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*Rule book revised 02/2020*  
QMA Web site: [www.quartermidgets.org](http://www.quartermidgets.org)

## GLOSSARY

The following terms have been standardized, and where present shall be defined as follows

- Chain of Command:** Term used to describe communication path starting with local members, then to Club President, ending with National Officer or Board. Any information from the National Board of Directors will go through the Club Presidents, and then the members.
- Charged Yellow:** Term used to describe a penalty assigned to drivers who stop on the track as part of an incident or have been determined by the judges to be 100 percent at fault for the cause of the incident.
- Class:** A portion of a racing event, which is defined by a particular motor choice or Novice status. For example: Novice, Honda 120, Animal, Super-Stock, Honda 160, Mod, B, AA, 1/2 and World Formula are classes.
- Division:** The subdivision of any or all classes based on age or weight as specified in this rule book.
- DNF:** Car "Did Not Finish (DNF)" the race.
- DOT:** (Dead on the Track), when a car stops on the track and can no longer move under its own power.
- Event:** An event is a series of races that may include qualifying and a full range of classes. For example: A Grand National Race is an "Event".
- Excessive Biking:** When both left side tires lift up higher than 12 inches (The height of the right rear tire) for two consecutive turns or laps.
- Flagrant Unsportsmanlike Conduct:** 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).
- Good Standing:** Term: Used to describe any member that has paid all local and national dues, fees, fines, etc., and has completed all duties required by the club and organization; and is not currently serving a suspension. (NOTE: Level 1 warning, tech suspension, and probation does not affect the member's status)
- Hot Chute:** That portion of the racetrack where handlers perform work on their race cars during practice and qualifying periods, and enter the

*racetrack for qualifying, practice and racing.*

- Immediate Family:** *Defined as husband, wife or couple cohabiting (clubs to use driver's licenses as verification) and all drivers/non-drivers under the age of 21 years of age of that immediate family that live in the same household.*
- Pit Steward:** *Volunteer responsible for staging cars and drivers prior to their race. This includes checking for the car numbers, safety gear, brake function, and transponders if being used.*
- Pits/Pit Area:** *Those portions of the racing facility where handlers perform work on or park their race cars between races. This area may possibly include the scaling area, the fueling area, and other required areas.*
- Procedure Manual:** *Procedural manual contents will be posted to the QMA Website.*
- Qualifiers:** *Those racing events which are required to run as preparatory events for Grands participation.*
- Race:** *A race is defined as the running of a given heat, feature, within a given class/division. For example: The Jr. Honda B Main is a "race".*
- Racing Surface:** *Track surface and area within the confines of the walls of the track.*
- Reference line:** *The lines painted on the track to be used to aid in making the proper judgment call and assist the driver as when to give room going into or coming out of the corner.*
- Request For Change:** *All request for change proposals must be submitted through the official online RFC form, they must state page # of with present wording, along with proposed wording, and the reason for change along with a solution to your RFC and adhere to the following procedure.*
- Sanctioned Event:** *Any race, be it a local Club race, Regional event, Grands, Monza, or any other event that is run under the supervision of QMA or its rules.*
- Staging Lanes:** *That portion of the racing facility where pending races are staged.*
- Work Area:** *A designated work area is where 2 or more QMA members may assist with repairs. Due to track layouts this may be a portion of the hot chute/pits.*

## ARTICLE 1

### NATIONAL MISSION STATEMENT

#### INTRODUCTION

*The purpose of Quarter Midgets of America (QMA) is to create and maintain a clean, safe, healthy sport, which may be enjoyed by all family members in a close relationship with good sportsmanship toward all.*

*To teach the younger generation about the proper handling of mechanical devices, coordination, self-reliance, alertness, and ability to handle motor-driven vehicles.*

*To impress upon the younger generation, the idea of fairness, generosity, good sportsmanship, and a sense of responsibility, without envy of others.*

*To develop, direct, and promote the objectives of associated sanctioned Quarter Midget Clubs and their members on a National basis.*

*The objectives are:*

- Uniform engine, car, racing and safety rules*
- Coordination of racing events*
- Maintain records of members' addresses, track locations and capabilities*
- Publish a QMA Rule book and send one copy to each member. The QMA Procedure Manuals disk will be given to each NBOD and one sent out to each club.*
- Make available insurance for drivers and tracks*
- Communications, for information and interpretations through the National Board of Directors*
- Preside at an annual meeting of QMA*
- The Board of Directors and Representatives will coordinate QMA activities*

#### THE GOAL

*The goal of QMA is to build and strengthen the Association through unification by conforming to rules and regulations under one jurisdiction.*

## ARTICLE 2

### NATIONAL ADMINISTRATIVE GUIDELINES AND PROCEDURES

#### Sec. 1 REQUEST FOR CHANGE SCHEDULE

- 1. Each club will be able to submit 3 RFCs.*
- 2. All requests for change proposals must be submitted on the official RFC form in type, must state page number of the present rule, with present wording, proposed wording, and reason for change along with a solution to your RFC and adhere to the following procedure. **Engine platforms and spec tires will not be accepted through the RFC process.***
  - 2(A). RFCs are drafted by QMA members and are provided to the Club President and the Club Secretary no later than August 15<sup>th</sup> to be voted on by the Club membership.*

- 2(B). Upon majority approval by the Club, the RFC's are forwarded electronically to the National Secretary and the National President, by a Club officer, no later than September 15th
- 2(C). The National Board of Directors will be allowed to submit 3 RFCs. They will be sent electronically to the National President by August 15 and to the National Secretary by September 15. They must follow the same procedures as Club RFCs.
- 2(D). The National President will assign numbers to the RFCs and they will be reviewed in conjunction with the National Secretary to make sure all are accounted for. The National Secretary will send copies electronically of all official RFCs to all Club Presidents by **October 1st**.
- 2(E). RFCs received each year will be finalized at the Annual Meeting by the National Board of Directors and members in attendance via the following options.
  - 2(E)(1). Immediate rejection or implementation via majority vote of those present.
  - 2(E)(2). Placed on a ballot for membership vote following guidelines for membership votes where required by By-Laws.
- 3. **Emergency Request for Change.** An ERCP is when there is a danger of bodily injury and/or sudden lack of availability of parts or equipment, just these two items constitute an ERCP!
  - 3(A). Any rule change made on an emergency basis throughout the year must be voted on using a 30-day process with the chain of command followed for review and input from clubs ending with a vote of the National Board of Directors and Club Presidents during a scheduled call for that purpose.
  - 3(B). Changes applicable to any Grand National format can be made no less than 30 days prior to the beginning date for the Event. If at the event a situation does arise, a decision will be made by a quorum of all National Board of Directors and Club Presidents present.

**Sec. 2 ANNUAL MEETING:**

*The National Meeting will be held the second Monday through Wednesday in November of each year. No racing during a National Meeting.*

- 1. Request for Change forms must be submitted according to the guidelines under Article 2, Section 1, Request for Change Schedule on Page 5 in order to be considered at the Annual Meeting.
- 2. QMA will pay for flight and hotel accommodations for Club Presidents or their delegates to attend the Annual National meeting to represent their clubs.
- 3. All National rules or engine specification changes are to be made only at the Annual National Meeting with Club Presidents and National Board of Directors present. No other changes may be made until the next annual meeting, except for emergency rule change proposals. See Article 2, Section 1, Item 3 Emergency Request for Change on Page 6.
- 4. Rule changes must be distributed in the short sheet to the membership by **January 1st** to take effect for the current year. Emergency rule changes are the exception; general membership must be notified by email.

5. *The timing and racing format for the Grand National Events will be approved by the National Board of Directors per the Grands Contract. In case of an emergency change it will be decided by the majority of the Board of Directors and the Club Presidents present at the Event.*
6. *Grands Bidding. Any Club bidding for a Grand National Event must **submit electronically** a bid proposal to the National Secretary time stamped on or before **November 1<sup>st</sup>** of the year of the vote. Each Club that will be bidding for the next year's Grand National Event is required to include in their proposal a statement to the effect that the host Club's Board of Directors will remain in office during the National Event year as assurance to the membership of QMA that all agreements and proposals will be fulfilled as stated in the Grands contract. Bid proposals will be reviewed and voted on by the National Board of Directors and Club Presidents. The impact of location and timing of all events must be considered in addition to all other standard criteria. The intent of these provisions is to provide the most positive racing experience for all competitors, as well as to encourage maximum participation.*
7. *The President of Quarter Midgets of America shall be the presiding Chairman of the Annual Meeting.*
8. *All approved minutes from meetings of the National Board of Directors will be sent to the Club Presidents via e-mail within 7 days of the meeting. All approved minutes from meetings of the National Board of Directors will be published on the QMA Members Only web site within 30 days of the meeting, but not before being distributed to the Club Presidents at least 5 days prior.*

### **Sec. 3 QMA PUBLICATIONS**

1. *This rule book is provided free of charge to each new member upon joining QMA and after any reprinting. Additional copies are available for sale through the National Secretary or are available at no charge by downloading from the QMA Website. Tech manuals for all approved engines are available at [www.quartermidgets.org](http://www.quartermidgets.org).*
2. *Additional supporting material such as QMA Flagging, Judging and Scoring manuals, etc. are available through your Club President or may be downloaded at [www.quartermidgets.org](http://www.quartermidgets.org).*

### **Sec. 4 INSURANCE**

1. *It is the responsibility of the National Board of Directors to secure insurance coverage for QMA clubs. In 2020, club Insurance will be paid for by QMA National. Clubs will be given a minimum of 90-day notice should payment structure change.*
2. *All insurance renewals will cover one calendar year (Jan. 1 - Dec. 31). Charters are due 10/31 and late after 12/31. These forms must be kept on file at the club level. Clubs should automatically send payments before January 1<sup>st</sup> of each year. Memberships and insurance cannot be processed until charters are paid (Club checks only). All clubs are to have their members sign the signature page that is emailed out from the National Secretary.*
3. *Insurance Carrier will issue verification of all paid insurance to National Secretary. **Any insurance questions must be addressed thru the National Secretary.***

4. Before the insurance company will pay any claim, a claim form must be obtained from a Club Official and filled out. When it is completed, it is to be returned to the Club Official who will then sign it and forward it to the National Secretary. The National Secretary will then verify the cause and date of the accident with Club Official and forward original claim form to the insurance agent and National Safety Director for disposition. All claims must be sent to the National Secretary via the above procedure within 30 days.
5. You must be a member of a QMA Club and QMA to get Drivers'/Handlers' accident insurance. Accident insurance covers all drivers and handlers who are regular members, event members or an associate handler of QMA.
6. Flagger and Pit Steward must be at least 16 years of age.
7. Anyone issued a QMA card will have insurance until the QMA card expires or the QMA card is revoked by the National Board of Directors.
8. Any member in good standing may race at any club or event in QMA as long as no tech suspension is in force.
9. All QMA members must show their QMA membership card or proof of membership application (QMA online copy) and must sign the QMA Release & Waiver Forms at each QMA Event. (Drivers and handlers). **Definition: online copy of the membership application is only valid for 15 days from the date application is completed. After the 15-day period, the handler(s) must present their QMA membership card.**
10. Clubs are limited to two off-site events and one Retired Drivers Race (**anyone participating must be a QMA member**) per calendar year. The form must be filled out and submitted to the National Safety Director **and** the National Secretary minimum of **two weeks** in advance of the event. The National Secretary will submit to insurance carrier for approval prior to the event.

## **Sec. 5 QMA MEMBERSHIPS**

1. Regular Family Membership dues are \$150.00 (US funds) annually. Renewals are due October 31 of each year and become delinquent after December 31. Only club checks are acceptable.
  - 1(A). Dues are paid and membership is valid when a completed membership application and all QMA and Club dues are paid, all appropriate documents are received and approved by the Club Secretary and the National Secretary. \*\* Please note that clubs are still required to process required signature pages and send to the National Secretary within 15 days of receipt.
  - 1(B). For new members, QMA membership dues paid after September 1<sup>st</sup> will cover the remainder of the current year as well as the following year.
  - 1(C). An annual Regular Family Membership is defined as husband, wife or couple cohabiting (clubs to use driver's licenses as verification) and all drivers/non-drivers under the age of 21 years of age of that immediate family that live in the same household. Upon their 21<sup>st</sup> birthday, they must join QMA as a Regular or Associate member.
2. Annual Associate Handlers are not included in a family membership. The Associate Handler Membership fee is \$75 (US funds) annually. Only club checks are acceptable.
  - 2(A). Annual Associate Handler is defined as a single Individual 18 years of age or older. No voting rights as an Associate Handler.

3. Event Family Membership dues are \$40 (US funds) per club or Qualifier race event. The clubs keep all event membership fees. **(Please Note: A copy of all event membership applications must be turned in to the National Secretary). Event Regular Family Memberships will be accepted at Club and Qualifier Races.**
  - 3(A). An Event Family Membership is defined as husband, wife or couple cohabiting (clubs to use driver's licenses as verification) and all drivers/non-drivers under the age of 21 years of age of that immediate family that live in the same household. Upon their 21<sup>st</sup> birthday, they must join QMA as an Event Regular or Event Associate member.
4. Grand National Event Family Membership dues are \$150 (US funds) to Quarter Midgets of America. A Grand National Event Family Membership is valid to run all Grands Events only and does not require prior participation in a Grands Qualifier race. Grands Event Family Membership has no voting rights at the National or Local levels. **(Please Note: Grands Event Family Memberships must be done online).**

A Grand National Event Family Membership is defined as husband, wife or couple cohabiting (clubs to use driver's licenses as verification) and all drivers/non-drivers under the age of 21 years of age of that immediate family that live in the same household. Upon their 21<sup>st</sup> birthday, they must join QMA as an Event Regular or Event Associate member.
5. Event Associate Handlers are not included in a Family Membership. The Event Associate Handler Membership fee is \$20 (US funds) per event. The clubs keep all Event Associate Handler Membership fees. **(Please Note: A copy of all event membership applications must be turned in to the National Secretary). Event Associate Handler Memberships will be accepted at Clubs, Qualifier Races and Grand National Events.**
  - 5(A). Event Associate Handler is defined as a single Individual 18 years of age or older. No voting rights as an Event Associate Handler.
6. Local clubs have the option to decline Event Memberships.
7. All handlers under 21 must have a Birth Certificate on file with the National Secretary. Copies of photo of driver's license will not be accepted for picture ID. For Event Memberships, copies of Birth Certificates must be kept on file at the local club. A Copy of the Event Membership application to be submitted to the National Secretary.
8. Non-racing charter members will receive a badge. Non-racing charter to include the option of racing privileges at all QMA tracks. Insurance requirements must be met and policy in force with QMA Insurance provider. Periodic written progress reports pertaining to the development of the new track must be submitted to and be approved by the National Vice President in order to maintain racing privileges. Minimum reporting frequency is to be semi-annually.
9. Membership Cards must be checked at sign-ins at each event to verify that the presenter is a current QMA member.
10. Novice driver cards are orange while the driver cards for those in the 1st year (12 months) out of the Novice Division are purple.
11. All persons owning a Quarter Midget race car and planning to participate in Quarter Midget racing, must be a member, in good standing, with a Quarter Midget Club affiliated with QMA.
12. A fee of \$5.00 (US funds) will be charged for a replacement QMA membership card.

13. *All Club and National Officers and Heads of positions must be current Regular QMA members in good standing. If their term of office spans multiple years, membership dues must be paid before January 1st of each year of their term.*

*Any member who presents a bad check to QMA and does not make the check good within 30 days of notification will be suspended from further racing until the check is made good. QMA Bad Check Policy and Procedure will be used in the recovery of funds due to returned checks and can be obtained through the QMA web site or by requesting a copy through the National Secretary.*

## **Sec. 6 SCHEDULES**

1. *A copy of each Club's planned racing schedule is to be furnished to the National Secretary and the National Vice President and list dates of Qualifier races. The host Club name must be recorded on the qualifying sheets submitted to the National Secretary with the funds. No races shall be scheduled in conflict with the Annual National Meeting dates or a Grand National Event held in your Region.*

## **Sec. 7 HALL OF FAME INDUCTEES:**

*See the Hall of Fame Procedures on the QMA website. Regional (one per year per region) and National Hall of Fame Inductees. The Hall of Fame inductee(s) both Regional/National will be announced at the National Meeting as the last agenda item. Permanent Hall of Fame Committee, Chairperson, Karen Autunno-Edmiston in conjunction with the National Board of Directors.*

## **ARTICLE 3**

### **LOCAL ADMINISTRATIVE GUIDELINES AND PROCEDURES**

#### **Sec. 1 CLUB CHARTER**

1. *All Clubs receiving a QMA charter agree to abide by all rules and regulations, and racing procedures of QMA at all events. See Article 3, Sec. 1, Rule 2(A) below.*
2. *All QMA sanctioned member Clubs must comply with all specifications and rules as printed in the QMA Rule Book and appropriate technical and procedure manuals.*
  - 2(A). *In order to accommodate local conditions Clubs may request to the National Board of Directors to deviate from standard QMA racing procedures at local events and Qualifier races. This includes areas such as practice, qualifying, length of race, starting order, racing numbers, judging, and off-site fuel.*
  - 2(B). *At the discretion of the QMA clubs the number of Judges may be adapted to fit regional/local events. At the discretion of the National Race Director, the number of judges may be adapted to fit National Events.*
3. *All Quarter Midget Clubs affiliated with Quarter Midgets of America must have a permanent mailing address. The permanent mailing address can be a post office box or it can be an address used for, and as, the Club track location.*

4. Club charter form (copy) must be signed by the Club President and sent with dues of \$100.00 (US Funds) to the National Secretary. Charter and payment are due annually by Oct. 31 of each year.
  - 4(A). All Racing and Non- Racing Charter Applications must be completed online. Once the charter required materials are completed and approved, the National Secretary will mail your club's charter certificate.

## **Sec. 2 THE NOVICE PROGRAM COMMITTEE**

1. Each Club of Quarter Midgets of America shall have a Novice Committee staffed by Club Race Director, Club President, Club Technical Director, Club Safety Director, and Club Novice Instructor.
  - 1(A). If one of the committee members is absent, an alternate should be picked, at a given race day.
2. Duties of The Novice Committee
  - 2(A). To monitor the progress of each driver in the Novice class.
  - 2(B). If it is the opinion of the committee a driver is capable of graduating into the Stock/Honda/Animal class, the committee shall notify the Handler verbally, sign the move up document and duly note it in the Novice logbook.
  - 2(C). The decision to graduate a driver into the competitive (Stock/Honda/Animal) class rests with the Novice Committee.
  - 2(D). The Novice Committee shall render all possible aid to the Novice handler:
    - 2(D)(1). Advising on the purchase of cars, engines and other equipment to help avoid pitfalls.
    - 2(D)(2). Checking legality of engines purchased during the Novice training In the event that a Novice handler has purchased an illegal engine and this fact is discovered by the Novice Committee, the owner will be advised that he has one race day to bring the engine up to legal specifications.
    - 2(D)(3). During the three-event probationary period, a Novice may be returned to the Novice class for obvious reasons.

## **Sec. 3 QMA CLUB PROMOTION DAY**

*The purpose of the Promotion Day is to provide an approved method that allows prospective new drivers to participate in the QMA experience without the need to purchase a Quarter Midget race car. The hopes are that this experience will be a positive one for the prospective drivers and their families and motivate them to become part of our QMA family. The following are the guidelines that the clubs must adhere to for conducting a Promotion Day: (please see QMA website for procedure).*

1. Charge a minimal fee (\$10-\$50) for each prospective driver.
2. Use the red restrictor plate and a positive stop on the throttle. Both must be used (goal is to be under 10 mph).
3. The parents must read and sign the QMA waiver on behalf of their children.
4. The ride must not be more than 10 laps.
5. One car on the track at a time.
6. No one may be on the track or in the restricted areas while the car is running except a QMA Club Official.
7. There must be a RES6VU-B by 3built.com kill-switch located on the top of the roll cage.
8. The cars used may belong to the club or an individual, but must be in good safe working order.

9. *The driver must be at least 4 years & 6 months of age and no older than 15 years to be able to participate in this program.*
10. ***The National Secretary must be notified of all scheduled promotional day, no less than two weeks before the event.***  
*Promo day request form is located on the QMA web site*

#### **Sec. 4 QMA PARTICIPANT POLICY**

1. *All QMA members and their families are expected to act in a manner that is a credit to the sport, both on the track facilities and off the track facilities, at all QMA events. Disturbances and/or willful damage to others property will not be tolerated at any event.*
2. *Those failing to act in a manner that is a credit to the sport are injuring all members and are hampering the very existence and future of Quarter Midgets of America.*
3. *Therefore, acts detrimental (**including all forms of electronic communications**) to QMA or its members will be reviewed by QMA Club Board of Directors and/or the National Board of Directors and will be subject to the QMA Participants Policy.*
4. *Published QMA Participants Policy must be followed for all conduct matters. Exception: Any conflict between members may be resolved by the Club Officials at the time of occurrence. The maximum action that may be taken is to remove the offending member(s) from the facility for that day only. If all parties involved in the conflict agree, the matter is closed, and no further action will be necessary. Any disciplinary action, including probation, that continues beyond the day of occurrence will require the use of the QMA Participants Policy. A copy of these procedures may be obtained on the QMA website. Your Club President or the QMA Procedure Manual. The suspension list will be distributed by the National Secretary monthly or as they occur.*

#### **Sec. 5 TRACK CONSTRUCTION (Permanent Track)**

***Please refer to the Procedure Manual and/or Document page for Track Construction procedures.***

### **ARTICLE 4**

#### **EQUIPMENT SPECIFICATIONS**

***Equipment Dimensions and Specifications for All Quarter and Half Classes: Please refer to the Procedure Manual and/or Document page for Tech dimensions and specifications.***

#### **Sec. 1 DRIVER'S SAFETY EQUIPMENT**

*There will be no degrading of any driver's safety equipment requirements, this includes but is not limited to Helmets, gloves, suits, etc.*

##### **1. Arm Restraints**

- 1(A). *Arm restraints are mandatory for all drivers (when driving a quarter midget race car) and will be used in conjunction with the seat belt quick release for minimal egress in the event of an accident.*
- 1(B). *Arm restraints are fastened securely to the driver's forearms, (between the wrist and the elbow), never at or above the elbow.*

- 1(C). *The arm restraint should be adjusted so that it is short enough to keep the driver from reaching just two or three inches above the steering wheel.*
2. *Face Shield*
  - 2(A). *Clear or amber face shields must be worn after dark, or whenever track lights are turned on.*
  - 2(B). *Tear offs are optional at dirt tracks.*
3. *Gloves*
  - 3(A). *Two-layer Nomex or equivalent gloves are mandatory.*
  - 3(B). *Gloves must completely cover the hands and fingers.*
  - 3(C). *Driver's gloves require an SFI 3.3/5, 2-layer.*
4. *Helmet*
  - 4(A). *Drivers will wear a well fitted, full face, professional type crash helmet of the type which is one-piece from the forehead to the base of the skull and similarly covers the ears and chin area.*
  - 4(B). *Helmets approved for use in QMA must be rated SA2010 or SFI 24.1 or newer. Note – SA/SFI24.1-2010 helmets approved for use through 2021.*
  - 4(C). *Helmet shall be in good condition (no exterior cracks, evidence of impact or deteriorating interior lining/shock absorbing material).*
  - 4(D). *All hair will be under the helmet or inside jacket/driver's suit when driving a quarter midget.*
  - 4(E). *Helmet shall be inspected by track safety at the start of the racing season (as a minimum).*
  - 4(F). *Drivers of Half Midgets using alcohol are required to wear SFI 3.3 rated Head Sock under their helmet.*
  - 4(G). *Visors must be down when practicing, hot lapping, and under green flag conditions.*
  - 4(H). *Helmet hooks are not allowed.*
  - 4(I). *No external decorative covering allowed on helmets or face shields (Example: Skull Skins or similar products). This does not preclude paint or vinyl graphics as long as they do not cover the face shield.*
5. *Suits, Jackets and Pants*
  - 5(A). *All upper-body clothing must be securely fastened.*
  - 5(B). *Jacket or Suit must provide full coverage from neck to waist and extend completely to the gloves.*
  - 5(C). *All suits, one-piece or two-piece, must carry the minimum SFI rating of 3.2A/1. A one or two-piece driving suit, with a minimum SFI approved (3.2A/1) must be worn by all drivers. Jeans are no longer approved.*
  - 5(D). *Pants must be waist to ankle length and not allow exposed skin.*
  - 5(E). *Recommendation – socks that are long enough to cover the entire length of the lower leg to prevent skin exposure.*
6. *Neck Collar*
  - 6(A). *A neck collar is mandatory.*
  - 6(B). *Neck Collar made of Nomex or equivalent is mandatory with a recommended rating of SFI 3.3,*
  - 6(C). *A neck collar is not required if the approved SFI Head and Neck Restraint System does not mandate one. For example, a "HANS" system.*
7. *Head and Neck Restraint Systems*
  - 7(A). *Must meet the 5-year regulations set forth by SFI.*
8. *Safety Belts*
  - 8(A). *All cars must have a web type safety belt with a quick release buckle. The safety belt must be securely fastened to the frame. Pull up lap belts are recommended.*
  - 8(B). *Drivers will be required to use them at all times.*

- 8(C). *The safety belt should be located so that the pressure is across the drivers' hips.*
  - 8(D). *Metal to metal fittings at the quick release is preferred.*
  - 8(E). *A dual shoulder harness (five-point safety belt) or strap is mandatory and must have a quick release fastener approved by the Safety Committee.*
  - 8(F). *The shoulder harness/straps shall be worn securely across the right and left shoulders.*
  - 8(G). *No restraining device of any kind is to be used to keep the driver's head or body outside the roll cage, with the exception of attaching both shoulder straps to the left upright bar of the cage.*
  - 8(H). *FOUR YEAR REPLACEMENT (any belt from 2013 to current that falls under the 4-year rule)*
  - 8(I). *Shoulder belts must not be retained by shoulder loops or epaulets on the driver's suit.*
  - 8(J). *SFI 16.1 Belt 1-3/4 Minimum*
  - 8(K). *The use of cam lock belts will be allowed.*
  - 8(L). *Seat Belts will not be allowed to pass through the firewall.*
9. Shoes
- 9(A). *Shoes are required that completely cover the feet for all drivers, handlers, associate handlers, flagman and others in hot chute, work area, staging area, racing surface, scaling and fueling area.*
  - 9(B). *Flat bottom shoes only, no use of "Heelys" or shoes with wheels on the bottom allowed while in the car).*
10. Brake Pedal
- 10(A). *A full brake pedal or positive heel stop is mandatory to prevent the foot from pushing through the pedal. When using an "extended pedal", if the pedal mount is within 2 Inches of the axle, then a heel stop is not required.*
11. Seats
- 11(A). *If using a "seat," it MUST be bolted to the frame, not the belly-pan or firewall.*

## **Sec. 2 MISCELLANEOUS - SAFETY/TECH**

- 1. *Modifications of any car construction specification for a Quarter Midgets or Half Midget necessary for a physically disabled child must be approved by the National Safety Director on a case by case basis*
- 2. *No decorative or distracting lights or any non-essential racing items (i.e. flags, stuffed animals, license plates, etc.) allowed on any QMA race car.*
  - 2(A). *1st offense – warning, one warning per race season. (Driver/Handler)*
  - 2(B). *2nd offense – DQ per race*
- 3. *High Pressure Compressed Gas Cylinders must remain in trailers or in tow Vehicles.*
- 4. *There will be no jugs or cans of fuel in the Hot Chute after refueling.*
- 5. *There will be no burning of spilled fuel on paved racing surfaces.*
  - 5(A). *For dirt tracks, it is recommended that all cars and drivers be moved to the hot chute prior to burning of the fuel from the racing surface.*
- 6. *Recommended: No lifting cars onto their nose in the hot chute (safety reasons).*
- 7. **TIRE RULES:**
  - 7(A). *Tire Treatment - it is prohibited to apply tire treatments or chemicals on any tires, except for cleaning with water.*
  - 7(B). *Recapped tires are prohibited on the right side.*

- 7(C). Anyone found using illegal tire treatments or recapped tires (on right side) will be penalized as follows:  
 7(C)(1). First Offense: 30 days Family Suspension,  
 7(C)(2). 2nd Offense: 1 year Family Suspension.  
 7(C)(3). 3rd Offense is Lifetime Family Suspension.  
 Note: Family is a driver/handler signed in at the event
- 7(D). Approved tester will be Portable Tire Prep Monitor, JTR Eagle.
- 7(E). Tire tester may be used at all asphalt tracks. Anything over 80 ppm (maximum reading) will result in a DQ from the race. Dirt track reading will be determined at the event by the Tech Director.
- 7(F). QMA Tire Procedure – see Procedure Manual or available at [www.quartermidgets.org](http://www.quartermidgets.org).
- 7(G). Tire Warmers and Heat Guns - Tire warmers, hot boxes, tire covers or any device to warm tires is not allowed on the grounds of the race facility. First Offense will be disqualification from the event. Heat guns for cleaning tires are allowed except in the staging and hot chute area.

**Please see procedural manual or document page on the website for Tire Protest and Confiscation Procedure.**

## **ARTICLE 5**

### **CLASS AND DIVISION STRUCTURE**

#### **Sec. 1 CLASSES**

##### **1. Class Definition**

- 1(A). Class is defined as a race program by engine type and rules.
- 1(B). **In Quarter Midget classes, the age limit is 17 years old. Drivers who turn 17 during the race year can finish the current calendar year (Dec. 31st).** Specific ages and weights for classes are found in Table 5-1 on Page 17.
- 1(C). No mixing of classes at National Events. No Stock with Modified Stock. No Modified with "B". There is to be no Quarter Midgets with Half Midgets. This means that cars with modified engines entered as modified should not run with cars with "B" engines that entered as a "B". This does not mean that a modified engine cannot be in a "B" class car. A car with a modified engine can be entered in the "B" class and run as "B". This car cannot be entered in any other class at the event. The only cars that can be entered and run in two classes are "AA" and World Formulas "1/2" class car.
- 1(D). The "1/2" class is defined by separate dimensions and is not the same as the quarter midget class. If one car and engine are run as an "AA," World Formula and a "1/2" it must meet the wheelbase, weight and wheel tread width of the respective classes. Reminder - that the age requirements are different for the WF and Half Classes. Age requirements **MUST** still be met.
- 1(E). All classes, with the exception of Novices, will have a maximum of 10 cars per race with eleven cars permitted in the lowest main, but never twelve.

1(F). In order to run Senior Animal, Heavy Animal, 160, Mod, B, WF a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of the lower classes or obtain the unanimous approval of the Novice Committee before competing in these classes. In addition, you must be the appropriate age to run these classes before competing. (The QMA Move Up form must be completed and signed by parents of child, Club President, and Club Novice Director and sent to the National Secretary).

## **2. Class Jumping**

2(A). No class jumping, either up or down. Definition: Engine and car must compete in the class that it is originally signed in and qualifies. A car cannot be entered in more than one class at a given event. This part of the rule disallows the signing in of a car to qualify and compete in more than one class. However, a car can be signed in for the classes that are separated by light and heavy drivers, and one driver may run as a light and another driver as a heavy in the same class. Junior and Senior, Light and Heavy are divisions of a class.

## **Sec. 2 DIVISIONS**

### **1. Division Definition**

1(A). Division is defined by age and or weight.

1(B). **In Quarter Midget classes, the age limit is 17 years old. Drivers who turn 17 during the race year can finish the current calendar year (Dec 31).** Specific ages and weights for divisions are found in Table 5-1 on Page 17.

1(C). Any driver who will be turning nine during his local Club season/Club schedule has the option of moving up and racing in the Senior division at all local, regional, qualifier and National Events, at any time prior to his ninth birthday. Once he has made this decision and raced in the Senior division, he will not be allowed to return to any Junior division for any reason. If this option is used QMA driver card will be documented immediately.

1(D). Drivers who turn 9 during a racing season must move on their birthday. Exception: If you qualify for an event when you are 8, you may finish the event. The driver must move after the conclusion of the event.

1(E). Four cars or more entering a division will constitute a class. If less than four enter this division, it may be combined with other division in its class at the option of the Race Director. This will be for Local and Regional events only. This may not occur at any National Event.

### **2. Division Jumping**

2(A). A driver who qualifies in a junior division of a class at a qualifying event will participate in the races in the division for which he qualifies as of his age on the last day of qualification for that qualifying event only.

2(B). Heavy Division: If a driver has qualified at a Qualifier as a Junior, Senior or Light Division and becomes 115 pounds or more before the Grand National Event, he may choose to run as a Heavy. If a driver has qualified at a Qualifier as a Heavy Division and weighs less than 115 pounds before the Grand National Event, he may run as a Junior, Senior or Light Division.

2(C). *Light and Heavy Weight: Among those classes divided by weight only, there may be enough drivers to justify this division in some areas and it will be optional to the Race Director whether the class is to be divided or not. The lightweight division is to be considered open to all drivers; the heavy weight restricted as to weight. Drivers may enter one division per class only.*

**Table 5-1: Driver Ages and Weights by Class/Division**

CLASS	DIVISION	DRIVER AGE (min)	DRIVER WEIGHT (min)	COMB. WEIGHT (min)	CAR
Novice	Junior	5 - 8	N/A	250 lbs.	160 lbs.
Novice	Senior	9 - 17	N/A	260 lbs.	160 lbs.
Honda	Junior	5 - 8	N/A	250 lbs.	160 lbs.
Honda	Senior	9 - 17	N/A	290 lbs.	160 lbs.
Honda	Heavy	9 - 17	115 lbs.	340 lbs.	160 lbs.
Animal	Junior	5 - 8	N/A	250 lbs.	160 lbs.
Animal	Senior	9 - 17	N/A	290 lbs.	160 lbs.
Animal	Heavy	9 - 17	115 lbs.	340 lbs.	160 lbs.
Super Stock	Junior	5 - 8	N/A	250 lbs.	160 lbs.
Mod		7 - 17	N/A	275 lbs.	160 lbs.
Honda 160	Junior	5 - 8	N/A	250 lbs.	160 lbs.
Honda 160	Light	8 - 17	N/A	290 lbs.	160 lbs.
Honda 160	Heavy	8 - 17	115 lbs.	340 lbs.	160 lbs.
B		8 - 17	N/A	295 lbs.	160 lbs.
World Formula	Light	9 - 17	N/A	310 lbs.	160 lbs.
World Formula	Heavy	9 - 17	115 lbs.	355 lbs.	160 lbs.
Half	Junior	11 - 17*	N/A	350lbs	170 lbs.

\* NOTE: Eleven to thirteen-year old drivers must have approval from the Novice Committee with the final approval from your Regional Director for a 1/2 Class.

**Table 5-2: Lap Counts by Class/Division, QMA running order**

CLASS	DIVISION	HEATS	A MAIN	B Main	C & LOWER MAINS
Novice	Junior	N/A	25	N/A	N/A
Novice	Senior	N/A	25	N/A	N/A
Honda	Junior	20	30	25	20
Honda	Senior	20	40	35	30
Honda	Heavy	20	40	35	30
Animal	Junior	20	30	25	20
Animal	Senior	20	40	35	30
Animal	Heavy	20	40	35	30
Super Stock	Junior	20	30	25	20
Mod		20	40	35	30
Honda 160	Junior	20	30	25	20
Honda 160	Light	20	40	35	30
Honda 160	Heavy	20	40	35	30
B		20	40	35	30
World Formula	Light	20	40	35	30
World Formula	Heavy	20	40	35	30
Half	Junior	20	40	35	30

The parents must read and sign the QMA waiver NOTE: Number of laps for local events may be adjusted by the Race Director.

## **ARTICLE 6**

### **NOVICE RULES AND PROCEDURE**

#### **Sec. 1 PURPOSE**

1. *The fundamental purpose of the Novice Class is to train new drivers so that they understand the basic racing rules and so that they are able to handle themselves and their cars in a safe manner on the track. It is not intended that the Novice Class be utilized to perfect racing abilities or techniques. Extended competitive racing in the Novice Class once the fundamentals are attained is not to be allowed.*
2. *To regulate and unify the novice training and racing program, these rules and regulations, as approved by the National Board of Directors, will be adhered to by all drivers, handlers, and member Clubs of Quarter Midgets of America.*
3. *Any changes, additions and deletions to these rules and regulations will be enacted by the National Board of Directors. Any temporary deviations from established rules must be approved by the National Board of Directors before implementation of such changes by any Club.*
4. *The Novice Committee will supervise the novice training and racing program at their club.*

#### **Sec. 2 NOVICE CLASS – DRIVERS AND HANDLERS**

1. *The minimum age for novice students shall be five years for racing and four- and one-half years for practice and training only.*
2. *Each Novice handler, upon joining a club shall present the driver's birth certificate to the Club Secretary and the "official age" of the driver shall be entered in the permanent records of the club. Copies of these records shall be forwarded to the National Secretary.*
3. *In an effort to obtain the greatest benefit from participation in organized Quarter Midget racing, Novice handlers should read the section of this rule book, entitled "Novice Program Committee".*
4. *Drivers not yet six will be issued a Novice Card good until their sixth birthday, plus three months.*
  - 4(A). *The driver's age will be entered on the Novice Card.*
  - 4(B). *Extensions of the Novice Card shall only be granted when the handler has completed a Novice Extension Form and it has been approved by a signature from their Club Novice Director, their Club President. Any novice extension forms that are approved must be forwarded to the National Secretary by the Club Secretary.*
  - 4(C). *Extensions will be for no more than two months at a time, if needed.*
  - 4(D). *Novice parents will receive from the National Secretary their driver's novice card and logbook.*
5. *A driver may be moved out of the Novice class at any time if in the opinion of the Novice Committee the driver is qualified.*
6. *It is required that all Novice Drivers have a QMA official Driver's logbook.*
  - 6(A). *The logbook and the Novice Driver's card are to be presented to sign-in booth when signing in on race day.*
  - 6(B). *Entries will be made in the Novice logbook, such as qualifying time, main or semi race, start and finish position in the race. The logbook will be returned to the Handler by the Novice Committee after comments have been made and initialed.*

6(C). *False or unauthorized entries in the logbook or on the Novice Card will be cause for a 90-day suspension from all QMA tracks.*

7. *A duplicate of any lost logbook must be obtained from the Club Secretary. Record of past races to be reconstructed in replacement logbooks from Club Master Records.*

### **Sec. 3 NOVICE TRAINING**

1. *Completion of Novice Training, given by a competent instructor, is mandatory for all new drivers. Minor changes may be made to training outline to conform to local conditions; however, the reason for all changes must be submitted to the National Board of Directors without delay.*

1(A). *Any driver not trained by a Club-designated trainer must pass a test given by his local Club Novice Instructor before he enters into the Novice Class.*

2. *The Novice driver must be covered by QMA insurance during training periods.*

### **Sec. 4 RACING**

1. *The Novice Class will be a recognized class by QMA and will run under the Honda 120 engine rules at all QMA races.*

2. *The Novice Class shall be divided into the Junior and Senior divisions only, which may be combined if necessary, to make a class and will use a Honda 120 engine only.*

3. *The Novice program and its implementation fall under the Club President's authority. Therefore, illegal engine parts will be confiscated, but the suspension will not be levied against handlers or drivers for the first offense only. The second offense requires 30-day suspension from Novice.*

3(A). *Any alteration to Jr. or Sr. Novice Restrictor Plates:*

3(A)(1). *1<sup>st</sup> offense – event DQ from the respective class.*

3(A)(2). *2<sup>nd</sup> offense within one year of first infraction – 30-day suspension for handler and driver from participating in the respective class.*

3(A)(3). *3<sup>rd</sup> offense within one year of first infraction – six-month suspension for handler and driver from participating in the respective class.*

3(A)(4). *4<sup>th</sup> offense within two years of last infraction – one-year suspension for handler and driver from participating in the respective class.*

3(B). *All other QMA rules and penalties apply to the novice class.*

4. *Novice Class participants will be required to install a restrictor plate on their carburetor per "restrictor plate program".*

5. *No more than eight cars may be entered in any Novice race.*

### **Sec. 5 NOVICE GRANDS**

1. *A Novice driver may run the Grand National Exhibition Events for one year only.*

2. *In order to participate in the Grand National Exhibition Event, a Novice must meet all of the qualification requirements specified for all other classes. These requirements are specified in this rule book.*

2(A). *Novices who want to race in the Novice Class at a Grand National Event MUST qualify at a Qualifier Race event as a novice.*

2(B). *If a new Novice family joins the Club after the Qualifier Race Event, the driver(s) will be allowed to participate at the National Grands as an Exhibition only.*

3. *Novices at the Grands:*

3(A). *Exhibition events only.*

3(B). *Minimum one practice session.*

3(C). *Racing format is to be decided by QMA.*

3(D). *Line up established by qualifying time.*

3(E). *All participants receive equal awards, preferably trophies.*

3(F). *Practice and racing to be designated on each Grands schedule.*

3(G). *Registration fee for Novices at Grands is \$30.00.*

**Sec. 6 GRADUATION OF NOVICE DRIVERS**

1. *The Novice Class is the "learning" class and, as soon as possible the Novice driver shall be moved to the Stock/Honda/Jr. Animal classes in order to avoid "Professional" Novice drivers.*

2. *A Novice driver must participate in at least three events before graduating to a competitive (Stock/Honda/Jr. Animal) class.*

3. *It is suggested that the Novice Committee (See Article 3, Section 2 on Page 11) holds a small ceremony to make the advancement of a driver into the Stock/Honda/Jr. Animal Classes.*

4. *At graduation (QMA Home Club) the driver's logbook shall be validated and the Novice Card shall have written on it (in ink) the date of graduation.*

4(A). *The Club President shall be notified of all graduating Novices by their Novice Committee. The Club President will then notify the National Secretary within 30 days.*

4(B). *A validated Novice move up certificate will be accepted in Stock /Honda /Jr. Animal classes.*

5. *On the first day of competition in the Super Stock/Honda 120 /Jr. Animal class, the new driver shall be entered in all races at the back of the pack for which they qualified, regardless of qualifying position.*

6. *All graduating novice drivers shall be on probation for three events.*

7. *Once a Novice is graduated to Super Stock/Honda 120/ Jr. Animal and completes his/her probationary period, they may not be returned to the Novice class for any reason.*

7(A). *EXCEPTION: If there is a lapse in the participation of a driver, they may be moved back to Novice for a trial period, at the discretion of the Club Novice Committee.*

**ARTICLE 7**

**RACING RULES AND PROCEDURES**

**Sec. 1 GENERAL**

**1. Age Requirements**

1(A). *All people except drivers in their cars that enter the track or hot chute areas must be a minimum of 16 years of age. i.e. handlers, flagmen, corner man etc. They must be a QMA member.*

1(B). *In Quarter Midget classes, the age limit is 17 years old. Drivers who turn 17 during the race year can finish the current calendar year (Dec. 31).*

1(C). *Proof of age is required at all QMA events. A novice may train and practice only at four years six months of age. No racing until five years of age.*

1(D). *In 1/2 class the age limit is 18 years old (you may not participate after your 18th birthday).*

**2. Qualifiers and Grands (Optional for Local Events)**

- 2(A). At all QMA events, the Host Club and the Race Director for the event will clearly identify the responsibilities and authorities of the Head Judge and Chief Flag Person selected for the event.
- 2(B). All QMA race events shall have one person to read the clock along with someone to verify the reading during qualifying, and during the races, have a minimum of three experienced scorers, preferably five, for writing down each individual lap. QMA scoring procedures will be followed at all events.
- 2(C). In addition to current scoring procedures, Clubs may use electronic scoring. Electronic scoring system is preferred, but not required at Grand National Events. It is recommended that the location of transponder pin will be 42 inches from the front bumper to the center of the transponder pin. The entire transponder must fall between 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 the transponder within the nerf bar. (If not in proper location, after qualifying or racing, it is a DQ offense at the scales).
- 2(D). It will be the responsibility of the Host Club that is hosting a National or other Qualifier Event approved by QMA to:
  - 2(D)(1). Provide fuel or designate a fuel station for mid-grade gasoline to be purchased by the participants.
  - 2(D)(2). See that the Regional Technical Committee Person or other Technical Person trained or approved by QMA, to be in charge of or supervise inspections of fuel samples.
- 2(E). Fuel will be tested against a sample obtained by the host club each day. After fueling, the tank will be sealed. This seal will not be tampered with or broken. If seal is broken or no seal, car will be disqualified. When more fuel is needed, officials will break the seal and reseal. Drivers cannot be in the car during fueling.
- 2(F). Permanent speed breakers will be installed at tracks holding QMA races. They are to be installed as instructed in track construction document. No car will be disqualified for hitting breakers.
- 2(G). All clubs that are hosting a Qualifier Race or Grand National Event will have their track records open.
- 2(H). **QUALIFYING FEES:**  
 Below is listed the maximum pit fee to be charged at all Qualifiers and the National Championship. Also listed is the amount to be sent to QMA per sign in (each entry).

**Table - Qualifying Race Fee Structures**

	Max Pit Fee to be charged	Amount to be sent to QMA
<b>Qualifier Race</b>	\$40.00	\$2.00
<b>National</b>	\$60.00	\$30.00

Please note that qualifier sheets will be done electronically and e-mailed to the National Secretary within five days of the Qualifier Event. All fees (club check only) must be mailed to the National Secretary within five days of the Qualifier Event in order to process the Grands Qualifier book.

- 2(I). *Late Sign ins for Grands - Must be signed in before the first car in your class pushes off for qualifying. Grands host clubs may charge up to \$10 per entry for late registration. You MUST race a Qualifier race to run the Grand National Event.*
- 2(J). *Grands money must be turned over to the National Treasurer or the designee prior to A-mains. (Per Grands Contract)*
- 2(K). *At all Grand National Events, host club will provide at least 2 operational, appropriately spaced caution lights around the track, controlled by the flagger. It is recommended that all QMA tracks install caution lights in the same manner.*

## **Sec. 2 RACING RULES**

### **1. All QMA Events**

- 1(A). *All QMA rules, regulations and engine specifications will be strictly adhered to at all QMA events. All decisions of the Officials will be final.*
- 1(B). *All participants at a QMA event must present their valid QMA I.D. card at the time of signing in.*
- 1(C). *All numbers will be furnished. All cars must have a minimum of 3 numbers plainly visible. Placement of numbers: 1 on the left front, 1 on the left rear, and 1 on the right rear.*
- 1(D). *Cars may qualify and practice without tail cones; however, tail cones must be in place for racing. If you qualify without your tail cone, you must scale without your tail cone and make weight, if underweight, the result is a DQ.*
- 1(E). *Cars leaving the track must do so with caution. Driving through the pits, hot chute or scale area is prohibited; the penalty is a DQ from race by any race official.*
- 1(F). *No foreign matter, such as gum, candy, etc. shall be allowed in driver's mouth while he/she is in the car. Mouthpieces are allowed.*
- 1(G). *The possession or use of intoxicating beverages or illegal drugs by a driver, car owner, mechanic, pit attendant, spectator or official anywhere in the track, pit or parking area will be strictly prohibited. Any driver, car owner or mechanic, who, at any time or any place, causes a scene or disturbance before the public, shall be escorted from the event.*
- 1(H). *No electronic driver communication systems permitted at any QMA sanctioned event. Any single channel UHF race receiver designed for race use is permitted for local use only. Transmitter use must be limited to designated track official only. Any unauthorized transmitter use will require a DQ for the event.*
- 1(I). *Race finishes will be official only after the Technical Committee declares engine legal. (Definition: at QMA events, it will be mandatory that engines be inspected for legality. Extent of inspection will be at the discretion of the Technical Committee. Engines will be considered illegal if car handler or owner refuses required inspection. (6-month suspension from class).*
- 1(J). *No change or adjustments to car or engine settings except to turn fuel valve on or off may be made to any Quarter or Half Midget race car by any method, while it is on the racing surface.*

- 1(K). Chassis, safety or engine components that because of their required placement and normal use or function are within reach of the driver will be allowed. These may be adjusted while the car is on the racing surface. (Example: shock absorbers with the normal knobs are allowed, however, a larger knob cannot be installed if it is within reach of the driver.)
- 1(L). For local events, after the initial warm-up period has elapsed (use of clock or air horn), all cars on the track and past designated line will be lined up according to original starting position. All others will start at the back of the pack – in the order they enter the racetrack. For Qualifier and Grands events, there will be no warm-up period. Starts will be "roll and go".
- 1(M). Drivers must be out of cars for fueling. For Qualifier and Grands events, there will be no initial warm up/refueling period for the Jr. Half.
- 1(N). When a race is in progress, no owner or handler of a car in that particular race will be allowed in the infield or on the track except under red flag conditions or with the permission of the Race Director.
- 1(O). No more than two handlers per car in the hot chute during a race and no more than four handlers may work on any one car in the hot chute.
- 1(P). Four Corner workers are necessary for each race. All Corner workers are to be located on the outside of each turn or at least two at each outside end of the track. Corner workers must wear a florescent safety shirt or vest. No corner workers are allowed in the infield and are the only people allowed on the track in the event of a caution during a race.
- 1(Q). All pit locations must be located outside of the track wall or fencing.
- 1(R). All clubs are required to have at least five canisters of Fuel Buster or equivalent available for firefighting any time cars are on the track. There shall be no smoking allowed in the hot chute, staging area, judging stand, flag stand, work areas, racing surface, scale and fuel area.
- 1(S). Double sign-in prohibited. A double sign-in is interpreted as "Signing in a driver two or more times in the same class or division".
- 1(T). A car that has been pushed around the track by handlers can only pass the flag stand twice; thereafter the car must go to the designated work area before returning to the track surface.
  - 1(T)(1). Only in a 1/2 class under red you can use an electric starter to start the car.
  - 1(T)(2). No Four Wheelers or motorized vehicles will be used to push start any car.
- 1(U). Once a car qualifies or pushes off from the staging area for the first race you must run the same car (chassis) for the entire event.
- 1(V). The Race Director must be in the hot chute with the handlers during a racing event.
- 1(W). Fuel tanks cannot be replaced during a race; the penalty is a DQ from that race.
- 1(X). Half midget class will be given maximum two fuel stops after the initial green flag at any QMA sanctioned event (Qualifier, or Grands). Maximum fuel tank size 140 ounces.

## **2. Protests**

- 2(A). Judging decisions may not be protested.

- 2(B). *Racing Rule or Procedural protests must be made in writing within one hour of the completion of that race, to the Race Director only. You must be signed-in in that division of that class to be able to protest.*
- 2(B)(1). *Anyone approaching or protesting to any official other than the Race Director, may be suspended for the race day. If any additional disciplinary action is necessary, the Participant Policy must be followed.*
- 2(B)(2). *The protest must reference the Racing Rule or Scoring Procedure that was not followed by the race officials, (must use the QMA Protest Form).*
- 2(C). *All protests filed at a Grands Event are to be handled immediately. The Race Director has the right to declare a protest as invalid.*

### **Sec. 3 GENERAL RACING POLICIES**

1. **Flagging** - see *Flagging Procedures. Flagger must be at least 16 years old and a QMA member.*
- 1(A). *Flag person's position to be located on flag stands on the outside of the track.*
- 1(B). *It is recommended that the Flagger remain in the flag stand during all event practice sessions, warm-ups and races.*
- 1(C). *A halfway flag signal should not be used.*
- 1(D). *A move-over or lapping flag should not be used.*
- 1(E). *Auxiliary Flag Persons or safety people in the corners with caution flags are forbidden.*
- 1(F). *The green flag should be displayed (held in open view for drivers, but not blocking track) at all times until replaced by another flag.*
- 1(G). *The yellow flag is to be displayed any time a car stops on the track and the area of the track where the car is stopped should be pointed out to the other drivers. The yellow is to remain displayed until all corner workers have cleared the racing surface.*
- 1(H). *Safety Signal lights may be used around the track and controlled by the flag person. This is mandatory for Grand National Events.*
- 1(I). *The red flag will be displayed any time injuries or potential injuries may have occurred. If there is an injured driver, NO cars may be moved from the racing surface or be worked on until the driver(s) have been cleared. For non-emergency requirements (refueling stops, debris removal, etc.) a rolled red flag with one finger extended indicating stop after one more lap. (see Article 7, Section 3, Item 3F on Page 25)*
- 1(J). *Any car not remaining above the safety entrance line should be black flagged so that the Race Director can remind the driver of correct track entry procedures and then the driver may return to the track. Cars that continue to disregard the safety entrance line may be subject to losing practice privileges.*
2. **Qualifying**
- 2(A). *The Flagger shall indicate to the driver a maximum of five warm laps which will begin as soon as the driver/car comes to the appointed start/finish line and will count down each completed lap. When one lap is reached, a rolled green flag is displayed in a circular motion indicating the next time around will be starting the clock. (Note: The handler has the option of requesting fewer warm up laps, but cannot request a greater number) see **Article 7, Sec. 4, Item 5(C) on Page 28 for alternate qualifying procedure.***

- 2(B). After the countdown of warm up laps, use only the following procedure:
- 2(B)(1). Three waves of the green flag followed by a checkered flag. (Optional: two waves of the green flag followed by a white and then a checkered).
- 2(C). If a driver has completed their qualifying times and has not left the track, the black flag can be waved.
- 2(D). The use of Air Filters during qualifying at any QMA event is illegal. The Sr. Tech Official reserves the right to allow Air Filters at any Event that it is deemed necessary.

### 3. Racing

- 3(A). For local events, after the warm-up time has expired, the yellow flag should be displayed for at least one lap before the lineup signal is given. For Qualifiers and Grands events, there will be no warm-up period and starts will be "roll and go". Original line up signal: The Flagger will indicate a single file line-up by holding a rolled yellow or green flag in one hand straight above or in front of the Flagger's head or holding his/her hand as a straight edge to create an imaginary straight line. Flagger will then use a rolled yellow and a rolled green flag, (one in each hand) displayed in a drumming motion to indicate a double file lineup.
- 3(B). If during the lineup process any cars fail to keep a proper pace or continually jump-starts the green, the Flagger should point a rolled black flag as a warning. Car(s) that still do not keep the proper pace or other infractions may be sent to the back of the lineup. The important thing to remember is that the starter must maintain control and remain consistent. Once the race begins (first official green flag), no other cars can enter the race.
- 3(C). The yellow flag is to be displayed whenever a car(s) stop on the track or the track is under an unsafe condition (debris, fluids, wall repair etc.). NO LAP, INCLUDING THE WHITE FLAG LAP IS EXEMPT FROM A YELLOW FLAG. If an accident occurs before the checkered flag has been thrown, a yellow flag should be displayed and the unsafe area or where the car(s) have stopped on the track is to be pointed to.
- 3(D). Following a yellow flag and after the restart lineup has been determined; a single file restart signal should be displayed. (This can be done by holding a rolled yellow or green flag held in one hand straight above or in front of the Flagger's head or holding his/her hand as a straight edge to create an imaginary straight line.)
- 3(E). A red flag should be displayed whenever a car(s) has turned over; hit a wall or another car(s) with excessive force to allow the handler to verify that the driver(s) has no injuries.
- 3(F). If the red flag is necessary for non-emergency stops such as wall repair or refueling, this should be indicated with a rolled red flag and one finger extended for the drivers requiring them to stop on the next lap around.
- 3(G). The checkered flag indicates the finish of the race. If an accident occurs after the checkered flag has been shown to the leader a yellow should be displayed along with the checkered flag, however, the race is officially completed. There are no restarts after the checkered flag.
- 3(H). Laps should be counted from the number of laps to be run (25, 35, 40, etc.) down to one lap to go. This way the Flagger does not have to remember the length of the race; when lap one comes up, he simply displays the white flag.

- 3(I). *At the Flagger's discretion, if under green flag two or more cars become hooked together and do not become unhooked – the yellow flag will come out followed by a red if necessary. The cars will be unhooked and unless the judges assign a charged yellow to one or more cars, all involved cars will receive a charged yellow and start at the end of the field.*
- 3(J). *If a car stops on the track or in the infield under green, or if a car drives through the infield with all four tires under green, a yellow flag will be displayed. That car will receive a Charged Yellow and started at the back - unless the judges determine another car is 100% at fault for the incident. Then only the at fault car will receive a Charged Yellow and sent to the back.*
- 3(K). **Starts:**
- 3(K)(1). *The Flagger is responsible for all starts, restarts, conduct of the race, and flags, i.e., green, yellow, red, white, checkered and black when instructed by the Judges.*
- 3(K)(2). *Initial starts will be double file, rolling starts. If during the lineup process any cars fail to keep a proper pace or continually jump-starts the green, the Flagger should point a rolled black flag as a warning. Car(s) that still do not keep the proper pace or other infractions may be sent to the back of the lineup.*
- 3(K)(3). *If during the initial lineup and before the green flag falls, a car should go dead on the track, they will be put back in their original position unless there is a Judges call.*
- 3(L). **Restarts:**
- 3(L)(1). *All restarts will be single file, rolling starts.*
- 3(M). **Caution Laps and Emergency Stops**
- 3(M)(1). *There will be no passing under the yellow flag. Cars may close the gap to approximately one car length.*
- 3(M)(2). *No lap will be counted while running under a yellow flag. All caution laps and emergency stop restarts will revert to the last complete/recorded lap for restart position. The restart lineup must be verified by the scorers.*
- 3(M)(3). *In Half Midget class only, after a combination of 80 green and yellow laps, the next yellow and/or red flag will be a refuel stop. After all cars have been refueled, the counting starts all over when the green flag falls. There will be two fuel stops maximum after the initial green flag at any QMA sanctioned event (Qualifier or Grands).*
- 3(N). *Any car or cars accumulating three Charged Yellows, for any reason will be disqualified and will be black flagged but scored as DNF.*
- 3(O). **Disqualifications**
- 3(O)(1). *If a car is disqualified during a race and does not immediately leave the track when shown the black flag, the Flagger will show the flag two more times (on the next two laps). If the car still has not exited the track, the race will be stopped (red flag) and the disqualified car will be removed. Then the race will be restarted from the last recorded lap.*

## **Sec. 4 QUALIFIERS**

### **1. General**

- 1(A). **QUALIFIER EVENT** – *Each QMA Club must host two Qualifier Races per race season.*

1(B). All Qualifier race events are sanctioned under the name Quarter Midgets of America.

## 2. Qualifier Events

- 2(A). Date and location for each Qualifier event will be furnished to the National Secretary by March 15 each year by all Club Presidents.
- 2(B). To be eligible to race at the Grands, a driver must attempt to qualify and race at a Qualifier event.
- 2(B)(1). A driver graduating from Novice must race one club race in a competition class before competing at a Grand National Event.
- 2(C). Grand National Timing format mandatory at Qualifier events. The format may be altered due to weather and car count, to be determined by the Club President present at the event.
- 2(D). A car and/or driver found illegal at a Qualifier event shall forfeit awards for the even. The driver is qualified to participate and compete at the Grand National Events. Refusal of technical inspection at a Qualifier race will result in loss of qualification to attend a Grand National Event. All suspension rules apply.
- 2(E). **ATTEMPT TO QUALIFY/RACE CLARIFICATION**
- 2(E)(1). A qualified car must be started or pushed out of the staging area onto the track surface. If the car fails to start after repeated attempts during warm up/hot lapping (before the first race for which it is qualified) and cannot continue in the race program, it will be considered as "Attempting to Race". The car must have an appropriate engine for that class in car to attempt to qualify. A qualified car must have legal engine for that class that it is attempting to qualify.

## 3. QMA Grand National Events

- 3(A). Dates and locations of Grand National Events will be published on the QMA website and the Newsletter.
- 3(B). Grands Completion: The last scheduled day Sunday of the event is the rain date only if the Grands cannot be completed by daybreak on Monday (unless there is a zoning curfew) the event will be officially over and the classes that are not completed will have no champion. The awards may be given out based on qualifying times. Please see Grands Contract for suggested schedule.
- 3(C). Disciplinary Occurrences at any Grand National Event will be brought to a hearing before the Club Presidents and National Board of Directors in attendance at the National event for disciplinary action. If any disciplinary action is deemed necessary, the member (owner, handler, and /or driver) will be barred from all future participation in that event.
- 3(C)(1). Depending on circumstances, additional disciplinary actions (forfeiture of any awards at the Grand National Event or suspension from participation in future QMA events) may be imposed on the member or members.
- 3(D). All tracks that are hosting the Grands are required to be closed (No cars on track) for eight days before the Grands. The 8 days ends at midnight the day before sign-ins open.

#### 4. NATIONAL WORK RULE

- 4(A). *The work rule will be mandatory for all Grand National Events.*
- 4(B). *A designated work area will be marked off. A designated work area is where additional QMA members can assist with repairs. This designated work area will depend on the Club hosting the event, because the tracks do vary with respect to track layouts. This may be a portion of the hot chute. This must be approved by the National Safety Director.*
- 4(C). *Any car going to the designated work area will automatically be put to the back of the pack.*
- 4(D). *Any car that goes to the designated work area under green flag conditions may not re-enter the race and will be scored as a DNF.*
- 4(E). *Under a yellow or red flag condition, a car (or cars) may go in the designated work area for repairs using any piece of equipment for repairs, but may not add fuel (except by track Officials to Half cars during refueling stops) or this will result in a DQ.*
- 4(F). *If more than one car is in the designated work area, scoring position will be determined by the order of cars returning to the track.*
- 4(G). *The Flagger shall not delay the race for the car(s) in the designated work area.*
- 4(H). *A maximum of two handlers per car will be allowed in the hot chute. No additional handlers will be allowed to enter the hot chute for major repairs.*
- 4(I). *If the handler chooses, he may take his car out of the hot chute to a designated work area in close proximity to have additional members assist with repairs.*

#### 5. Qualifier, Grands Timing Format (Optional for Local Events)

- 5(A). *Practice and timing will be done in the order of sign-in numbers, (first to sign-in will be last to qualify) no changes allowed, no changing of classes once practice has started for the event. If the car is not in position and ready or unable to time in the proper order the car will be awarded a "no time". Transponder Rule: If no transponder is on the car at the time of qualifying, same as not reading. (the Pit Steward should be checking cars for transponders before entering the track).*
- 5(B). *Timing is back to back only.*
- 5(C). *The handler is not allowed on track. **At any event (Local or Regional) all 8 qualifying laps may be "on the clock" to be determined by the Race Director. Timing will begin the first time the car passes the start finish line. Otherwise QMA Grand National format is 5 warm up laps followed by 3 laps on the clock. The handler may stand next to the Race Director to change the number of warm up laps wanted before the car enters the track or to put the driver "on the clock" at any time prior to the end of the warm-up laps. If a handler doesn't state otherwise, it is assumed 5 warm up laps for regular qualifying.***
- 5(D). *The handlers are not to signal the driver under the green flag. This is a disqualification offense. (Race Director or Judges Authority)*
- 5(E). *Handler will be allowed on the track to turn fuel valve on or restart a car that has spun. No working on the car or it will be a DQ by the Race Director.*

- 5(F). *If a car spins/goes DOT during warm up laps the handler may enter the track to restart, but number of warm up laps will continue from the lap that the car spun out.*
- 5(G). *If the car leaves the track, blows engine or breaks after one time on the clock, he is finished, that car will only have one time. Also, if a car leaves the track for a blown engine or breaks before any time is taken, this car will be awarded a "No Time".*
- 5(H). *In case of an identical time in qualifying, the next fastest lap will be used as the tie breaker to determine the qualifying position.*
- 5(I). *The driver qualifying the car is the only one eligible to drive it in the event for which it is qualified.*
- 5(J). *No more than one driver may qualify in any one car in the same division during a given event. (Example: Only one Lightweight and another driver – a Heavyweight – may qualify the same car in the "160" class.)*
- 5(K). *Timing will continue until all classes/divisions are completed.*
- 5(L). *In the event of a stoppage during timing of a division due to weather, curfew or other emergency and cannot be resumed on the same day, the entire division must be re-timed when timing resumes.*
- 5(M). *After qualifying, all cars will be weighed. Any car/driver not meeting weight requirements will forfeit qualifying times. All engines are to be sealed in the car; any sealed component that needs the seal to be broken must be torn down by or in the presence of a Technical Director, if not this will be a reason for disqualification.*
- 5(N). *All cars and engines must stay on the grounds for the remainder of the event.*

## **Sec. 5 JUDGING**

- 1. Local events only may be run with no judges. If this option is used, the following procedures must be used:
  - 1(A). Option to be voted on and approved by a simple majority vote of the members present at the event.
  - 1(B). Any car(s) involved in a racing incident that goes dead on the track for any reason will receive a charged yellow and that car(s) will restart at the back of the pack.
  - 1(C). Three Charged Yellows will be black flagged and scored a DNF.
  - 1(D). The Race Director may make a flagrant unsportsmanlike conduct call that must result in a DQ for the event.
- 2. **JUDGES**
  - 2(A). The following judging procedures shall be utilized at all QMA events:
  - 2(B). A judge is defined as a person assigned by local race authorities to enforce all appropriate racing rules and regulations during the running of a race (s) at a QMA event.
  - 2(C). At all QMA race events, there shall be 3 - 5 judges per race who will 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.
  - 2(D). **HEAD JUDGE:** At all Grand National Events, the National Board of Directors will appoint a Head Judge. This individual will be an experienced person in judging. Duties of the Head Judge will include:
    - 2(D)(1). Be familiar with all judging rules.

- 2(D)(2). Brief all Judges on proper judging procedures to be followed and provide consistency to the program by promoting adherence to published QMA judging standards.
- 2(D)(3). Keep track on the judging sheet all Charged Yellow flag penalties during a race, both NAMED Charged Yellows ("N"-CY) and D.O.T Charged Yellows (DOT-CY). A Judging Sheet is available on the judge's stand for writing down the "N"-CY and "D.O.T - CY assigned to a car. This sheet is to be used to verify with the official Head Scorer in the event a driver needs to be removed from the race because of three Charged Yellows (three total/combined CYs).
- 2(D)(4). Have communication with the Tower, Race Director, and Flagger at all times.
- 2(D)(5). During a race, the Head Judge should also be in communication with the other judges to ensure accurate and consistent judging.
- 2(D)(6). To provide input on a judging decision in the event of a yellow flag. If needed, explaining a rule to help clarify any questions regarding rules and procedures.
- 2(D)(7). Make sure that all the judges for a race are in position before the race begins

### **3. ROLE OF JUDGES**

- 3(A). The judges shall enforce all appropriate racing rules and regulations during the running of an event. They shall witness the race and be responsible for making all decisions regarding responsibility for an incident. The judges are also required to cite and record the specific violation for each incident, when 100% fault is assigned.
- 3(B). All judges are responsible for watching all cars on the track. Judges are not to be split into groups.

### **4. SELECTION OF JUDGES**

- 4(A). Judges shall be selected from among the members attending the race event.
- 4(B). All judges must be QMA members in good standing 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.
- 4(C). Judges must be experienced members and should be well versed in all QMA racing rules and regulations.
- 4(D). Judges shall be selected for their knowledge of recognized racing rules, for their experience in the sport of Quarter Midget racing, and for their ability and desire to make fair, impartial, unbiased decisions during the running of the race.
- 4(E). If possible, judges should be selected and agreed upon and their consent received prior to the beginning of the event to facilitate the running of each race without delay.
- 4(F). Judges will not be handlers, owners, or family members of drivers entered in the same division at that event.
- 4(G). All novice handlers must be trained for judging prior to actually judging.
- 4(H). The Tower and/or Race Director will work together to assign the judges. At club races, the judges should all be QMA members At Region level events, the judges should be selected from multiple clubs and should have no more than two from the same club.

## 5. AUTHORITY OF JUDGES

- 5(A). Judges will have the authority to assign responsibility for a yellow flag per Item 7 (Infractions) on Page 31 of this section. Judges will also have the authority to disqualify any driver for infractions listed in Item 13 (Reasons for Immediate Disqualification) on Page 34 of this section.
- 5(B). Judges have the option to put any car(s) to the rear that fails to keep the proper pace during a lineup.
- 5(C). The authority of the judges begins with the cars entering the track, and / or hot chute and ends when cars arrive at the scales. The judges may disqualify a driver at any time before, during, or after the race.

6. **LOCATION OF JUDGES** All active judges for a given race shall be located together in a common central location providing an optimum view of the entire racing surface.

## 7. INFRACTIONS

- 7(A). 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 full responsibility for the incident is NOT assigned to a single car, **all cars that stopped as part of the incident AND all cars that did NOT stop in a controlled manner** will be moved to the back of the next line up and be assigned a "CY", regardless of when the yellow flag is displayed. The track is yellow when all cars have reached a safe caution speed and is safe for the corner workers to enter the track. Cars that do stop in a controlled manner will not receive a charged yellow and will retain their position in the next line up.
- 7(B). When a racing incident causes a yellow flag, if a majority of the judges, determine that one driver was 100 percent at fault, by violating one or more of the six (6) listed driving infractions in Rule 7.G.1-5 of this section, that car will be moved to the back of the line up and be assigned a "N"-CY. This can be a car that stopped or did not stop as a result of the incident. A "N"-CY will be one of the following: Charge-CY, Chop-CY, Rough Driving-CY, Blocking- CY, Racing Room-CY or Loss of Control-CY. All other cars in the incident will retain their position as of the last green flag lap scored and will not be assigned a Charged Yellow.
- 7(C). As soon as yellow flag conditions are established for an on-track incident, the flagger will begin to count from three laps to zero as a selected car crosses the start finish line. When the count reaches zero, the Flagger will notify the Head 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 ask the Head Judge for their decision. If a decision is not announced at this 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-CY.
- 7(D). If the judges witnessing the incident, determine with a majority vote, that a driver(s) has committed a Flagrant Unsportsmanlike Conduct violation, then the driver(s) will be immediately disqualified and scored with a DQ. This call can be made at any time. If under green flag the Head Judge should notify the flagger and Race Director as soon as possible to show the black flag to that driver.

7(E). If a car accumulates three Charged Yellows (of any type, "N"-CY and/or DOT-CY) during a race the Head 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.

7(F). The Flagger shall not make any disqualification calls unless so directed by the judges of that race.

7(G). The following driving infractions will result in a "Named" Charged Yellow ("N"-CY):

7(G)(1). **Charging**: When the inside car has not established the right of way entering the corner and hits the outside car and causes an incident that result in a yellow flag. Right of way is established when the inside car has advanced at least up to the outside car's driver's helmet with his or her right front tire by the time the inside car reaches the "commit" line entering the turn. If this condition is not met, the inside car must give way to avoid a **Charge CY**.

7(G)(2). **Chopping**: If the outside car does not give way to an inside car that has established the right of way as described in the previous paragraph; and causes an incident that results in a yellow flag to be displayed, that car will be assigned a **Chop CY**.

7(G)(3). **Rough Driving**: When a driver runs over or into another driver in front of them or beside them while exiting the corner or on the straightaway causing an incident that results in the yellow flag to be displayed. That car will be assigned a **Rough Driving-CY** (For example, spinning a car on the straightaway).

7(G)(4). **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. That car will be assigned a **Racing Room-CY** (for example, when the inside car pinches the outside car into the wall)

7(G)(5). **Blocking**: This is when a driver intentionally changes lanes 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 a **Blocking-CY**.

7(G)(6). **Loss of Control**: An accident where a single car loses control and additional cars become part of the incident, that single car, will be assigned a Charged Yellow – Loss of Control, the offending car will be put to the back of the lineup and assigned a **Loss of Control-CY**.

7(H). The judges MUST name the specific infraction when announcing the decision to the Scoring Tower. The Scorers are to record the actual call on the score sheet. The Tower and/or announcer CANNOT announce the call over the sound system; it is to be announced as a Charged Yellow.

8. A Judging Sheet will be provided to the Head Judge for each race. All Charged Yellows must be recorded on a separate Judging Sheet for each race.

8(A). All judges presiding over a race are required to sign the judging sheet.

## 9. COMMUNICATION

9(A). Judges must have a communication link; through the Head Judge, via radio, with the Tower, Race Director, and Flagger

9(B). Only the Head Judge will convey all judging communications to the Tower, Race Director, and Flagger, as needed

## 10. MISCELLANEOUS

10(A). Disqualification for a racing rule infraction at a Grands Qualifier Event shall not affect the position of the driver on the QMA qualification sheets. This rule does not include Tech Suspensions.

10(B). No trophy or awards, other than participation awards, will be given to a driver for a race in which he or she received a disqualification (DQ) for Flagrant Unsportsmanlike Conduct.

10(C). Anytime a tail cone or other related body parts fall off a car, a yellow flag will be thrown, and the car sent to the hot chute / designated area to put the tail cone or other related body parts back on. This car will receive a Charged Yellow 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 Charged Yellow and also sent to the back and the car that lost the part will not be assigned a Charged Yellow. All cars will resume racing as long as it is not their third Charged Yellow 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 Charged Yellows they have. The tail-cone or other related body parts may be put back on to cross the scales.

10(D). When a yellow flag is thrown 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 a Charged Yellow. This will be considered a Flagger Error.

10(E). Any driver infraction occurring after the checkered flag has been thrown is an immediate disqualification and will be scored as a DQ. Any incident that occurs in the hot chute or as the cars are leaving the track that the judges by majority vote determines to be intentional or deliberate will result in a disqualification and scored as a DQ.

11. **RACE DIRECTOR AUTHORITY.** The Race Director will have authority to disqualify a driver / car for the following reasons:

11(A). Loss of car related safety items under green flag conditions. This includes nerf bars, bumpers, shoulder bar, or fuel tank. The loss of a fuel cap after entering the racing surface is an automatic DQ.

11(B). Loss or improper use of driver related safety items under green flag conditions. This includes helmet, gloves, neck collar, arm restraints, belts, etc.

11(C). Liberation of any fluids under any flag conditions onto the track surface without being repaired before returning to the track. (An engine smoking without actual fluids leaking onto the track is not a DQ; Race Director may call for a yellow or red flag to verify liberating fluids)

11(D). Signaling by Handler to Driver under green flag conditions.

11(E). Making adjustments or repairs during a refuel or emergency stop. (Cars may be worked on in the designated work area per National Work Rule on refuel stop or after a medical red is cleared on an emergency stop).

11(F). Damaged parts on a car that would be unsafe to any competitors that are not repaired before the race restarts.

12. **Race Director disqualifications may not be protested.**

### 13. JUDGES AUTHORITY FOR IMMEDIATE DISQUALIFICATION.

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

- 13(A). 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.
- 13(B). Loss or improper use of driver related safety items under green flag conditions. This includes helmet, gloves, neck collar, arm restraints, belts, etc.
- 13(C). Flagrant Unsportsmanlike Conduct. See Glossary.
- 13(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).
- 13(E). Signaling by Handler to Driver under green flag conditions.
- 13(F). Car being operated in an unsafe manner. This includes excessive bicycling, stuck throttle, no brakes, etc.
- 13(G). Unauthorized adjustments or repairs during a refuel or emergency stop. (See National Work Rule)
- 13(H). Out Late Line: For cars attempting to re-enter the race on restarts the following situations and rules will apply:

#### 13(H)(1). **MADE THE LINE IN TIME**

Situation #1: Car is attempting to rejoin the field; the car is under its own power with the nose of the car past the designated out late line as determined by the judges before the green drops.

Rule for #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 end of the field before attempting to pass will result in an immediate DQ.

#### 13(H)(2). **OUT LATE - NEXT LAP COMPLETED**

Situation #2: Car with nose NOT past the designated out late line as determined by the judges or not attempting to rejoin the field while in the pit area after a restart green and at least one lap subsequently scored.

Rule for #2: Car will not be allowed to return to the race and will be scored as a DNF.

#### 13(H)(3). **NO ATTEMPT, - NEXT LAP CAUTION**

Situation #3: Car not attempting to rejoin the field and in the pit area after a restart green and the subsequent lap returns to caution and is not scored while the car is in the pit area.

Rule for #3: Unless this car has three Charged Yellows, 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.

**13(H)(4). ATTEMPT MADE, OUT LATE - NEXT LAP  
CAUTION CAUSED BY CAR OUT LATE**

Situation #4: Car is attempting to rejoin the field with the nose of the car NOT past the designated out late line as determined by the judges before the green flag drops and the judges determine that the car out late causes a caution during the restart or the first lap after returning to the track.

Rule for #4: Car will not be allowed to return to the race on subsequent restarts and will be scored as a DNF.

**13(H)(5). ATTEMPT MADE, OUT LATE - NEXT LAP  
CAUTION**

Situation #5: Car is attempting to rejoin the field with the nose of the car NOT past the designated out late line as determined by the judges before the green flag drops and a caution occurs before a lap is scored and is not due to the car entering the track late.

Rule for #5: Car will be allowed to return to the race on the next restart and will restart at the rear of the field. In all situations it is the flagger's responsibility to manage the speed of the cars while under caution so a car returning to the track can safely do so and join the field at the rear of the pack.

## **ARTICLE 8 INSPECTIONS**

### **Sec. 1 SCHEDULE OF INSPECTIONS**

1. *All cars should have their oil inspected and fuel tested prior to entering staging for qualifying and racing.*
  - 1(A). *Local/Region option: Instead inspecting fuel and oil in staging, all cars shall return from the track through the inspection area to be checked for fuel additives immediately following qualifying and all races.*
2. *All cars shall return from the track through the inspection area to be sealed immediately following qualifications.*
3. *All cars shall return from the track through the inspection area to be measured and weighed immediately following qualifying and all races.*

### **Sec. 2 WEIGHING PROCEDURES:**

1. *The official weights for each class are shown in Table 5-1 on Page 17.*
2. **Diver's Weight**
  - 2(A). *A driver's weight will not matter except in heavy divisions, in which the driver must weigh a minimum of 115 pounds. The minimum weights for the car and driver's combined weight will be used in all races (see Table 5-1 on Page 17).*
  - 2(B). *Drivers in a heavyweight division will be weighed in without shoes or driver's equipment during the safety check or at designated time/location. This weight will be recorded on the safety sheet and will be the certified weight for the remainder of the event.*

2(B)(1). *Minimum weight of heavyweight is to be without any racing gear (normal street attire). Gear includes driving suits, shoes, helmet, gloves, and safety equipment, no weighted belt buckles. There will be no weights in pockets or concealed in or under clothing (racing gear and shoes will be included in the total combined weight).*

### **3. Car Weight**

3(A). *All cars will be weighed after Qualifying, Mains, Semis, or Consolation races.*

### **4. Combined Weight**

4(A). *Equipment and shoes will be included in total weight (car and driver combined). At the end of a race, driver and car will still have to meet total weight.*

4(B). *For combined weight drivers should be sitting or standing in the cockpit.*

4(C). *No weights will be carried loose in cars/or on the driver.*

## **Sec. 3 TECHNICAL/SAFETY INSPECTION PROCEDURES:**

*Tech and/or Safety officials have the right to tech or safety any or all cars in any class at their discretion. National Tech and/or National Safety Directors are the final authority on all tech/safety issues.*

### **1. Qualifying**

1(A). *All technical and safety rules are the responsibility of the handler. Car Construction, Safety Check and Registration Form as per QMA rules, 2 inch hole for access to the flywheel nut on motor, weight/car, driver and combined, tread and wheel base, (DQ from race).*

1(B). *It is the Handlers responsibility to make sure that the car and engine are weighed and properly sealed after qualifying. If there is any doubt, check with the Tech Director before the car leaves the scale/sealing area.*

1(C). *If repairs or maintenance is necessary, that require the breaking of seals or an engine needs to be changed approval must be obtained prior to starting any work. All work must be done under the supervision of the Tech Director or his assistant. The engine must be resealed immediately after the work is completed.*

### **2. Technical/Safety Inspections after the race**

2(A). *After racing, cars finishing in a transfer or award position must be weighed and have the engine seals checked. Cars finishing mains in announced impound positions must be placed immediately in the designated impound area.*

2(B). *Engine and car may not be removed from the impound area unless directed to do so by the Technical Director of the event.*

2(C). *If the car needs to be raced in another class or division handler must make sure weights and seals are checked prior to leaving the scale/impound area.*

2(C)(1). *If a restrictor plate has to be removed and or added, it must be done in the presence of the Tech Officials and resealed. The removed restrictor plate must remain in the possession of the Tech Official until the engine is inspected.*

2(D). *No one may enter the impound area for any reason without first obtaining Tech approval.*

2(E). *Any car may be disqualified at the Tech Area for loss of safety items as specified in Judging rules.*

- 2(F). Any form of exhaust wrap may be removed for the purpose of tech inspection.

## **ARTICLE 9**

### **RESTRICTOR PLATE PROGRAM**

#### **Sec. 1 GENERAL**

1. Restrictor plates shall be utilized in the following divisions:
  - 1(A). Junior Novice Honda
  - 1(B). Senior Novice
  - 1(C). Junior Honda
  - 1(D). Junior Animal
  - 1(E). Senior Animal
  - 1(F). Junior 160 - Honda 120 Carb
  - 1(G). Junior Stock - Slide style Pumper Carb
  - 1(H). Junior Stock - Tillotson Carb
2. Restrictor plates are mandatory.
3. Restrictor plates will be supplied by QMA to Clubs at a nominal cost. All QMA Restrictor plates must have the QMA logo on them. Blue restrictor plates must be dated 06/09 or newer.
  - 3(A). Only QMA or USAC approved restrictor plates may be used.
  - 3(B). Clubs must purchase restrictor plates from the National Secretary unless otherwise notified by QMA.
4. Restrictor plates may be removed during non-racing events for practice only.
5. The identification tab must be visible at all times.
6. Alterations of any kind will be disqualified.
  - 6(A). Alterations to Novice Restrictor plates require the following penalties:
    - 6(A)(1). 1<sup>st</sup> offense: 30-day suspension,
    - 6(A)(2). 2<sup>nd</sup> offense: 1-year suspension.
7. Failure to use proper restrictor plate in any designated classes or any alteration of restrictor plate is cause for immediate DQ and applicable suspension.

#### **Sec. 2 DECO**

1. Gaskets must not have an inside diameter of less than 0.750" and not be tapered to alter the airflow in any way.
2. Airflow must pass through the restrictor hole only.
3. If the restrictor plate is removed for racing Super-Stock class, two gaskets may be used on a temporary basis.
4. Jr. Stock must run a restrictor plate on the exhaust side. If a restrictor plate is missing or if tampered with, the car will be disqualified.

#### **Sec. 3 ANIMAL**

1. Junior and Senior Animal divisions will run using specified plates.
2. Airflow must pass through restrictor plate hole only.

#### **Sec. 4 HONDA**

1. The Novice Honda and Junior Honda divisions will run using specified plates.
2. The restrictor will be installed between carburetor and plastic insulator, with a stock gasket on each side of restrictor.
3. Airflow must pass through the restrictor hole only.
  - 3(A). If the restrictor plate is removed for racing Sr. Honda 120 division, two stock gaskets may be used on a temporary basis.

## QMA Restrictor Dimensions

Division	Color	Restrictor
Jr. Animal	Blue	0.521
Sr. Animal	Gold	0.5725
Jr. Novice (Honda)	Red	0.3125" (5/16") R
Sr. Novice (Honda)	Blue	0.4375" (7/16") R
Jr. Honda	Blue	0.4375" (7/16") R
Jr./Sr. Stock w/Tillotson Model HL357	Black	0.660R
Jr. DECO Exhaust no QMA logo	SILVER	0.500" (1/2") R

### APPENDIX A

#### **2020 BOARD OF DIRECTORS**

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