined in Section 1713, "Racing Rules and Procedures".
 - 13. Race Director may use the "meatball flag" (black flag with a red circle) to call a car into the pits or designated area for consultation, i.e. checking RaceCeiver ,tape numbers, etc. See Section 1706-3.

Approaching Officials:

You may ask questions in a civilized manner.

If at any time during a race a Race official is approached in a threatening manner that person will be warned by said official. If the behavior continues after the warning is given the driver will receive a DQ and Zero points for the last race they completed.

TECH: All participants are subject to technical inspection at the discretion of the Club Tech Director. Fast time, First, second and third place cars from A-Main in all divisions will be impounded after their Main. At the end of the race day, two classes will be pulled for tech by the Club Tech Director. Cars, carts and their contents must not be moved or touched while in impound without prior Tech or CQMA Board Member approval.

Championship motors for all classes are subject to technical inspection prior to the awarding of year-end ranking. All Champion cars must be present at the last race or will forfeit championship.

Row	INSIDE LANE	OUTSIDE LANE
1	5th Highest points total	4th Highest points total
2	3rd Highest points total	2nd Highest points total
3	1st Highest points total	6th Highest points total
4	7th Highest points total	8th Highest points total
5	9th Highest points total	10th Highest points total
6	11th Highest points total	

NOVICE MOVE UPS / TRANSFERS DUE TO AGE: When transferring from a lower to a higher division, driver will be assigned 5 points less than the last place points for the division he is transferring into for each race he has run. (For example: A Junior Novice is moving up to Jr. Honda - and he has run DSO Jr. Novice races 1, 2 and 4. When he transfers, he will be assigned 5 points less than the last place Jr. Honda points for the Jr. Honda races that ran on the same days as the completed Novice races.)

ROOKIE OF THE YEAR:

To be eligible for Rookie of the Year, driver must be a full CQMA member or associate CQMA member in good standing. Novices will be eligible for Jr. Rookie of the Year, Sr. Rookie of the Year or Hvy. Rookie of the Year:

1. In the year in which they graduate to a competitive class at a CQMA DSO.
2. If the novice moves up to a completeive class after DSO 5, their rookie year will be considered the following year (their first full year in a competitive division).

It is the responsibility of the handlers to notify the Sign-In Coordinator and Tower Director of the intention to run for Rookie of the Year. Rookie eligibility will be confirmed by the Training Director, Sign-In Coordinator and Tower Director. Upon moving to a competitive class, rookies will be required to run a “rookie ribbon”.

Rookie of the Year will be the driver with the highest points out of 6 DSO in Junior Honda (Jr. Rookie of the Year) and Senior Honda (Sr. Rookie of the Year), and Heavy Honda (Hvy. Rookie of the Year) races.

Must run six (6) of the ten (10) CQMA DSO races in Junior Honda (Jr. Rookie of the Year), Senior Honda (Sr. Rookie of the Year) or Heavy Honda (Hvy. Rookie of the Year).

RACE DAY AWARDS: All Novices will receive participant trophies/award. All other classes will receive trophies/award for 1st through 3rd for the A-Main. Fast Qualifiers and Heat Race winners will receive an award.

Single Car Class/Division:

A single light/heavy that runs with the other class/division will run where they pill draw, qualify or finish and will be included in inverts. (Heavy’s will no longer start in the front).

If there is only one car in a class/division that runs by itself you must qualify at qualifying events and run a minimum Green, white, checkered in your heats and main to qualify for a day trophy and will receive 0 points for the day.

Mixed class/division (light run with heavy) You will receive points for where you finished in the race without effecting the other class/division finish. Example 1 light car runs with 3 heavy cars, finish is heavy, light, heavy, heavy. The heavy cars finishing order will be 1, 2 ,3 ; the light car will receive 2nd place and will podium and receive points for where their overall finish is.

For a single car to qualify for an end of season participation trophy/ award you must run 6 out of 10 DSO races. To qualify for Championship 6 of those races must have a min of 2 cars.

DIRT SHOOTOUT YEAR-END AWARDS:

A driver must race at least 6 DSO’s in the same division/class to qualify for end of season placement. A driver must also race 6 of the 10 Dirt Shootouts in order to receive awards at the end of the year. (*Novices that don’t run at least 6 DSO races may purchase an end of season trophy) Champions of each division will receive a jacket at the year-end banquet, unless otherwise stated in the DSO Rules. (*Novices do not receive jackets because they are not a competitive class, they receive a participant trophy). Rookies of the Year (Jr , Sr and Hvy) will receive a jacket at the year-end banquet.

SERIES TIE BREAKERS

In the event of a tie within a class/division for the overall championship, the tie will be broken in the following order:

- Greatest number of main event wins in the series.
- Greatest number of 2nd place main event finishes in the series.
- Greatest number of 3rd place main event finishes in the series.
- Greatest number of 4th place main event finishes in the series.
- Greatest number of heat race wins in the series.

THROW-OUT:

- For 2023, there will be 2 throw outs.

POINTS: Points are awarded for competitive classes only! Novice is not a competitive class. Points will be posted and Novice participants will be listed on the CQMA website within seven (7) days of DSO races. The Tower Director is responsible for supplying the points to the Webmaster for posting. Questions on the point standings must be made in writing (or e-mail) to the Tower Director within one (1) week of posting or they will be final as posted.

POINT STRUCTURE:

2 Heats or Qualifying and 1 heat

Place	Heat	Semi Main	Main Event
1 st	30	Xfer to Main	50
2 nd	28	Xfer to Main	48
3 rd	26	30	46
4 th	24	28	44
5 th	22	26	42
6 th	20	24	40
7 th	18	22	38
8 th	16	20	36

1 Heat

9 th	14	18	34	
10 th	12	16	32	
11 th	10	-	30	
12 th	-	-	-	
13 th	-	-	-	
14 th	-	-	-	
15 th	-	-	-	
Place	Heat 1 or 2	Semi Main	Main Event	Qualifying Points
1 st	15	Xfer to Main	50	15
2 nd	14	Xfer to Main	48	14
3 rd	13	30	46	13
4 th	12	28	44	12
5 th	11	26	42	11
6 th	10	24	40	10
7 th	9	22	38	9
8 th	8	20	36	8
9 th	7	18	34	7
10 th	6	16	32	6
11 th	-	-	-	5
12 th	-	-	-	4
13 th	-	-	-	3
14 th	-	-	-	2
15 th	-	-	-	1

DISQUALIFICATIONS – POINTS

Points where you go out of the race – scored as a DNF

- 3 charged yellows
- Liberating fluid
- Suit up, strap in, push off, fire or not (this is a DNF)

Last place points for the race (more than one car in a race may receive last place points)

- Light at the scale after racing

- Tech DQs that do not result in a 30 day suspension
- All other DQ calls (signaling, working on the car on the track, etc)

Stop at the white line. No driving into the Scale House

ZERO Points for the Race Day – Race

Flagrant Unsportsmanlike Conduct call (DQ)

Tech DQ's that result in a suspension of 30 days or more

FUEL

Fuel may be checked at any time at the direction of the Club Tech Director. Fuel found to be illegal will result in the loss of points for that day's races up to the point of the fuel check.

WEIGHT

CLASS DIVISION CAR

AGE WEIGHT (min) WEIGHT (min)

Rookie Red 5-12 N/A 265 lbs. 160 lbs.

Rookie Blue 5-12 N/A 265 lbs. 160 lbs.

Honda Junior 5-8 N/A 265 lbs. 160 lbs.

Honda Senior 9-17 N/A 290 lbs. 160 lbs.

Honda Heavy 8-17 N/A 340 lbs. 160 lbs.

Animal Junior 5-8 N/A 265 lbs. 160 lbs.

Animal Senior 9-17 N/A 290 lbs. 160 lbs.

Animal Unrestricted 9-17 N/A 340 lbs. 160 lbs.

Mod Light 7-17 N/A 270 lbs. 160 lbs.

Honda 160 Light 8-17 N/A 290 lbs. 160 lbs.

Honda 160 Heavy 8-17 N/A 340 lbs. 160 lbs.

Formula Mod Light 10-17 N/A 325 lbs. 160 lbs.

World Formula Light 9-17 N/A 290 lbs. 160 lbs.

World Formula Heavy 9-17 N/A 340 lbs. 160 lbs.

*Restrictions for World Formula, see Appendix II, 1712-8

*Light & Heavy Formula Mod classes are combined for 2022

CLUB MEMBER PARTICIPATION COMMITMENT: All Full CQMA MEMBERS are required to participate in RACE DAY WORK HOURS and WORK PARTIES.

MANDATORY RACE DAY WORK HOURS: All Full USAC MEMBERS running the Dirt Shootout series are required to sign up for a min. of 2 positions before you can sign in to race. (Race day work hours are credited for sign-in, safety, flagging, track directing, snack bar help, tower help, sealing cars, working the scales, pit steward.)

WORK PARTIES - CQMA members and associate members who attend a work party will be entered into a drawing to receive one free race voucher (one entry per family) that can be used toward One car/division entry sign in for a 2022 DSO race. Must be present to win.

Members are required to complete 8hrs per family of work parties or pay a \$100 buy-out to receive the end of the year trophy.

RAIN DATES

Any DSO date that must be canceled due to weather will be called (canceled) no later than 7 p.m. on the Thursday preceding the race. This will be communicated via the CQMA website and CQMA Facebook page. The decision to cancel the race will be based on the best forecast available at that time; decision will be made by the CQMA Board. Races that have not been canceled by 7 p.m. on Thursday and find rain on Saturday morning will be considered canceled if cars cannot be on the track by 11:30 a.m.

Events rained out prior to the completion of the heat races will be considered canceled and rescheduled to a full event.

Race events affected by weather midway through the program will be considered a completed event if all classes present have completed their Qualifying/Heat races. In this case, only combined Qualifying/Heat race points will be awarded to the driver's points total for this event.

If a majority of the main events have been completed, the event will be considered complete and points will be awarded according to the point table to drivers in those classes completing their main events. Drivers of classes that did not complete a main event will each be awarded first place points provided they meet the requirement to establish a class.

Canceled races will be rescheduled to the next available rain date.

Donations:

Any donations given to CQMA are the sole property of CQMA and may not be removed from the property without BOD approval.

RACE DAY FORMAT, OR ANY PORTION THEREOF, CAN BE CHANGED AT ANY RACE BY THE MAJORITY OF THE CQMA BOARD OF DIRECTORS AND EXECUTIVE OFFICERS PRESENT AT THE RACE

CQMA Sportsmanship Guidelines

Capitol Quarter Midget Association (CQMA) is committed to providing a safe and fair environment for all participants and spectators.

Our first priority is the welfare of our drivers and we are committed to providing an environment which will allow drivers to learn, grow, and perform to their best ability.

Parents, family members, friends and spectators should....

Be a role model for all children, maintaining the highest standards of conduct when interacting with children, other parents, officials and event organizers.

Encourage all children to play by the rules.

Always behave responsibly and respectfully on the sidelines.

Take care not to expose any driver, intentionally or unintentionally, to embarrassment or ridicule by gossip or the use of flippant or sarcastic remarks directed at them or their parents. Be supportive, or be quiet!

Always recognize the value and importance of the volunteers at our race track. Be supportive, or be quiet!

Respect race officials, volunteers and all drivers. Do not publicly question the judgment or honesty of judges or race officials.

Teach your child that honest endeavor is as important as winning and do all you can to encourage good sportsmanship. We all need to lead by example!

Questions and concerns should immediately be brought to the attention of a CQMA Board Member or racing official.

Those who cannot abide by the above guidelines will be asked to leave the CQMA facility.

2022 CQMA By-Laws and Rules Signature Page

I have read and will abide by all CQMA By-laws and DSO Rules for the 2023 season.

Handler

Spouse

Handler Signature

Spouse Signature

Date

Date