

APPENDIX III

2020 .25 Midget Division Scoring Procedures: January 1, 2020

2700 - Practice Round Procedures

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

# of cars	# of rounds	Cars in Each Round	# of cars	# of rounds	Cars in Each Round
up to 7	1	7	24	4	6-6-6-6
8	2	4-4	25	4	7-6-6-6
9	2	5-4	26	4	7-7-6-6
10	2	5-5	27	4	7-7-7-6
11	2	6-5	28	4	7-7-7-7
12	2	6-6	29	5	6-6-6-6-5
13	2	7-6	30	5	6-6-6-6-6
14	2	7-7	31	5	7-6-6-6-6
15	3	5-5-5	32	5	7-7-6-6-6
16	3	6-5-5	33	5	7-7-7-6-6
17	3	6-6-5	34	5	7-7-7-7-6
18	3	6-6-6	35	5	7-7-7-7-7
19	3	7-6-6	36	6	6-6-6-6-6-6
20	3	7-7-6	37	6	7-6-6-6-6-6
21	3	7-7-7	38	6	7-7-6-6-6-6
22	4	6-6-5-5	39	6	7-7-7-6-6-6
23	4	6-6-6-5	40	6	7-7-7-7-6-6

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2701 - Qualifying (if applicable), Heat Races and Mains

1. When qualifying, heat races and/or mains begins there shall be a minimum of three (3) scorekeepers in the tower.
2. All entries on the qualifying/score sheets will be done in ink.
3. For qualifying, when the car enters the track they will be given three (3) warm up laps, then two (2) qualifying laps. The times will be written down on the qualifying sheet and/or time cards and confirmed amongst the scorekeepers.

4. For qualifying, after each car has qualified, the announcer may announce the times over the PA system. It is recommended that as qualifying takes place, the time cards be kept in order from fastest to slow-est.
5. For qualifying, If a car does not take a green flag for qualifying they will receive a no time (NT). Noting as such on the qualifying sheet and the car will be lined up at the back of the racing field. In the event there are two or more NT, the cars should be lined up according to their pill draw or qualifying order, whichever applies at the event.
6. For qualifying, any irregularities or issues with the timing system will be noted on the qualifying sheet / time card.

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7. For qualifying, if a heavy class driver is found to be less than 100 lbs after qualifying, they will be assigned with a no time and placed in the last qualifying spot of the LIGHT DIVISION of the same class. If there is not a LIGHT DIVISION of the same class, the Race Director will have final authority where to place the car into a different class, in the last spot of the last heat or main, whichever applies.
8. For qualifying, heats or mains, If a CAR is found to be LIGHT or is disqualified after qualifying, heat or main, it will be given a DQ and placed in the last qualifying spot of its class/division. If qualifying or heat race, the weight or other infraction must be corrected prior to racing. If DQ occurs in main, car will be scored as a DQ for final results.
9. For qualifying, if there is any mechanical error in the timing system or a transponder not "reading" the car on the track will be brought into the hot chute area while the problem is being fixed. The car would not be allowed to be worked on or touched other than to fix the transponder. Once the problem is fixed, the next two (2) cars in line will go out, followed by the car that was in the hot chute. The car in the hot chute would be allowed to have all warm up laps and any remaining qualifying times.
10. Once qualifying is completed, qualifying sheets/time cards will be placed in the proper order as follows: qualified cars (fastest to slowest), no time (NT) in order of pill draw at registration, DQ in order of pill draw at registration and then DNA in order of pill draw at registration. Denote on the line-up sheet any track records, DQ, or NT. In the case of an identical qualifying time, the second fastest lap will be used as the tie breaker and is placed in the fastest position. Denote on the line-up sheet both times. In the case of identical qualifying first and second lap, cars will be lined up according to pill daw at registration (lowest to highest).

2702 - Setting Up Heat and Main Races

After qualifying or heat races are complete in each class, scorers should prepare to set up races

Setup Mains based on Qualifying:

Setup mains using fastest to slowest cars, from qualifying sheets

Example: 30 cars in a class.

How to setup Heat Races:

Setup heat races based on pill draw. If more than 8 cars, place the lowest pill draw in the first heat, next pill draw in the next heat and so on.

- Heat Race: Max of 8 cars in a heat race with the exception of selected events approved by the .25 Midget Series Director.

Example: 30 cars in a class. Max of 8 cars in a heat race. Lowest pill draw will start P1 in Heat 1. Highest pill draw will start P8 in Heat 2. Note: If more than 8 cars, create an additional heat.

Heat 1
P1: Pill draw 1

Heat 2
P1: Pill draw 2

Heat 3
P1: Pill draw 3

Heat 4
P1: Pill draw 4

P2: Pill draw 5	P2: Pill draw 6	P2: Pill draw 7	P2: Pill draw 8
P3: Pill draw 9	P3: Pill draw 10	P3: Pill draw 11	P3: Pill draw 12
P4: Pill draw 13	P4: Pill draw 14	P4: Pill draw 15	P4: Pill draw 16
P5: Pill draw 17	P5: Pill draw 18	P5: Pill draw 19	P5: Pill draw 20
P6: Pill draw 21	P6: Pill draw 22	P6: Pill draw 23	P6: Pill draw 24
P7: Pill draw 25	P7: Pill draw 26	P7: Pill draw 27	P7: Pill draw 28
P8: Pill draw 29	P8: Pill draw 30		

Example: 13 cars in class. Max of 8 cars in a heat race. Lowest pill draw start P1 in Heat 1. Highest pill draw will start P7 in Heat 1.

<u>Heat 1</u>	<u>Heat 2</u>
P1: Pill draw 1	P1: Pill draw 2
P2: Pill draw 3	P2: Pill draw 4
P3: Pill draw 5	P3: Pill draw 6
P4: Pill draw 7	P4: Pill draw 8
P5: Pill draw 9	P5: Pill draw 10
P6: Pill draw 11	P6: Pill draw 12
P7: Pill draw 13	

- Mains: The Rookie classes (Red and Blue), can only have a maximum of 8 cars per race. At local events you may choose to put less cars in the mains (races). For example, 10 cars for Seniors and Juniors and 6 cars for Rookies.

At local events, divisions may be combined. For example, Light & Heavy divisions may be run together as long as the Light cars are started in the front and the Heavy cars to the rear. Light & Heavy cars are separated on the score sheets to determine the finish of both divisions separated.

How to setup Mains based on Heat Races: To figure out how many mains (races) there will be by using Table 1 below.

If total of 12 cars in class- 1-12 CAR CLASS COUNT (1 or 2 Heat, top 12 to Feature)

If more than 12 cars in class:

- 13-16** CAR CLASS COUNT (2 Heats, top 6 in points to A Main; 1 lower main, transfer 4)
- 17-20** CAR CLASS COUNT (2 Heats, top 6 in points to A Main; 2 lower mains, transfer 4)
- 21-22** CAR CLASS COUNT (3 Heats, top 6 in points to A Main; 2 lower mains, transfer 4)
- 23-28** CAR CLASS COUNT (3 Heats, top 6 in points to A Main; 3 lower mains, transfer 4)
- 29-30** CAR CLASS COUNT (3 Heats, top 6 in points to A Main; 4 lower mains, transfer 4)
- 31-34** CAR CLASS COUNT (4 Heats, top 6 in points to A Main; 4 lower mains, transfer 4)
- 35-38** CAR CLASS COUNT (4 Heats, top 6 in points to A Main; 5 lower mains, transfer 4)
- 39-40** CAR CLASS COUNT (4 Heats, top 6 in points to A Main; 5 lower mains, transfer 4)
- 41-45** CAR CLASS COUNT (5 Heats, top 6 in points to A Main; 6 lower mains, transfer 4)

Table 1

- Use the table below (Table 2) to set up the race order and race number. Circle the highest main based on the table above (Table 1), and then cross out the mains as you determine the race order. The races should be numbered from the last main (race #1) and ending with the A Main events.

Red Rookie									
Blue Rookie									
Junior Honda	I	C	I	E		C	F		
Senior Honda	I	C	I	E		C	F		
Heavy Honda	I	C	I	E		C	F		
Junior Animal	I	C	I	E		C	F		
Senior Animal	I	C	I	E		C	F		
Unrestricted	I	C	I	E		C	F		
Animal									
Light 160	I	C	I	E		C	F		
Heavy 160	I	C	I	E		C	F		
Lt. Modified	I	C	I	E		C	F		
Hvy. Modified	I	C	I	E		C	F		
Light World	I	C	I	E		C	F		
Formula									
Heavy World	I	C	I	E		C	F		
Formula									

Table 2

- Use the table below (Table 3) to determine which driver goes in which main. Fill up the lowest class. Do not put more than 8 cars for Rookies, 12 cars for Juniors and Seniors in a race. The number of cars in the races may be altered at your local club. For example, if there are 22 cars entered in a Junior class, the last main will be an "E" main (see Table 1) with 6 cars in it. In the A main, the first four cars may be inverted based on qualifying times/heat races and the last two cars will be straight up.

r Class	Main	Details
1-6	A Main	<ul style="list-style-type: none"> • Top 6 qualifiers or top point earners lock into A main. <u>A main starting position</u> 1st Qualifier or point earner - P1 2nd Qualifier or point earner - P2 3rd Qualifier or point earner - P3 4th Qualifier or point earner - P4 5th Qualifier or point earner - P5 6th Qualifier or point earner - P6 • Starting positions 7th-10th in A main are transfers from B main who finish 1st-4th • "X" car is the car finishing 5th in B main
7-12	B Main	<ul style="list-style-type: none"> • Top 7-12 qualifiers or 7th-12th point earners lock into B main in positions 1-6. <u>B main starting position</u> 7th Qualifier or point earner - P1 8th Qualifier or point earner - P2 9th Qualifier or point earner - P3 10th Qualifier or point earner - P4 11th Qualifier or point earner - P5 12th Qualifier or point earner - P6 • Top 4 finishers from B main transfer to A main. <u>B Main finish transfers to A main</u> Finish 1st - transfer to 7th in A main Finish 2nd - transfer to 8th in A main Finish 3rd - transfer to 9th in A main Finish 4th - transfer to 10th in A main • 5th place finisher is "X" car in A main • 6th and beyond finishers do not transfer

13-18	C Main	<ul style="list-style-type: none"> ● Top 13-18 qualifiers or 13th-18th point earners lock into C main in positions 1-6. <u>B main starting position</u> 13th Qualifier or point earner - P1 14th Qualifier or point earner - P2 15th Qualifier or point earner - P3 16th Qualifier or point earner - P4 17th Qualifier or point earner - P5 18th Qualifier or point earner - P6 ● Top 4 finishers from C main transfer to B main. <u>C Main finish transfers to B main</u> Finish 1st - transfer to 7th in B main Finish 2nd - transfer to 8th in B main Finish 3rd - transfer to 9th in B main Finish 4th - transfer to 10th in B main ● 5th place finisher is "X" car in B main ● 6th and beyond finishers do not transfer
19-24	D	<ul style="list-style-type: none"> ● Top 19-24 qualifiers or 19th-24th point earners lock into D main in positions 1-6. <u>D main starting position</u> 19th Qualifier or point earner - P1 20th Qualifier or point earner - P2 21st Qualifier or point earner - P3 22nd Qualifier or point earner - P4 23rd Qualifier or point earner - P5 24th Qualifier or point earner - P6 ● Top 4 finishers from D main transfer to C main. <u>D Main finish transfers to C main</u> Finish 1st - transfer to 7th in C main Finish 2nd - transfer to 8th in C main Finish 3rd - transfer to 9th in C main Finish 4th - transfer to 10th in C main ● 5th place finisher is "X" car in C main ● 6th and beyond finishers do not transfer
25-30	E	

		<ul style="list-style-type: none"> • Top 25-39 qualifiers or 25th-30th point earners lock into E main in positions 1-6. <u>E main starting position</u> 25th Qualifier or point earner - P1 26th Qualifier or point earner - P2 27th Qualifier or point earner - P3 28th Qualifier or point earner - P4 29th Qualifier or point earner - P5 30th Qualifier or point earner - P6 • Top 4 finishers from E main transfer to D main. <u>E Main finish transfers to D main</u> Finish 1st - transfer to 7th in D main Finish 2nd - transfer to 8th in D main Finish 3rd - transfer to 9th in D main Finish 4th - transfer to 10th in D main • 5th place finisher is "X" car in D main • 6th and beyond finishers do not transfer
31-36	F	<ul style="list-style-type: none"> • Top 31-36 qualifiers or 31th-36th point earners lock into E main in positions 1-6. <u>E main starting position</u> 31st Qualifier or point earner - P1 32nd Qualifier or point earner - P2 33rd Qualifier or point earner - P3 34th Qualifier or point earner - P4 35th Qualifier or point earner - P5 36th Qualifier or point earner - P6 • Top 4 finishers from F main transfer to E main. <u>F Main finish transfers to E main</u> Finish 1st - transfer to 7th in E main Finish 2nd - transfer to 8th in E main Finish 3rd - transfer to 9th in E main Finish 4th - transfer to 10th in E main • 5th place finisher is "X" car in E main • 6th and beyond finishers do not transfer

Table 3

2703 - How To Use Your Score Sheet

1. Fill in class, date, and time of start of race.
2. Fill in the drivers' names and starting positions.
3. During warm ups, check paper number on cars for legibility.
4. Check to see that the line up on the track is the same as your score sheet lineups.
5. Check on any variations before the green flag. Do not adjust your line up information on your score sheet unless you have made a clerical error. If the starting lineup is different on your sheet than on the track, it may be because of engine changes or drivers being late out. Make note of the different starting lineup in the restart area of your score sheet using an "ST" for Starting lap.

6. If you miss a car or lap, do not panic!
 - a. Pick out the lead car and begin the next lap. Don't be too concerned about what lap you're on. It is more important to get the car numbers on paper. You can always recon-struct the race later from your notes and figure out the laps and finish.

7. When a yellow flag is thrown, make a slash mark on your score sheet between the car number and at the point when the flag is thrown.

8. Restart line ups will be determined by taking the last completed lap (all cars present) and necessary adjustments for strikes and/or DOTs.

9. NOTE: All laps count until the checkered flag is thrown.

All activities that occur during green, yellow and red flags must be documented. List all restart lineups in the RESTART area of the score sheet. Be sure to indicate the lap number of each restart. Multiple restarts in the same lap denote with "A", "B", "C". (10A, 10B, 10C etc.) This is very important because if you need a restart lineup before you get a green lap in you can build the new line up from the latest RESTART lineup. This includes restarts due to line violations.

List all DOTs and strikes in the upper right hand area of the sheet (Use the car numbers. Always watch for three (3) Strikes or one (1) flagrant call on any driver and notify the Head Scorer, who will confirm with the officials, as soon as any driver reaches three (3) strikes.

As cars drop out for mechanical reasons, strikes, etc., note them in the lap that the drop occurred. Record all laps. If the checkered flag has not fallen continue to score.

When the warm-up time has expired, any cars not on the track will be placed at the tail in the order they come onto the track.

Laps are counted DOWN. (End with Lap 1) Cars are always recorded in the order each scorer SEES the car cross the start-finish line. If a car is lapped a circle should be put around the number of the lapped car in the next lap it appears in. That car number is only circled in that one lap and not circled again unless the race leader laps it again.

EXCEPTION: If CAR 0 had spun and did not cross after car 4, you would go back to lap 20 to create the new lineup. Restart the race with lap 19 again since it was never completed in this instance. Sometimes,

you may need to go back two laps to get a completed lap. Then you will resume racing on the next lap following that last COMPLETED LAP. A completed lap constitutes all cars including lap cars accounted for in that lap

WHAT TO DO WITH LAPPED CARS

When restart line-ups are made lapped cars are left where they were running with the following exceptions:

EXCEPTION: YOU CANNOT START A RACE WITH A LAPPED CAR

If cars in front of lapped cars are sent to the rear, (either by dead on the track or by a strike), the lapped car will be brought to the rear and becomes un-lapped for 1 (one) lap only.

2704 - How To Create A Finish

Make sure you have signed your score sheet and have noted the time of day that the race began and was completed. Verify the last recorded lap with all scorers. If there is a problem re-check the score sheets. Majority rules and the Head Scorer will break ties. Go over the race on your own score sheet carefully and verify the total number of lapped cars each scorer has and any other special circumstances of the race. All must agree. If there is not a unanimous agreement, continue to go over the race lap by lap until the mistake found or difference is found and again, the majority rules.

NOTE: DO NOT FILL IN MISSED LAPS OR CARS or fill them in with different color ink so that there is no question about what you actually saw/wrote on your score sheet. After considering all lapped cars, verify your finish with the other scorers; all should agree. Don't announce finishes that you are not 100% sure of.

A driver that does take the initial double file green flag but does not complete a lap is a DNF. A driver must take every completed green lap in order to be a finisher. **If a driver comes out late from the work area and misses the start, score until verified by the officials as being late.**

ORDER OF FINISH:

- **Finisher** – Car must cross the start-finish line on the checkered flag lap under green. Crossing the line means any part of the car that crosses over the line in any way it crosses the line. (front bumper, rear bumper, sideways, backwards, upside down, etc)
- **Did Not Finish (DNF)** – if there is more than 1 DNF, the finishing order is determined by the car with the most laps ran. (A DNF car is one that took a green flag) A DNF car does not have to complete a lap. A car receiving three Strikes is also a DNF.

If more than one car is DNF on the same lap, the order of finish should be according to the running order of the last completed green flag lap, unless there is a call then the car(s) without the call will receive the better finishing position.

- **Did Not Start (DNS)** – If more than 1, order them by starting position. A DNS car is one that did not take the initial green flag.
- **Disqualified (DQ)** – In order in which they occurred, (scales, tech, etc.)

- **Did Not Attempt (DNA)** – Car and driver did not take the track, or report to staging

**** THE FINAL LAP IS THE ONE RECORDED WHEN THE CHECKERED FLAG FALLS. NEVER GO BACK A LAP FOR A FINISH OF A RACE (UNLESS THERE IS A YELLOW FLAG DISPLAYED WITH THE CHECKERED FLAG - REFERENCE 1708-11).**

USAC NATIONAL RACE POINTS FORMAT - May be used at local club races

Engine Change (Starts at the tail of next race) race	ALL points according to drop out/ finish
DNF (Did Not Finish, Including Strikes)	ALL points according to drop out/ race finish
DQ (Mechanical)	ALL points according to drop out/ race finish
DQ (Safety - loss of driver-related safety item Does not conform to the Safety Check and Registration Form)	ALL points according to drop out/ race finish
DQ (Flagrant call)	ALL points according to drop out/ race finish
DQ (Illegal - engine/tech item)	NO race points for the day, plus any additional penalties for the particular DQ. (Illegal engine/tires and illegal fuel cannot be used as a drop.)
DQ (Unsportsmanlike conduct) action.	NO race points for the day, plus any additional penalties for this Cannot be used as a drop.
DNS (Attempt to race, did not take the green flag)	ALL points according to drop out/ race finish
DNA (Did Not Attempt to race ___-Main) participated in race for that class	Will receive last (10th or 11th) place points if driver/car qualifying or heat and event.

POINTS FOR A "RAIN OUT" RACE (for use at club or regional races - see below for National Events)

1. Entire event rained out or any class that has not completed ALL Heat races (must be signed-in before event is called). Drivers in all class/divisions will be awarded 30 (thirty) points.
1. All Heat Races have been completed and A-Mains and Lower Mains rained out.
 - A-Main drivers - awarded 45 points
 - B-Main drivers - awarded 21 points
 - C-Main or lower drivers - awarded 10 points.

1. Heat Races and Lower Mains have been completed and A-Mains are rained out.

A-Main drivers - awarded 45 points

1. All drivers that completed their events will receive the appropriate points as they finished.

POINTS FOR "TRANSFER" RACES with 10 cars

A - Main Race Points, B - Main Race Points

1st	60	2nd	57
3rd	54	4th	51
5th	48	6th	45
7th	42	8th	39
9th	36	10th	33
11th	31		

1st	0 (transfer)	2nd	0 (transfer)
3rd	0 (transfer)	4th	0 (transfer)
5th	25	6th	23
7th	21	8th	19
9th	17	10th	15 (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.

2020 National Point Structure **The Pavement Championship**

- There are **six (6)** scheduled pavement races in 2020
- A minimum of **three (3)** races is required to be eligible in final National Points standings
- Driver can race **MORE** than three (3) National Events - average points are used
- **NEW** - There is **one (1)** "Throw-out" race For 2020 - driver must compete in at least four (4) events

NOTES

Driver must compete in any four (4) Regional events, in any class, in order to qualify for National points. A driver does not have to compete in the same class in Regional events as National events to earn points.

In the event of a tie in year-end points, the number of wins in the class with the tie will be used. Followed by the number of second and third places finishes, etc.. to break the tie.

In the case of rain at a Regional event, see Appendix II, 1713-38.

In the case of rain at a National event, no points will be awarded if features are rained out. Any feature that is completed, will count for points. If features for that class are not completed at final event, individuals with two prior events completed who registered and attempted to compete will be awarded an attempt and previous 2 races averaged for total points.

The Dirt Championship

- There are **five (5)** scheduled pavement races in 2020
- A minimum of **three (3)** races is required to be eligible in final National Points standings
- Driver can race **MORE** than 3 national events - average points are used
- **NEW** - There is **one (1)** “Throw-out” race For 2020 - driver must compete in at least four **(4)** events

NOTES

Driver must compete in any three (3)Regional events, in any class, to qualify for National points.

A driver does not have to compete in the same class in Regional events as National events to earn points.

In the event of a tie in year-end points, the number of wins in the class with the tie will be used. Followed by the number of second and third places finishes, etc.. to break the tie.

In the case of rain at a Regional event, see Appendix II 1713-38.

In the case of rain at a National event, no points will be awarded if features are rained out. Any feature that is completed, will count for points. If features for that class are not completed at final event, individuals with two prior events completed who registered and attempted to compete will be awarded an attempt and previous 2 races averaged for total points.

Regional qualifiers can be on dirt or pavement. A combination of two regional races are required on the surface type in which the driver is competing for a national championship.

Appendix III

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Average National Points

FINISH	POINTS				
1	120	11	99	21	89
2	117	12	98	22	88
3	114	13	97	23	87
4	112	14	96	24	86
5	110	15	95	25	85
6	108	16	94	26	84
7	106	17	93	27	83
8	104	18	92	28	82

9	102	19	91	29	81
10	100	20	90	30+	80

2705 – Other Tower Personnel

Listed below are duties of other personnel that may be useful and helpful to be in the tower:

SPOTTER

A spotter may be used. The spotter stands behind the scorers and watches the track. They will note when a yellow flag comes out and note which cars are DOT in the order they stopped on the track. Additional duties include writing down the number of the cars that leave the track and in which order they left and in which order they returned to the track. The spotter needs to designate and record which cars go DOT under green and which under yellow. In addition, they need to mark down which cars have strikes so that innocent cars are not charged with a DOT. Write everything down – it is far better to write too much than not enough.

LAP COUNTER/CLOCK

A lap counter is assigned to count laps during a race and is responsible for accurate reporting of laps to the officials and Head Scorer. Laps may be displayed on an electronic countdown lap/clock or with cards. Laps should be displayed beginning with the total laps to be run and working down to the last lap. Laps must be in plain sight of the flag person at all times.

In addition, someone needs to be assigned to be in charge of the clock during practice and warm-up sessions (can be the same person counting laps if using an electronic clock). An indication of the duration of the session will be displayed in a way to show an accurate count of time elapsed. Handlers should be notified over the loud speaker as minutes decrease; lap counter will notify the Head Scorer and officials that time is over. A buzzer is recommended to announce “time is up”.

REFUELING RULE

During the AA class races (Feature/Lower Main Races, does not apply to Heat Races), laps are to be counted as soon as the green flag falls. Begin counting all laps green and yellow from the time the green flag falls until you reach the 80th lap. When the total of 80 laps is achieved, the spotter reports to the Head Scorer that the cars can refuel at the next yellow or red flag. Or if the field is under yellow when the 80th lap occurs, the spotter will inform the Head Scorer that there is a need for a red flag to refuel immediately. **NOTE: All AA races shall be given NO MORE than 2 fuel stops AFTER the initial green flag at any USAC sanctioned event.**

2706 - Electronic Scoring

In addition to current scoring procedures, the use of electronic scoring is recommended. Electronic scoring, if used, shall be in addition to all normal scoring procedures. The number of scorekeepers is optional at a club event.

TRANSPONDERS:

TYPE – To be determined at the event and may be posted on the entry.

LOCATION – From the front bumper to the front of the transponder, 40 inches minimum to 44 inches maximum, either left or right side, no greater than 6 inches from bottom of frame rail to top of transponder within the nerf bar.

READINGS - If a transponder falls off or stops reading during a race, the manual scorers will continue to score the car and the person running the computer will manually enter that car number onto the scoreboard for restarts, lineups and results.

RACING

A car which enters the track without a transponder will be sent to the pits to have one placed on the car. They will have until the end of warm-up to make it to the out late line and still retain their position. If they do not make it by the end of warm-ups, they will go to the end of the field. If they do not make it before the line-up is correct, they may use the two (2) lap work rule.

A car which enters the track with a non-working transponder will be pulled to the side of the track and the transponder will be replaced. They will retain their position.

