



POWRi Quarter Midget Racing League

Judging Procedure

JUDGING:

Local clubs may have the option to run with no judges. The following procedures must be used:

1. Any car(s) that goes dead on the track for any reason will receive a DOT and that car(s) will restart at the back of the pack.
2. Three driver infractions will be black flagged and scored a DNF.
3. The Judges may make a flagrant Rough Driving- unsportsmanlike conduct call that must result in a DQ for the event.

JUDGES

The following judging procedures shall be utilized at all POWRi QML events:

1. Local Race Authorities will assign judges to enforce all appropriate racing rules and regulations during the running of a race (s) at a POWRi QML event.
2. At all POWRi QML race events, there shall be a minimum of 3 judges per race who will including head judge, shall witness the race and be responsible for making all decisions on driving infractions. A call will be made by the majority of judges witnessing the event. At all National Events the judges assigned to judge from a list of handlers at that event.

HEAD JUDGE:

At all National Events, the hosting club will appoint a Head Judge. This individual will be an experienced person in judging and may also act as a Lead Judge or Regular Judge. At the Club level, it is highly recommended that at each race event one Head Judge be selected to oversee the judging and scheduling of judges.

Duties of the Head Judge will include:

1. Be familiar with all judging rules.
2. Head Judge will assign the judges for each race.
3. He/She will brief all Judges on proper judging procedures to be followed, and provide consistency to the program by promoting adherence to published POWRi QML judging standards.

LEAD JUDGE:

During each race on the track, one judge will be assigned or selected as the Lead Judge.

Duties of the Lead Judge include:

1. Lead Judge must be familiar with all judging rules.
2. The Lead Judge will keep track of all driving infractions during a race, Charge, Chop, D.O.T, Rough Driving, Blocking, Racing Room or Loss of Control Charged Yellows.
A Judging Sheet will be available on the judge's stand for writing down the calls assigned to a car. This sheet is to be used to verify with the official Lead scorer in the event a driver needs to be removed from the race because of three total/ combined driving infractions.
3. Have communication with the tower, Race Director, and flagger at all times.
4. During a race, the Lead Judge will also be in communication with the other judges to ensure accurate and consistent judging.
5. He/She will provide input on a judging decision in the event of a yellow flag. If needed, he/she will explain a rule to help clarify any questions regarding rules and procedures.
6. A Lead Judge is one of the judges of the race and should also participate in all decisions made when appropriate
7. All the judges are to be in position before the race is to be pushed off to start.

JUDGES ROLE:

Judges enforce all appropriate racing rules and regulations. They shall witness the race and be responsible for making all decisions regarding responsibility for an incident/ rule violation.

1. Judges are required to assign and record the specific violation for each incident, when driver(s) are 100% fault.
2. All judges are responsible for watching all cars on the track.

SELECTION OF JUDGES

Judges shall be selected from among the members that are in attendance at the race event.

1. Judges must be a members in good standing or have completed a temporary event membership form with POWRi QML and should be selected from a representative number of clubs attending the event. They must be 16 years of age or older and not a driver racing at the event.
2. Judges shall be selected for their knowledge and experience in the racing rules, and for their ability to make fair, impartial, unbiased decisions.
3. If possible, judges should be selected and their consent received prior to the beginning of the event. This will help to facilitate the running of each race without delay.
4. Judges cannot be handlers, owners, or family members of drivers entered in the same division at that event.
5. Novice handlers must have some training for judging prior to actually judging. We recommend new novices shadow Judges.
6. If the event does not have a Head Judge, the Head Tower and Race Director will work together to assign the judges. At club races, the judges should all be POWRi members, at National level events, the judges should be selected from multiple clubs and should have no more than two from the same club.

JUDGES AUTHORITY

1. Judges have the authority to assign responsibility for any driver(s) infractions or rule violation. (See list of Infractions is section). Judges will have the authority to disqualify any driver(s) for infractions listed in the Infractions section below or for Immediate Disqualification.
2. Judges after first warning will have the option to put any car(s) that fails to keep proper pace during a lineup to the rear.
3. The authority of the judges begins when the first car enters the racing surface and / or hot chute and terminates when the last car arrives at the scales. Judges may disqualify a driver at any time before, during, or after the race.

JUDGES AUTHORITY FOR IMMEDIATE DISQUALIFICATION.

The Judges will have the authority to immediately disqualify a driver / car for the following reasons:

1. Loss of car related safety items under green flag conditions. The loss of a fuel cap after entering the racing surface is an automatic DQ. This includes nerf bars, bumpers, shoulder bar, or fuel tank.
2. Loss or improper use of ANY driver related safety items under green flag conditions. This includes helmet, gloves, neck collar, arm restraints, belts, etc.
3. Flagrant Unsportsmanlike Conduct.
4. (D) Disobeying Flags – Doing this deliberately or flagrantly to cause an accident or to gain a position. (Jumping starts or passing under yellow without being told, after being warned at least one time).
5. Signaling by Handler to Driver under green flag conditions.
6. Car being operated in an unsafe manner. This includes excessive bicycling, stuck throttle, EXCESSIVE Bumping, no brakes, etc.
7. Unauthorized adjustments or repairs during a refuel or emergency stop.
8. Out Late Line: For cars attempting to re-enter the race on restarts.

For any cars that are attempting to re-enter the race on restarts the following situations and rules will apply:

- A. **MADE THE LINE IN TIME #1:** If a Car is attempting to rejoin the field; and the car is under its own power with the nose of the car past the designated out late line as determined by the Judges and or Race Director before the green drops. #1: Car will be allowed to return to the race and must fall to the back of the field before attempting to pass. Failure to fall to the tail of the field before attempting to pass will result in an immediate race DQ.
- B. **OUT LATE - NEXT LAP COMPLETED #2:** Judges and or Race Director have determined Cars nose had NOT past the designated out late line or not attempting to rejoin the field while in the work area after a restart green and at least one lap subsequently scored. Car will not be allowed to return to the race and will be scored as a DNF.
- C. **NO ATTEMPT, - NEXT LAP CAUTION #3:** Car not attempting to rejoin the field and is in the work area after a restart green and the subsequent lap returns to caution and is not scored while the car is in the work area. Unless this car has three Calls, the car will be allowed to rejoin the race and will restart at the rear of the field in the order they returned to the track.

All active judges shall be located together in a central location providing an optimum view of the entire racing surface and scale house.

DRIVERS INFRACTIONS:

Any car(s) that receiver's three driving infraction calls listed below, for any reason will be disqualified and will be black flagged, but scored as DNF

1. When a racing incident causes a yellow flag, the majority of the judges who witnessed the event, must determine whether or not a single car is 100 percent at fault for the incident. If the judges feel that they cannot charge full responsibility to a single car for the incident, then all cars that stopped as part of the incident along with all cars that did not stop in a controlled manner will be moved to the back of the next line up and ALL be assigned a DOT, regardless when the yellow flag is displayed. Corner workers may not enter the racing surface until all cars have reached a safe caution speed and is safe. All cars that stopped in a controlled manner to avoid the accident will not receive an infraction and will retain their position in the next line up.
2. If a majority of the judges determine that one driver was 100 percent at fault for a racing incident, by one or more of the violating offenses under driver's infraction. That car will be moved to the back of the line up and assigned with an infraction. This can be a car that stopped or did not stop as a result of the incident. An infraction call will be one of the following: Dead On Track, Charge, Chop, Rough Driving, Blocking, Racing Room or Loss of Control. All other cars that were involved the incident will retain their position as of the last green flag lap scored and will not be assigned with infraction call.
3. As soon as yellow flag conditions are established for an on-track incident, the judges have three complete laps to determine if one driver is at fault for the racing incident. The flagger will begin to count from three laps to zero as a selected car crosses the start finish line. When the flagger count reaches zero, the flagger will notify the Lead Judge and Race Director that the judging lap count has expired. If the judges have not announced their decision on responsibility for the incident, the Race Director will radio the Lead Judge for their decision. If a decision is not announced at that time, the Race Director will notify the Tower that all cars stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a DOT.
4. If the judges witnessing the incident, a determine with a majority vote of the judges, that a driver(s) has committed a Flagrant Unsportsmanlike Conduct violation, then the driver(s) will be immediately disqualified and scored with a DQ. Judges can make this

call at any time. If under green flag the Lead Judge should notify the flagger and Race Director as soon as possible to show the black flag to that driver.

5. If a car accumulates three driving infraction calls (of any type, and/or DOT) during a race the Lead Judge is to notify the Head Scorer. Once confirmed with the Head Scorer, the flagger will be notified, and the driver will be Black Flagged off the track and scored with a DNF.
6. The flagger cannot make any disqualification calls unless so directed by the judges of that race.

7. The following driving infraction will result in a Charging Call:

Definition of a Charging: When the inside car charges into the corner and hit's the outside car. A charge is determined by the position of the cars as they go into the corner. If the inside car doesn't have the right front tire up to the left side nerf bar (drivers compartment) of the car in front of him/her (outside car) by the time the inside car gets to the reference line painted on the track, then the inside car must give the lead car the room, and allow the lead or outside car to go into the corner first. Another way to say this is that the right front tire of the inside car must be to the other driver's helmet, by the time the inside car gets to the reference line painted on the track.

8. The following driving infractions will result in a DOT:

Definition of Dead on Track; Any car(s) going dead on track for any reason (while under green flag conditions). When you have one or more car(s) that went dead on their own. Or two cars or more that was involved in an accident and judges cannot determine if one was 100 percent at fault. Then all cars involved will be charged with a DOT and sent to the tail. (Known as a No Call)

9. The following driving infractions will result in a Chopping:

Definition of Chopping: When the outside car comes down(chops) into the inside car, while the inside car has their right front tire to the outside cars center of the driving compartment, when the inside car reaches the reference line.

10. The following driving infractions will result in a Rough Driving:

Definition of Rough Driving: When a driver runs over or into another driver in front of them or beside them (For example, spinning a car on the straightaway) in a rough or dangerous manner. Will result in a rough driving call.

Flagrant rough driving: Any action that is intended to cause harm to another person, or damage to property, or facility. Any inappropriate display of anger or temper, (for example: fighting, intentionally crashing into other cars or ramming into them, or obscene gesture) will result in an event DQ.

11. The following driving infractions will result in a Racing Room:

Definition of Racing Room: When a driver will not give enough racing room to another competitor exiting the corner or on the straightaway, causing an incident that results in a yellow flag to be displayed.

12. The following driving infractions will result in a Blocking:

Definition of Blocking: This is when a driver intentionally changes his driving line more than once after exiting a corner to block a car from passing. If a car starts onto the straightaway in one pattern, but then shifts over to another to block a pass, this is blocking and is cause for the judges to call for a yellow flag to be displayed. The offending car will be put to the back and assigned Blocking call

13. The following driving infractions will result in a Loss of Control:

Definition of Loss of control: An accident where a single car loses control, that single car will be assigned a Loss of Control call, and the offending car will be put to the back of the lineup and assigned a Loss of Control. If any additional cars become part of the incident will retain their last scored position

14. The judges MUST name the specific drivers infraction when announcing the decision to the scoring tower. The scorers are to record the actual call on the score sheet. Calls

should not be announce over the sound system.

15. JUDGING SHEET: The Lead Judge will be responsible for keeping records of diving infractions made during a race. Prior to the race, Lead Judge will complete the judging sheet by writing down the race number and circle the class and division for that race. When a racing incident occurs and cars stop on the track, the Lead Judge should immediately write down the numbers of all car(s) that are stopped. After writing down the number of all car(s) involved in the incident, the judges will then make a decision on whether one car was 100 percent at fault or not. If a car is determined to be 100 percent at fault, by the majority of judges, then the Lead Judge should write the driving infraction of the call next to that car's number and should include the lap that the infraction occurred. If there is not a single driver 100 percent at fault, all cars that stopped on the track as part of the incident will be assigned with a DOT will be written next to that / those car's number(s)
16. All Judging Sheets will be provided to the Lead Judge for each race. All racing infractions must be recorded on a separate Judging Sheet for each race. All judges presiding over a race are required to sign the judging sheet.
17. Judging sheets must be turned into the tower at the end of race day.

JUDGES COMMUNICATION:

1. Judges must have radio communication with the Tower, Race Director, and Flagger
2. The Lead Judge will convey all judging communications to the Tower, Race Director, and flagger, as needed

MISCELLANEOUS:

1. Disqualification for a racing rule infraction at a Qualifier Event shall not affect the position of the driver on the POWRI QML qualification sheets. This does not include Tech Suspensions.
2. No awards of any kind, will be given to a driver for a race in which he or she received a disqualification (DQ) for Flagrant Unsportsmanlike Conduct.
3. Any car that does not immediately leave the track when shown the black flag, the flagman will display the flag to the driver two more times on the next two laps. If the driver still has not exited the track, the red flag will be displayed to stop the race, and the disqualified car will be removed. The race will then be restarted from the last recorded lap.
4. Under a medical red flag/red flag condition, no cars may be worked on or moved to be worked on until the medical personnel have cleared the medical status of the injured driver(s). Once the medical red has been cleared, or in the event of no medical red, the National Work Rule will apply. The judges may ask the handler(s) to step away from the car(s) / driver(s) or to right side so they can ensure that nobody is working on, moving, or touching a car or driver. (This will be a DQ offense .)
5. All cars that stops during yellow flag conditions and is not part of the incident that caused the yellow flag will retain its line up position as of the last recorded green flag lap.
6. Anytime a tail cone or other related body parts fall off a car, a yellow flag will be thrown and the car will be sent to the hot chute / designated area to put the tail cone or other related body parts back on. This car will receive a the infraction call unless the judges determine another car is 100 percent at fault for the tail- cone / part coming off. If so, the offending car will receive a driving infraction and also sent to the back and the car that lost the part will not be assigned a driving infraction. All cars will resume racing as long as it is not their third driving infraction and they make it back out before the green flag. They will restart at the back of the line-up. If the tail-cone or other related body parts fall off on the last lap of the race and the checkered flag has been thrown, they will be given a DNF regardless of how many driving infractions they have. The tail-cone or

other related body parts may be put back on to cross the scales.

7. When the flagger throws a yellow flag in anticipation of a car or cars going dead on the track as a result of an incident on the track, but the car(s) do not stop, a lineup will be created from the last completed lap and the race restarted, no cars will be sent to the back or assigned with a driving infraction. This will be considered a Flagger Error.
8. Any driver infraction occurring after the checkered flag, Judges MUST make a call or all cars involved will receive a DNF . Any incident that occurs in the hot chute or as the cars are exiting the track that the judges by majority vote determines to be intentional or deliberate will result in a disqualification and scored as a DQ