

## Club Goal

The goal of the Local Racing Series is to provide an inexpensive scaled stock car racing experience for new and old drivers alike. The Local Racing Series encourages family participation and driver development.

The Racing Series abides by and follows the national sanctioning body Miniature Motorsports Racing Association, MMRA, rules and procedures. The MMRA rules are posted at: [www.mmraracing.com/rules.htm](http://www.mmraracing.com/rules.htm)

Local track rules prevail and apply to all on-track activities and competition.

## Divisions.

The following divisions are supported.

1. Minicup Future Stars - ages 8-16
2. Baby Grand Pro – ages 14 and up
3. Baby Grand Junior Pro – ages 12 - 18

## Membership and Fees

All Local Racing Series club drivers are encouraged to be registered as MMRA drivers, and meet the membership requirements of MMRA. The club members may evaluate and modify membership requirements annually.

The local club membership dues are \$25 per driver per class and \$15 per associate member. Any associate member can be associated with multiple car divisions or classes. A Super License allows a driver to compete in multiple divisions. A Super License is \$50 per driver. Only registered car owner members can vote on any technical or rule changes brought before the organization. Membership fees are payable before the first regularly scheduled race or April 1<sup>st</sup>, whichever comes first. New members arriving after the season starts must pay the same membership fees (no prorating) before starting their first race.

There is no limit on how many people a race team can register. Only registered members can approach the tech area or file a complaint. On race day, any Non club driver (non local racing series member) must pay \$30 per driver per class. At their discretion, the club's officers may waive the non-member fees.

On Race Day, each Club Member driver and associates will pay the track's pit / entrance fees. Due to liability and employment concerns, club members that pay pit pass or gate entry fees are not obligated to work an active track, including but not limited to corner positions, pit stewards, infield positions, scorers, or flagman.

## **Officers**

The following elected officer positions operate the club. In the event a position is unfilled, or an officer resigns, the remaining officers shall appoint a member to fill the un-expired term. A member may hold multiple officer positions.

### **President**

The president presides over all club meetings and represents the club and its members in all negotiations, rule disputes, and other diplomatic issues.

### **Vice President**

The vice president assists the president as requested. In the president's absence, the vice president assumes the president's duties.

### **Treasurer**

The treasurer collects and disburses all trophy fund monies, member dues, and other income. The treasurer shall maintain proper accounting records and will provide regular income and expense reports.

### **Race Director / Race Coordinator**

The race director coordinates race day activities including line-ups, interfacing with track workers and scorekeepers, and insuring drivers are alerted to the track's events. The race director shall track local event scores and points and will submit race results to the MMRA.

### **Promotions Director**

The promotions director seeks opportunities to expose the club, club members, and their vehicles, to the greater public or potential sponsors.

Each elected club officer serves a one (1) year term. Officers may be re-elected and hold consecutive terms.

Before the annual elections, club members should indicate their desire and willingness to serve. Only club members can nominate club officer candidates. Officers shall be elected at an annual club meeting. The normal annual club election is held at the end-of-season banquet.

A candidate for one (1) position may run for a different position. For example, if a candidate seeks the president position, but is not elected, that same candidate may run for and be elected to the vice-president position.

If club members are not present at the annual club meeting and elections, the members may send in an absentee ballot. All absentee ballots shall be accepted and counted up to one hour (1 hr) before the start of the annual meeting. Absentee ballots should be snail mailed or emailed to the current club president.

Simple majority shall determine the election. Vote counts shall include any absentee ballot received before the stated deadline.

#### Past Officers.

Past club officers may be called upon to support the current club officers. If a dispute involves a current club officer's team or driver, the current officer should be excused from the resolution determination. As needed, past officers may be called upon to make club decisions or provide guidance to current club officers.

### Trophies

The following trophies are awarded for each feature race.

1. MiniCup Feature Race 1<sup>st</sup> Place
2. MiniCup Feature Race 2<sup>nd</sup> Place
3. MiniCup Feature Race 3<sup>rd</sup> Place

In addition to track entry or pit pass fees, each MiniCup team is expected to contribute to the MiniCup trophy fund. The MiniCup trophy fund contributions may be made in a lump sum per season, or they may be paid per race. Teams are encouraged to find trophy sponsors. The MiniCup trophies cost \$80 average per feature race. All race day money collected by the club goes to the trophy fund.

### Championships

The following championships will be awarded at the end of each racing season. Championships will be determined by each driver's total accumulated points for their best eighty percent 80% of the season's completed races. The number of races that count toward championships shall be determined by taking eighty percent (80%) of the number of races each division completed that season. The number of races that count toward the championships is determined at each season's start.

1. Minicup Future Star Rookie of the Year
2. Minicup Future Star Champion of the Year
3. Baby Grand Pro Rookie of the Year
4. Baby Grand Pro Champion of the Year

No "track champion" or individual track or venue champion will be tracked or awarded. Only series – wide champions will be recognized and awarded.

Each year's schedule includes eight (8) to fifteen (15) local races. However, due to scheduling issues, weather cancellations, or other events beyond our control, the actual number of races the series completes will vary. Each championship shall be determined by counting the driver's points from the best 80% of completed races, rounded to the nearest whole number, in their division.

Each driver will only count their points earned at 80% of the races the series completes in their division. For example, if the series completes fifteen (15) Minicup races, then only the driver's twelve (12) best Minicup race finishes count toward the final point standings. If the series completes eight (8) Baby Grand races, then only the driver's six (6) best Baby Grand race finishes count toward the final point standings.

If a driver is disqualified, due to safety, technical, or other major violations, as determined by the club officers, that disqualification is not dropped. A disqualified driver will receive zero (0) points and that zero (0) will not be removed from the points standings.

In the event of a points tie, the advantage will be given to the driver with the most feature wins. If there is still a points tie, the advantage will be given to the driver with the most second place feature finishes.

### **Rookie Status**

In order to be considered for the Rookie of the Year award, a driver must not have completed more than five (5) races in that division in the previous year. Drivers returning to the same division they once drove in, after an extended non-racing period, are generally NOT considered rookies. The Rookie of the Year is intended to recognize new drivers that compete the entire season in a new division.

Regardless of division, all first year drivers and all Junior Pro drivers must display a yellow Rookie Stripe across the rear of their cars.

At their discretion, Club officers may require rookies and or first time drivers to start at the rear of the field. Additionally, all first year drivers are considered on probation until they complete three (3) feature races.

Guests, or non-club members must start at the rear for their first two (2) feature races.

## Points

Points are awarded like MMRA national points, however, we start at thirty – one (31) points regardless of how many cars are in the field. Non club members can compete and their finish will be shown in the finishing order and reported to MMRA. However, non club members' points do not count and will not be shown in our total point standings for the year. If Non club member drivers compete, each Club member driver will move up in the finishing order for each Club points race.

Only drivers earn points. Car owners do not earn points. Points are not transferable.

We report all MMRA members' finishing order to the MMRA under the MMRA rules.

For example: A non-club member driver competes and finishes third. The non-club driver's finish, third, will be reported to MMRA. All club members finishing below the non-club member (fourth and lower) will have their finish increased by one (1) place.

### Points Example:

6 Club members in the field  
1<sup>st</sup> Place = 36 points  
2<sup>nd</sup> Place = 35 points  
3<sup>rd</sup> Place = 34 points  
4<sup>th</sup> Place = 33 points  
5<sup>th</sup> Place = 32 points  
6<sup>th</sup> Place = 31 points

During the racing season, local points are updated regularly and posted on the club's web page.

The Local Club points process can only change at our annual meeting and must be voted on by the members present at the meeting.

## Heat Race Points

### Preferred Heat Race Bonus

For local races only, the heat race finish order sets the feature race lineup and starting order. When the heat race finish sets the feature race starting order, NO heat race bonus points are earned.

The heat race finish order is not reported to MMRA.

## Rule Changes

Unless there is a safety issue or a rule change driven by MMRA, rule changes or clarifications will not be made mid-season. Significant concerns or issues involving safety or technical aspects of the sport will be presented to MMRA for consideration of a rules change at the national level.

## Pre and Post Race Tech Inspection

Before each racing season begins, competitor's cars should complete a pre-season safety inspection. Safety features and requirements, as defined in the MMRA rulebook, should be inspected and verified. Any questionable or missing items should be addressed and corrected before the season's first regular race.

Wherever possible, each race will include both pre and post race technical and safety inspections. The inspections are first to help provide a safe race environment and second to help provide compliance with the rules. Any safety and technical rule from the MMRA rulebooks can be inspected and enforced.

The top three (3) finishers from each feature race are subject to post – race inspection. If any of the top three (3) finishers fail post – race inspection, their finishing position shall be awarded to the next lower finisher. The fourth and lower feature race finishers are not subject to post-race inspection.

The suggested post-race inspection procedure includes multiple possible inspection items that are drawn from a hat. The feature race winner will draw a post-race tech inspection slip. The slip contains one (1) or more inspection items. The items listed on the pulled slip will be inspected and checked for compliance. Wherever possible, the tech inspector should not have a driver in the class or division under inspection.

At the tech inspector's and club officers' discretion, a minor infraction may result in a mis-alignment or minor infraction penalty. A mis-alignment infraction will generally place the offender at the tail end of the lead lap.

Major infractions shall be confirmed by the tech inspector and club officers and the penalty shall be agreed upon by the club officers. Major infractions shall result in disqualification.

All post-race tech protests must be filed before the involved competitors' vehicles depart the post-race tech area. Once a competitor's vehicle departs the post-race tech area, tech protests against that car cannot be filed.

## **Minicup Sealed Engines**

The club does not currently have the staff or expertise to fully inspect or tear down a Minicup engine. All Minicups competing in our series are to use MMRA sealed Honda GX390 engines. Minicup Engine seals are subject to pre and post race technical inspections. Any driver finishing a feature race in the top three (3) and found to employ a non-MMRA sealed engine shall have two (2) additional feature races to seal or replace the non-sealed engine. If the driver fails to comply with the three (3) race period rule, the driver is subject to being disqualified for any future feature race finish.

As defined in the MMRA Minicup rulebook, the Minicup Future Stars division shall use an unaltered, aka stock, Honda GX270 carburetor. Adjustable main jets are allowed. No other internal carburetor changes, including drilled main jets, are allowed. The emulsion tube is to remain stock. The emulsion tube's bore must remain the stock diameter for the Honda GX270 carburetor.

## **Two (2) Spin Rule**

If a driver causes two (2) yellow flags, in most cases the flagman will black flag and disqualify that driver. In other words, if you bring out one (1) caution flag, beware, because if you cause another yellow flag, you will be disqualified.

## **Baby Grand Jr. Pro**

All drivers in the Baby Grand Jr. Pro division shall display a yellow rookie stripe on the car's rear.

If the Baby Grand Jr. Pro division has a low car count, the track may require the Jr. Pro division to race with the Pro Division. Some Jr. Pro drivers may be eligible for either Pro or Jr. Pro division points. When the Jr. Pro and Pro divisions are combined, each driver must declare what division they are racing in. The declaration must occur before starting the feature race. When the divisions are combined, each division will be scored separately. When the Pro and Jr. Pro divisions are combined, the heat race finish order will determine the feature race starting order or lineup.

## Restarts

Initial race starts should be double file. The pole position is on the front row, inside. The second place is on the front row, outside. Unless dictated otherwise by local track rules, all restarts should be single file. Lapped cars will stay in the same line as lead lap cars. Once the green flag waves, all drivers may improve their position before the start finish line. However, passes before the start finish line are at the discretion of the flagman and track officials. Any unfair restart tactics, like lagging back, or lifting the rear end of the car in front, are not allowed.

## Conduct While Driving

Our Racing Series does not condone aggressive driving and does not believe in the "rubbing is racing" theory. However, we understand contact will happen during racing. Accidental contact will often occur. The track officials and the club officers will address too much "accidental" contact.

Safety is the utmost concern for our drivers. Our rules and procedures are much stricter than most divisions of racing.

The generally accepted way of driving is **Lane Vs Line**. If you are by yourself, (no cars to your inside or outside) you can drive your preferred line around the track. Once a car is on your inside or outside, you must stay in the lane you are currently in (inside, middle, or outside lane).

The flagman will usually address any problems on the track, including warnings (usually by pointing a rolled up flag at the violator) or issuing the black flag. The Flagman's decisions are final, there is no arguing during or after the race with the flagman or any track official.

Not all events are seen by the flagman and any and all incidents on the track are subject to review by club officials AFTER the race night. Drivers may also make a complaint about someone else's driving by putting the complaint in writing and submitting it to the local racing series officers. However, just because a complaint is made, does not mean that a penalty will be assessed.

Ultimately we ask all our drivers to race other competitors the way they want to be raced. We hold our drivers to a higher standard and maturity level than most racing series. Intentional ramming or spinning of cars, or any other action that jeopardizes any driver, track official, or spectator will result in the severest of penalties up to and including removal from the Local Racing Series.

## **Dispute Resolution**

If a driver or team disputes the track's call or the flagman's actions, the affected team(s) shall calmly communicate their concerns or disputes with our local club officers first. The officers shall represent the MMRA drivers and teams to the local track officials.

Approaching a local track official or flagman without first engaging or having a local racing series officer present may cause additional penalties including expulsion from the track, penalty fines, or suspension from future race events.

## **Fines**

When the club officers determine a driver or race team violated the rules or posed a serious or harming threat to club members, club officers, or track officials, the club officers may impose penalty fines. The club officials shall determine the fines. The fines shall range from \$100 to \$500. All fines collected shall go to the club's general fund.

## **Tires.**

All Minicups shall use Hoosier MC780 series tires. No American Racer tires are allowed.

All Baby Grands are strongly encouraged to use Hoosier BG2006 tires. However, older Hoosier BG780 or Goodyear BGSCA tires, if in good condition, may be used. The four (4) tires on each Baby Grand must be the same tire brand and type, no mixing brands.

## **Radios.**

All drivers are encouraged to use spotters and radios. During races, spotters should be stationed where track officials or race directors can quickly communicate updates to all spotters.

If a driver does not have or use a spotter, the driver is encouraged to utilize a Raceceiver. The Raceceiver allows line up instructions and other safety messages to be communicated to the drivers.

Spotters or other team members using radios to remote control or intentionally direct their driver to interfere with on-track activities or other unacceptable communications will be subject to penalties, including expulsion from the track, penalty fines, or suspension from future race events.