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GLOSSARY

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

Class:	A portion of a racing event, which is defined by a particular motor choice or Novice status. <u>For example:</u> Novice, Honda 120, Animal, Super-Stock, Honda 160, Mod, B, AA, 1/2 and World Formula are classes.
Chain of Command:	Term used to describe communication path, starting with local member, then to Club President, Regional Director, ending with National Officer or Board. Any information from the National Board of Directors will go through the Regional Directors, to 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.
Division:	The subdivision of any or all classes based on age or weight as specified in this rule book.
Event:	An event is a series of races that may include qualifying and a full range of classes. For example: The Dirt Grand's is an "Event".
Excessive Biking:	When both left side tires lift up higher than 12 inches (The height of the right rear tire) for more than 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 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 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 race track for qualifying, practice and racing.
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.
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.

Procedure Manual: **Procedural manual contents will be posted to the QMA Website.**

Qualifiers:	Those racing events which are run as preparatory events for Grand's participation, specifically States Races.
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.
Sanctioned Event:	Any race, be it a local Club race, Regional event, Grand's, Monza, or any other event that is run under the supervision of QMA.
Staging Lanes:	That portion of the racing facility where pending races are staged.
DOT:	Dead on the Track, car stops on the track and can no longer move under its own power.
DNF:	Car "Did Not Finish" the race.
Reference line:	The lines painted on the track to be used to aid in making the proper judgment call and to assist the driver as when to give room going into or coming out of the corner.
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 member's 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. QMA Procedure Manuals disk will be given to each NBOD/ Regional Director and one sent out to each club.
- Make available insurance for drivers and tracks
- Communications, for information and interpretations through Regional Directors
- Preside at an annual meeting of QMA
- The Board of Directors, Regional Directors, and Representatives will coordinate QMA activities

THE GOAL

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

ARTICLE 2 NATIONAL ADMINISTRATIVE GUIDELINES AND PROCEDURES

Sec.. 1 ELECTIONS

1. Voting by Membership

1. (A) In the matter of any item requiring a vote by the membership, special or otherwise, proposed to the general membership by QMA, each family holding a regular membership will be entitled to one vote.
1. (B) It is the responsibility of the National Board of Directors of Quarter Midgets of America to provide instructions and means for electronic voting to each regular member in good standing or to provide a paper ballot to those that request one in lieu of electronic voting. Electronic voting will be via www.quartermidgets.org.
1. (C) The ballot is to include voting and submission instructions for the voting members to submit their paper or electronic ballot to QMA designated party.
1. (D) Designated party is to receive, verify and count the votes shown on the ballots and they are to furnish a final report to the National Board.

1. () A National master mailing list will also be furnished to the third party or organization to use to verify and count votes.
1. (F) No member, regardless of Directorship or Chairmanship assigned, can have more than one vote – one ballot per member. Also family membership cannot split their votes. One vote per family membership.
1. (G) No Club will be permitted to vote as a block – only individual ballots will be considered valid.
1. (H) “Write-in” votes cannot be accepted as valid votes.
1. (I) Alternate handlers have no voting privileges.
2. **Term of Office**
2. (A) QMA Officers (must be current full club members and paid for next year) to run for two-year terms, with staggered elections. President, Safety Director, Treasurer, and Publicity Director taking office January 1st of odd numbered years and Vice President, Technical Director and Secretary taking office January 1st of even numbered years.
2. (B) Regional Directors (must be current full club members and paid for next year) to run for two-year terms, with staggered elections. Even numbered Directors take office on January 1 of even years and Odd numbered Directors take office on January 1 of odd years.
2. (B) (1) Regional Officers must be elected within their own Region thru QMA.
2. (B) (2) Only one position per immediate family, Regional Director and/or National Board of Director.
3. **Nomination Sequence**
3. (A) Nominees for all offices (current full club members and paid for next year) must send a resume **electronically** (no letter of intent, resumes only) to the QMA National Office and to the QMA National Secretary by September 15th of each election year. Regional Director is to be notified of Regional nominees. You MUST be a paid QMA member for the next year to run for a QMA position. (Definition: Dues are paid and membership is valid when dues, application, and all appropriate documents are approved by a local club officer.
3. (B) Announcement of results to be sent by the Auditor to the QMA National President or QMA National Vice President who will contact all candidates and notify the National Board of Directors and Regional Directors by November 15. Results to be published in the monthly newsletter and at www.quartermidgets.org
- 3(C) All Quarter Midget Clubs are to hold their election of officers at the same time of year, no later than December 1. The results of the election must be forwarded by Dec 15 to the QMA National Secretary and the QMA National Office.

Sec.. 2 RULE CHANGE SCHEDULE

1. Each Region will be able to submit as many RCP's as there are clubs in their Region.
2. All rule change proposals must be submitted on the official RCP form in type, must state page # of present rule, with present wording, proposed wording and reason for change along with solution to your RCP and adhere to the following procedure.
Engine platforms and spec tires will no longer be accepted through the RCP process.
2. (A) RCP's are drafted by QMA members and are voted on by Club membership.
- 2.(B) Upon majority approval, the RCP's are forwarded to Club President for signature.

2. () Club President forwards the RCP's to their Regional Director **electronically by August 15.**
2. (D) The Region BOD and Club Presidents will decide the RCP's to be submitted.
2. () Regional Directors are to send copies of the selected RCP's to QMA National Office and National QMA Secretary **electronically by September 15th.** If mailed, must be overnight express mailed.
2. (F) The QMA National Board will be allowed to submit 3 RCPs. They will be sent electronically to the National BOD President by August 15. and to the National office by September 15. They must follow the same procedures as Regional.
2. (G) QMA President will assign numbers to the RCP's and they will be reviewed by the National Office, National Secretary, and the National President to make sure all are accounted for. The QMA National Office will send copies electronically of all official RCP's to all Regional Directors and Club Presidents by **October 1st.**
2. (H) RCP's received each year will be finalized at the Annual Meeting by the QMA Board of Directors and Regional Directors via the following options.
2. (H) (1) Immediate rejection or implementation via majority vote of those present.
2. (H) (2) Placed on a ballot for membership vote following guidelines for membership votes.
2. (I) Any rule change made on an emergency basis throughout the year must be voted by conference call and e-mail by all the QMA Board and Regional Directors. There will be a 30 day process with the chain of command followed for review and input from clubs ending with a vote of the QMA National Board of Directors and Regional Directors. 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!
2. (I)(1) Ballots must be returned within 30 days of date of mailing. The QMA Board is not obligated to wait beyond 30 days for replies. Results will be provided to QMA Board, Regional Directors and published in monthly newsletter and on the QMA Web site.
2. (J) 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 and Regional Directors present.
3. **National Rules Committee**
The National Vice President will establish a committee to review and update the rule book yearly.
4. **Effective 1/1/12 Deco engine rules will remain unchanged through 12/31/16.**

Sec.. 3 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. Rule Change Proposals must be submitted according to the guidelines under section 2 of this article in order to be considered at the Annual Meeting.
2. Two representatives from each Region Board that are paid current regular members in good standing may be sent, by their Regional Board, to the Annual National Meeting with their Regions recommendations, changes, or additions to QMA rules. There will be one vote per Region.
3. All National rules or engine specification changes are to be made only at the Annual National Meeting with Regional

Directors and National Board of Directors present. No other changes may be made until the next annual meeting except for emergency rule change proposals. See Emergency Rule Change Sec 2- (2) (l).

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 Grand's Contract. In case of an emergency change it will be decided by the majority of the Board of Directors and the RD's present at the Event.
6. The Grand Nationals for the next year is approved by the Regional Directors/National Board of Directors during the Annual Meeting.
7. Grand's Bidding. Any club bidding for a Grand National event must **submit electronically** a bid proposal (not just a letter of intent) to the National Office and National Secretary time stamped on or before **September 15th** of the year of the vote. Each Club 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 year as assurance to the membership of QMA that all agreements and proposals will be fulfilled as stated in the Grand's contract. Bid proposals will be distributed with the RCP's for Regional Director and membership review. The Grand's locations will be selected at the National Meeting by a vote of all of the Regional Directors and the NBOD. All three events will be considered as a group. The impact of location and timing of all three 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. The rotation of the three Grand's may be changed from year to year to achieve the best possible results. If those clubs are unable to host the Dirt Grand's, any other club may apply. All three Grand National events must be held between the last week of June that ends in July and the first full week of August.
8. The President of Quarter Midgets of America shall be the presiding Chairman at the Annual Meeting.
9. All approved minutes from meetings of the National Board of Directors will be sent to the Regional Directors via mail or e-mail within 14 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 Regional Directors at least 5 days prior.

Sec.. 4 QMA PUBLICATIONS

1. This rule book provided free of charge to each new member upon joining QMA and after any reprinting. Additional copies are available for sale through the QMA National Office or are available at no charge by downloading from the QMA Web site. Tech manuals for all approved engines are available at 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
3. **Quarter Reporter, our monthly newsletter, will be sent out**

electronically on a monthly basis

Sec.. 5 QMA WEBSITE

QMA National Publicity Director shall be responsible for the operation of the web site. Publicity Director shall maintain the ownership in the name of Quarter Midgets of America. Publicity Director shall transfer into his/her name as being the contact person responsible to the corp. Upon completion of term of office, Publicity Director shall transfer as said contact to the new Publicity Director

Sec.. 6 INSURANCE

1. K & K Insurance will be the only insurance carrier approved and provided by QMA.
2. All insurance renewals will cover one calendar year (Jan. 1–Dec. 31). Insurance is 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 1st of each year. Memberships will not be processed until insurance and charters are paid (Club checks only). All clubs are to have their members sign K&K forms (parent/waiver) at time of renewal. K&K forms will be mailed out from the National office with their applications by August 31st.
3. Insurance Carrier will issue verification of all paid insurance to QMA National Office. Any insurance questions must be addressed thru the National Office.
4. Clubs must present proof of payment to National Office before charter will be issued.
5. Insurance Carrier will notify QMA of any Club's insurance that is cancelled.
6. *Before the insurance company will pay any claim, a claim form must be obtained from a Club Official and filled out. When it is complete, it is to be returned to the Club Official who will then sign it and forward it to the QMA National Office. The QMA National Office will then verify cause and date of 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 Office via the above procedure within 30 days.*
7. You must be a member of a home Club and QMA to get Drivers'/Handlers' accident insurance. Accident insurance covers all drivers and handlers who are regular members, event members or an alternate handler of QMA.
7. (1) Flagger and Pit Steward must be at least 16 years of age.
8. Anyone issued a QMA card will have insurance until the QMA card expires or the QMA card is revoked by the QMA Board of Directors.
9. Any member in good standing may race at any club or event in QMA as long as no tech suspension is in force.
10. All QMA members must show picture ID's or proof of membership application (QMA sealed gold or online copy), and must sign the QMA Release & Waiver Form at each QMA Event. (Drivers and handlers). **For example/definition: Gold or online copy of the membership application is only valid for 15 days from the date of club officer signature and seal. After the 15 day period, the handler(s) and driver(s) must present their QMA badge(s) and driver card(s) with proper year sticker affixed.**
11. Clubs are limited to one off site event and one Retired Drivers Race (**anyone participating must be a QMA member**) per calendar year. Form must be filled out and submitted to National Safety Director **and** QMA National Office minimum of **two**

weeks in advance of event. QMA Office will submit to K&K for approval prior to the event.

Sec.. 7 QMA MEMBERSHIPS

1. Regular family membership dues are \$100.00 (US funds) annually. Renewals are due October 31 of each year and become delinquent after December 31. Only club checks are acceptable.
(Definition: Dues are paid and membership is valid when dues, application, and all appropriate documents are received and approved by local club officer. ** Please note that clubs are still required to process applications and send to the National Office within 15 days of receipt as per Article 2, Section 7, 3.A.
1. (A) Event regular family membership dues are \$40 (US funds) per event. Only club checks are acceptable. This membership is not applicable for States Race or Grand National events.
1. (B) An annual regular and event family membership is defined as husband, wife or couple cohabiting (clubs to use driver's license 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 21st birthday, they must join QMA as a Regular or Alternate member.
1. (C) Annual alternate handlers are not included in a family membership. Membership fee is \$50 (US funds) annually. Only club checks are acceptable.
1. (D) Event alternate handlers are not included in a family membership. Membership fee is \$20 (US funds) per event. Only club checks are acceptable. This membership is not applicable for States Race or Grand National events.
1. (E) Annual and event alternate handler is defined as a single Individual 18 years of age or older. No voting rights as an alternate handler.
1. (F) Local clubs have the option to decline event memberships.
2. For new members, QMA membership dues paid after September 1st will cover the remainder of the current year as well as the following year.
3. Membership dues must be paid simultaneously with your home club, (club officer or secretary) to be processed immediately to the QMA National Office. You must be 18 years of age or older to sign a QMA application and join QMA on your own. If you are under 18 years of age but at least 16, you can sign up with your parent(s) and you will receive a yellow alternate handler card. NO ONE under 18 years of age can sign a legal document and therefore they cannot join QMA on their own.
3. (A) Clubs must process applications within 15 days from the time the dues are received and the form is dated and sealed.
3. (B) All handlers 16 years and older, must submit a 1 x 1 picture with their application (first time). All drivers and/or those under 21 must have a Birth Certificate on file at the National Office. Copies of photo driver's license will not be accepted for picture ID. For event membership: 1"x1" pictures are not required, ID badges will not be issued; copies of birth certificates must be kept on file at the local club. A Copy of the event application and payment to be submitted to the National Office.
3. (C) Non- racing charter members will receive a red 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 K & K Insurance. 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.

3. (D) Badges must be checked at sign-ins at each event to verify presenter is a current QMA member.
3. (E) Novice driver cards are orange and the 1st year out of the Novice Division (12 months) will receive a purple driver's card.
3. (F) Members must join a club within the Region of which they reside based on their home address (driver's license must match application if needed). Exceptions: a) If you live within one hundred miles of another club / region, you can join that club, b) if the closest club in your region is farther away from another club in another region, you may join that club / region, c) if you are applying as an event member, you will be a member of the club hosting that event for the duration of that event. These are the only exceptions.
4. 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.
5. Replacement driver cards - A fee of \$2.00 will be charged for replacing a QMA driver card, and this is to be sent to QMA National Office. A fee of \$5.00 will be charged for replacing a QMA ID and these will be sent to QMA National Office.
6. All Club, Regional and National Officers and Head 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.
7. 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 QMA National Office.

Sec.. 8 SCHEDULES AND CALENDARS

1. A copy of each Club's planned racing schedule is to be furnished to the Regional Director and National VP. Host Club name must be recorded on the qualifying sheets submitted to QMA National Office with funds. No races shall be scheduled in conflict with the Annual National meeting dates **or a Grand National event held in your Region.**
2. **QMA CALENDAR OF EVENTS**
The QMA Board of Directors publishes an annual calendar, which should be adhered to by all Clubs and Regional Directors. This guide shows dates for various actions that will, from time to time and of necessity, be changed.

Sec.. 9 HALL OF FAME INDUCTEES:

See the Hall of Fame Procedures on the QMA web site. 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, Chris Gancarz, Dave Preston, Michelle Barzee The committee will also include the current QMA National Board.

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 2. (A) below.
2. All member Clubs of QMA are to comply with all specifications and rules as printed in the QMA rule book and appropriate technical manuals and procedure manuals.
2. (A) In order to accommodate local conditions, Regional Directors may allow Clubs to deviate from standard QMA racing procedures at local events and States Races. This includes areas such as practice, qualifying, length of race, starting order, racing numbers, judging, and off site fuel. The QMA President must be notified of all permanent deviations allowed by Regional Directors. This does not include the work rule.
2. (B) At the discretion of the Regional Director, the number of Judges may be adapted to fit local events, you must have judges. Not to include States or Grand 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 Clubs track location.
4. Club charter form (copy) must be signed by Club President and sent with dues of \$100.00 to the QMA National office. Charter and payment (US funds) are due annually by Oct. 31 of each year and become delinquent after Dec. 31 and will incur a \$100.00 penalty. **(Definition: Dues are PAID when dues and application are received by the QMA National Office. Only Club checks will be accepted.)**
4. A All Racing and Non Racing Charter applications will be sent out by 1/1 of that year and must be sent back with your club rules, by laws, racing procedures, schedules and a copy of your Track Safety Sheet to the QMA Vice President for review (Track Safety Sheet will be reviewed and approved by the QMA Safety Director). Once the charter required materials are completed and approved, the QMA National Office will mail your club charter certificate. See QMA **Procedure Manual (Chapter 12)** or www.quartermidgets.org for Non Racing Charter guidelines.

Sec.. 2 THE NOVICE PROGRAM COMMITTEE

1. Each Club of Quarter Midgets of America shall have a Novice Committee staffed by the Race Director, Club President, Technical Director, Safety Director, and 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 Novice Card and duly note it in the 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 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 web site 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 while the car is running except a QMA Club Official.
7. There *must* be a kill switch located on the top of the roll cage. Also remote kill switch RES6VU-B by 3built.com must be used.
8. The cars used may belong to the club or an individual, but are to be in good safe working order.
9. The driver must be at least 4 years & 6 month of age and no older than 15 years to be able to participate in this program.
10. **QMA National office must be notified of all scheduled promotional days, no less two weeks before the event. Promo day request form is located on the QMA web site**

Sec.. 4 QMA CODE OF CONDUCT

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 to QMA or its members will be reviewed by QMA Club Boards, QMA Regional Boards, and/or the QMA National Board of Directors and will be subject to the QMA Code of conduct guidelines and procedures for disciplinary actions.
4. Published QMA COC procedures 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 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 COC procedure with correct documentation. A copy of these procedures may be obtained on the QMA web site, your club President or the QMA Procedure Manual. The Code of Conduct 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 DIMENSIONS
AND SPECIFICATIONS

All specifications apply to all Quarter and Half classes unless otherwise specified.

Sec.. 1 DIMENSION'S

- 1. **Height**
Quarter Midgets: 50" maximum, including roll cage
- 2. **Length**
(Measurements include the bumpers)
Quarter Midgets:..... 84" maximum
Half Midgets: 76" minimum, 88" maximum
- 3. **Tire Size**
Front Maximum 11" diameter
Rear maximum 12 1/2" diameter
As branded by manufacturer.
- 4. **Weight**
Quarter Midgets:..... Minimum 160 lbs.
Half Midgets: Minimum 170 lbs.
- 5. **Wheelbase**
(Measured center to center of axle. Both sides must be within specifications.)
Quarter Midgets:..... 42" minimum, 56" maximum
Half Midgets: 48" minimum, 56" maximum
- 6. **Wheel Tread**
(Measured center to center of tires.)
Quarter Midgets:..... 28" minimum, 34" maximum
Half Midgets: 28" minimum, 36" maximum

Sec.. 2 CAR CONSTRUCTION

- 1. **Axle**
 - 1. (A) Axle, axle hubs, or axle nuts may not extend beyond the outer edge of the wheel rim.
 - 1. (B) All rear axles will be made out of aluminum, titanium or steel only.
- 2. **Battery**
 - 2. (A) All wet-cell batteries, which are mounted in the cockpit area must be enclosed and vented out of the cockpit area.
 - 2. (B) All batteries must be securely mounted to prevent loss during operation.
 - 2. (C) Battery and electronic ignition equipment not allowed on or in cars in Honda and World Formula classes.
- 3. **Belly Pan**
 - 3. (A) The pan must extend from the front axle to the firewall.
 - 3. (B) The ground clearance shall not exceed 3.5".
 - 3. (C) The belly pan must be constructed in such a manner as to comply with Article 4, Sec. 2, Rule 13B.
 - (D)(1) Aluminum : minimum thickness 0.040"
 - (D)(2) Steel : minimum thickness 0.025"
 - (D)(3) No open holes in belly pan.
- 4. **Body Section**
 - 4. (A) All cars must have a body which completely covers the driver's legs, a tail section, and a housing which covers the engine. The tail section can be the engine housing.
 - 4. (B) The body and tail section will not have any sharp edges.

4. () Round the edges of the body and tail section inward not outward for extra protection.
4. (D) There will be no sharp corners – such as square corners. Make all corners and edges rounded in shape so as not to cut - if in an accident.
4. () The majority of the bottom of the tail cone shall be no higher than the top of the bumper when normally installed. Access holes are allowed.
4. (F) If the belly pan or the body does not enclose the front end it must be enclosed by using heavy screening or metal sheeting meeting the following specifications.
4. (F) (1) **Screening**
Minimum material: Metal wire
Minimum material dimension: 0.048"
Maximum mesh dimension: 1/2" spacing
4. (F) (2) **Metal sheeting**
Minimum material thickness: 0.048"
Maximum hole diameter: 1/2" (if perforated)
4. (G) There will be no fenders, spoilers or air deflectors on roll cage, body, engine housing or tail section.
4. (H) Any radical changes in body, tail section, or side panels must be submitted for approval to the QMA Technical Director and QMA Safety Director.
4. (I) All cars must have side panels on both sides of the cockpit and engine compartment. There must be a 2" min. diameter hole in the right side to access the flywheel for seal painting the nut.
4. (J) Maximum height of body is 28 inches as measured from the bottom of the lower frame rail (hood and tail cone).
4. (K) The side panel must extend a minimum of 6", to a maximum of 22" in height, as measured from bottom of lower frame rail. **Side panels will include everything from front bumper to rear bumper.**
4. (L) All QMA members' cars are required to have a QMA and Dunlop Tire Sticker on the exterior right side of the car or they cannot pass safety inspection and will not be allowed to qualify or race.
5. **Brake**
5. (A) Brake to be activated by a foot pedal.
5. (B) A minimum of one wheel brake is required, located on the rear axle, sufficient to lock the drive wheel(s).
5. (C) No plastic brake lines allowed.
6. **Bumpers**
6. (A) All cars must have front and rear bumpers.
6. (B)(1) All cars must have double bumpers with two connecting tubes welded in place.
6. (B)(2) All bumpers (front and rear) may not extend beyond the side of the main lower or upper frame rails. The main frame rails must be straight from front to the back of the car. And the bumper must hook inside the main frame rails. No bumper parts past the outer edge of the main frame rails. No addition of material in front of or behind the main bumper hoop. Example - no gussets, no extra bars for reinforcement or anything extra on the bumper. This is mandatory and required by June 29, 2014.
6. (B) (3) Any design that does not meet this spec, must be approved by the National Tech and Safety Director. A detailed drawing must be sent to the National Tech and Safety Director. These bumpers must carry their letter of approval for verification at all events.
6. (C) The bumper tubes (front and rear) shall be mounted over each other with a maximum of 15 degrees rake as measured from the vertical. They shall have at least two inches radius bend on the

ends and be mounted to the frame of the car in order to prevent hooking or lifting. 1st Offense: Warning (48 hours to fix), 2nd offense DQ from class.

- 6. (D) The tubes should be no closer than two inches apart.
- 6. (E) The bumpers will be strong enough to be used by the handler to lift the car, must be fastened with 2 bolts, one on each side, and must be approved by the Safety Committee.
- 6. (F) Bumpers will be of tubular metal construction. Titanium and/or composite materials shall not be used.
- 6. (G) Front and Rear bumpers to be bolted and bolts must be 6/32 to max 10/32 grade 5 or better. Minimum tubing wall thickness of 0.049"

7. **Drive**

Quarter Midgets:

- 7. (A) Drive must be direct, no clutches allowed.

Half Midgets:

- 7. (B) Drive may be either direct or clutched.

8. **Drive Chain**

- 8. (A) Chains and sprockets must not be exposed to driver or handler while race car is in motion.

9. **Drive Wheel**

- 9. (A) All cars must run right rear drive/left wheel is optional.

10. **Engine**

10.(A) **NOVICE CLASS:**

- 10. (A)(1) Honda 120

10. (B) **HONDA 120 CLASS:**

- 10. (B)(1) Honda GX120K1HX2* and HX2 6

- 10. (B)(2) Honda GX 120J1HX2

- 10. (B)(3) Honda GX 120 GCAHK-10085093 and up

10. (C) **SUPER STOCK CLASS:**

- 10. (C) (1) Continental AU7R

- 10. (C)(2) Continental 717

- 10. (C)(3) Detroit Engine DE7R

- 10. (C)(4) Deco Grand DE2R

- 10. (C)(5) Deco Grand DE7R,

- 10. (C)(6) Deco #300

10. (D) **HONDA 160 CLASS:**

- 10. (D)(1) Honda GX160K1HX2* and HX2 6

- 10. (D)(2) Honda GX 160J1HX2

- 10. (D)(3) Honda GX 160 GCACK-1120414 and up

- 10. (D)(4) Honda GX 160 UT-2 HX2 GCBPT and up

10. (E) **MODIFIED, B, AA CLASS**

- 10. (E)(1) Continental AU7R

- 10. (E)(2) Continental 717

- 10. (E)(3) Detroit Engine DE7R

- 10. (E)(4) Deco Grand DE2R

- 10. (E)(5) Deco Grand DE7R,

- 10. (E)(6) Deco #300

10. (F) **HALF MIDGET: HALF MIDGETS MUST COMPLY WITH THE FOLLOWING SPECS.**

- 10. (F)(1) 4 Cycle, Single Cylinder

- 10. (F)(2) 253 CC maximum displacement

- 10. (F)(3) No blowers or fuel injection

- 10. (F)(4) Single Crankshaft

- 10. (F)(5) No Water Cooled Engines

- 10. (F)(6) No Free Spinning Flywheels

- 10. (F)(7) All Briggs World Formula/Animal based engines must use scatter shield per QMA drawing.

10. (G) **WORLD FORMULA CLASS:**

10. (G)(1) Briggs and Stratton World Formula
10. (H) **ANIMAL CLASS:**
- 10.(H)(1) Briggs and Stratton Animal
10. (I) **ALL CLASSES:**
10. (I)(1) Air cooled only and no external liquid cooling devices
10. (I)(2) No blowers or fuel injection
10. (I) (3) No freewheeling type flywheels. Definition of type flywheel: they are the type whose fins continue to rotate after engine has been shut down.
10. (I)(4) Gearbox is not considered part of the engine; therefore, any type of gearbox may be used, except for Honda 120 and Honda 160, which must use stock gearbox and gear.
10. (I)(5) No Water Cooled Engines in any QMA Class.
10. (I) (6) No External Cooling Devices of any kind in any QMA Class.
10. (I)(7) Modifications to existing QMA engine tech manuals will be updated and be approved by the QMA National Tech Director and changes will be sent to the Regional Tech Directors, National Board of Directors, Regional Directors and posted on the QMA web site. **All new engine platforms will be adopted through the National Tech Committee. RCP's will no longer be accepted for engine platforms.**
11. **Engine Housing**
11. (A) All cars are required to have a catch can if the engine is vented. All breathers, engine vents and catch cans are to be placed under the engine housing or tail section. (In case of an accident this would help prevent oil from flowing onto the driver.)
11. (B) The frame cannot be used as a catch can.
11. (C) Carburetors are to be completely within the engine housing covered in such a way as not to protrude.
11. (D) Due to today's smaller tail section, the carburetor may have to be covered with a bubble or scoop, securely attached to the tail section. The bubble or scoop must either be completely closed or rear-facing so as to not capture air.
12. **Exhaust System**
12. (A) The exhaust system must extend outside of engine compartment.
12. (B) Any exposed portions of the exhaust system shall not be higher than the rear tire.
12. (C) No portion of the exhaust system may extend outside of a straight edge extending from the rear edge of the rear tire and the extreme rear of the rear bumper, must be intact at the scales.
12. (D) Forward exhaust pipe (including mufflers) shall not extend outside of the nerf bar.
12. (E) All QMA Quarter Midgets and Half Midgets will run a 4 to 8 horsepower Briggs & Stratton Part 3294599 or equivalent. No holes in muffler baffles. Inside seam of baffle must be straight edged. (Note: Some seams may not be parallel in baffle) It is OK to weld a washer or nut on the flange for a place to apply safety wire. NOTE: See 12.G for Animal class exception.
12. (F) Honda 120, Honda 160, WF, Animal classes must utilize a tailpipe and muffler conforming to specifications published in the appropriate tech manuals. You cannot cut off the threaded inlet if it is to be used in Honda. Muffler rule: hand tight, turn back out, anything more than 1/2 turn - DQ.
12. (G) Animal classes may use "candy cane" exhaust with RLV #4100 muffler.

12. (H) All quarter midgets and half midgets, if any part of the exhaust system comes off during any race, **car may be brought in under yellow for repair, but must be repaired with no leaks by fall of checker flag, If not repaired properly** this will be a DQ at the scales.
12. (I) All quarter midgets and half midgets, all exhaust must pass thru the muffler, any exhaust that is tampered with will result in a 30 day suspension.
12. (J) It is recommended that all exhaust pipes are wrapped with "header wrap" or "heat sleeves." For example - Thermo Tech, Long Acre and/or DEI.
13. **Firewall**
13. (A) A metal firewall is required between the driver and the fuel tank.
13. (B) The firewall and belly pan must be constructed so as to prevent fuel from entering the cockpit.
13. (C) Allowable materials for firewalls are listed below:
13. (C)(1) Aluminum: Minimum thickness: 0.048"
13. (C)(2) Steel: Minimum thickness: 0.025"
13. (D) No open holes in firewall. *No "duct" tape. Hole must be filled with pop rivet or bolt to prevent of any "melting of duct tape."*
14. **Frame**
14. (A) The frame for any new cars built after 3/1/2000 must be manufactured from SAE 4130. Effective 1/1/2009 all cars in QMA must be manufactured from seamless, cold-drawn, SAE 4130, Chrome Moly (chromium molybdenum) tubing, extending forward from the top of the roll cage to approximately the front bumper (down-tube design).
15. **Fuel**
15. (A) Honda 120, Super Stock, Honda 160, Mod, B, WF, Animal: Gasoline, automotive type only; no white or aviation, no additives.
15. (B) Modified WF, AA & Half: Straight methanol or gasoline, no additives.
16. **Fuel Lines**
16. (A) All fuel fittings must be automotive type. Fuel linings must be attached with any positive stop clamps.
16. (B) All fuel lines must be automotive grade or steel braided, flexible, fire resistant/fireproof hose and should be rated for the appropriate fuel (gasoline/methanol). Steel braided hose or lines made with a fire resistant cover will be allowed.
16. (C) A fireproof sleeve may also be used over the fuel line - from the fuel valve fitting to the carburetor inlet. **FOR ALL CLASSES.** This must be a sleeve design made of one piece (not a wrap), that the fuel line will slide through. This sleeve must also fit the Outside Diameter of the fuel line.
16. (D) No cool cans or other device for cooling fuel in any class. No device used to reduce the temperature or remove energy from the fuel system, including dry ice in the fuel tank.
17. **Fuel Filters**
17. (A) Fuel filters must be of a metallic type of material. Aluminum or Steel ONLY. No glass or plastic filters allowed. The filter may NOT exceed 1.5 inches in diameter and 3.0 inches in length.
18. **Fuel Tanks**
18. (A) All fuel tanks must be vented below the belly pan. (Tank lid hole must be plugged)
18. (B) No pressurized tanks.
18. (C) All fuel tanks must be securely mounted to the frame as not to move inside the tail section. If hose clamps are used minimum of two.

18. (D) Only Aluminum fuel tanks are permitted. Minimum wall thickness of 0.050". No coatings or anodized exterior finishes are allowed on fuel tanks.
18. (E) If the fuel cap comes off on the racing surface for any reason, it is an automatic DQ.
18. (F) Fuel tanks cannot be replaced during a race; penalty is DQ from that race.
18. (G) Only one fuel tank may be used.
18. (H) Maximum fuel tank size 140 ounces.
19. **Fuel Pumps**
19. (A) Super Stock, Honda 120, Honda 160:
No fuel pumps of any type allowed.
19. (B) Modified, B, AA, Modified WF, WF, Animal, and Half Midgets:
Vacuum type fuel pump, which will automatically deactivate if engine stops, (vacuum operated only), Maximum allowable pressure: 3 PSI
20. **Nerf Bars**
20. (A) All cars must be equipped with nerf bars (side bumpers) at the front of the rear tire to prevent tires hooking or locking together.
20. (B) Nerf bars must extend outward to a minimum of the center of the rear tires, but must not extend beyond the outside edge of the tires. The outside edge will be checked with a straight edge from the rear tire to the front tire on each side of the car with the wheels parallel to the frame of the car.
20. (C) Nerf bars will be of steel construction. Titanium and/or composite materials shall not be used.
20. (D) Left and right nerf bars to be bolted with min. 6/32 to max 10/32 bolts. Bolts must be 6/32 to max 10/32 grade 5 or better. Minimum tubing wall thickness of 0.049." Solid steel nerf bars are allowed on the left side ONLY.
21. **Radius Rods**
21. (A) Radius rods, steering rods, and track locating rods will be constructed only of aluminum. Titanium and/or composite materials shall not be used.
21. (B) A rod end adapter into which the Rod-end bearing is threaded may be constructed from non-ferrous material, however, the maximum length of adapter is 1 1/2".
21. (C) Bird cages, torsion bars, and sway bars are excluded from the aluminum construction requirement, however, titanium and/or composite materials shall not be used.
21. (D) The definition of an axle radius device is as follows: an axle locating device that is fixed on the axle-end and with bearing on the chassis attaching end (for example: a wishbone).
21. (E) An axle radius device must be made of aluminum.
21. (F) There is no length limit on an aluminum radius device.
22. **Roll Cage**
22. (A) All front and rear roll cage uprights (vertical bar) must form a cockpit to completely enclose the driver's shoulders and head when the driver is sitting upright. Effective 4/1/2005 all new manufactured chassis must be a down-tube design extending from the top of the roll cage to approximately the front bumper. No bolt on halo extension bars are allowed above the roll cage. Welded on extensions or "halo" bars that are added above the original roll cage top may not be used as the measurement point for the helmet clearance requirement of 1". Effective 1/1/2009 all roll cages for all QMA cars must be manufactured from seamless, cold drawn, SAE 4130, (minimum wall thickness 0.058") Chrome Moly (chromium molybdenum) tubing, extending forward from the top of the roll cage to approximately the front bumper (down-tube design) .

22. (B) No wings or other aerodynamic features are permitted on the roll cage.
22. (C) There shall be no less than 1" clearance between the top of the drivers' helmet and the bottom of the top cage bars, three inches is recommended. The driver must be in the car at the Safety Inspection and it must be checked off on the safety inspection sheet. Please see the website and/or the Procedure Manual for the Helmet Clearance Measuring Procedure and the Pit Steward Procedure.
22. (D) Roll cages that exceed 34" from the top of the bottom frame rail to the top of the roll cage must use a minimum 7/8" O.D. tubing and have a minimum wall thickness of 0.058". Also roll cages exceeding 34" must have two rear support bars that attach to the roll cage not more than four inches from the top of the roll cage, and extend downward towards the rear of the car, and must be mounted to the rear part of the frame or frame superstructure.
22. (D)(1) Support bars shall be constructed from a minimum of 5/8" O.D. tubing, and have a minimum wall thickness of 0.049". Support bars may be bolted or welded to the roll cage and frame or frame superstructure, but holes cannot be drilled in the roll cage for the purpose of bolting the support bars to the roll cage.
22. (D)(2) Existing roll cages in use as of April 1, 1984 that are over 34" must add the support bars, but are not required to change the diameter of the roll cage. Also, roll cages in use as of April 1, 1984 that are made of 0.058" stainless steel are legal for continued use.
22. (E) All roll cages are to be inspected and approved by the National Tech Director and National Safety Director. See New Car Construction Approval Process on the QMA.org site.
22. (F) Helmet hooks are not allowed.
23. **Safety Belts**
23. (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.
23. (B) Drivers will be required to use them at all times.
23. (C) The safety belt should be located so that the pressure is across the drivers' hips.
23. (D) Metal to metal fittings at the quick release is preferred.
23. (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.
23. (F) The shoulder harness/straps shall be worn securely across the right and left shoulders.
23. (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.
23. (H) Two year replacement.
23. (I) Shoulder belts must not be retained by shoulder loops or epaulets on the driver's suit.
23. (J) SFI 16.2 Belt 1-3/4 Minimum
23. (K) The use of cam lock belts will be allowed.
23. (L) Seat Belts will not be allowed to pass through the firewall.
24. **Shoulder Bar**
24. (A) A left side shoulder bar will be mandatory on all cars, and must meet the following specifications:
24. (A)(1) SAE 4130 Minimum diameter: 5/8" O.D.
Minimum wall thickness: 0.049"
24. (A)(2) Stainless: Minimum diameter: 5/8" O.D.
Minimum wall thickness: 16 gauge - 0.065"

24. (B) The shoulder bar must be securely fastened to the nerf bar and roll cage upright at firewall. The shoulder bar may be welded, mounted with split clamps or nerf style spuds. If spuds are used, the bar must be retained by # 10-32 steel bolts. No clevis, rod ends, cotter keys, or hose clamps may be used. 8 – 32 to 10 – 32 grade 5 or higher steel bolt. Flat plate bolting of the shoulder bar to the nerf bar is acceptable and securely fastened to the cage.

24. (C) The shoulder bar must be securely fastened within the following area: nerf end: - between the left most point of the nerf bar and a point four inches inboard of the left most point. Cage end: the shoulder bar must extend at least as high as the top of the tail cone.

25. **Steering**

25. (A) No cables are allowed for steering systems.

25. (B) The steering system must be designed so the drivers' legs cannot impair right or left steering.

25. (C) A car sitting on the ground with or without the driver must have steering that does not go past center in either direction, so that it will not lock in one position.

26. **Steering Wheel**

26. (A) All steering wheel hubs must be padded.

26. (B) Steering wheel pad will be a minimum of one-inch thickness, and two-inch minimum outside diameter.

26. (C) Steering wheel shall not be constructed of titanium and/or composite materials.

26. (D) No Data acquisitions allowed on steering wheel.

27. **Shock Absorbers**

27. (A) Any type shock absorbers are permitted.

28. **Switch**

28. (A) A functional on/off ignition kill switch is required.

28. (B) The kill switch is to be located so that it will be operated from inside the drivers' compartment.

28. (C) It is mandatory that the switch be located in the upper left portion of the drivers' compartment or on the steering wheel.

28. (D) The driver's knee should not be able to contact the switch or it's mounting bracket.

28. (E) Attention should be paid to installation so that sharp edges and pinch points do not exist.

28. (F) The switch must be installed so that when the handle is down or to the rear the ignition is off.

28. (G) No more than one ignition kill switch is allowed. Exception: cars running in the novice class MUST have an additional switch mounted on top and recommended to be mounted on the right side of the roll cage to allow easy access for trainers, corner workers, or handlers. Must be operational to stop the engine. The extra switch must be removed upon graduation from Novice class.

29. **Weights**

29. (A) No loose weights.

29. (B) No weights are to be added or fastened to the inside or outside of any nerf bars, front or rear bumpers or shoulder bars. No weights shall be fastened to the roll cage.

29. (C) Weights are to be secured within the cockpit area, between the main frame rails bolted to the belly pan. No weights attached to any sheet metal except belly pan. Fasteners through weight and belly pan must not be pop rivets. Main frame rails are considered to be straight and parallel from the front to rear of the car.

29. (D) All lead weights must be covered.

30. **Windshield**

- 30. (A) No windshields on cars.
- 30. (B) No mirrors on cars.
- 31. **Measuring, Sensing, and Sending Devices**
- 31. (A) All data acquisition and measuring devices shall be mounted securely within the roll cage or down tubes and the read out display shall not be operated nor be in the sight of the driver.
- 31. (B) In car video cameras are permitted if mounted per the provisions in 30.A
- 31. (C) All metal specifications listed in the manual are subject to industry standards and tolerances.
- 32. **Wheels**
- 32. (A) No composite wheels.
- 33. **New Car Construction Approval Process** (applies to all QMA cars)
- 33. (A) Communicate to National Safety Director the intent to build a newly designed car for use in QMA.
- 33. (B) Submit materials list in compliance with QMA rules to National Safety Director.
- 33.(B) (1) Obtain approval to proceed from QMA Safety Director.
- 33. (C) Submit detailed pictures and/or drawings of chassis.
- 33. (C) (1) Obtain approval to proceed from QMA Safety Director.
- 33. (D) Submit photographs of completed car to the QMA Safety Director.
- 33. (D) (1) Obtain final approval in writing from the QMA Safety Director.
- 33. (E) The QMA National Safety Director will coordinate approval with the QMA National Technical Director at each step in the process.
- 34. **Tires**
- 34. (A) Effective 9/1/15 through 8/31/17, for all non- dirt track QMA events, the required right side tire for all quarter midget classes except novice shall be the Dunlop. **The RCP process will no longer be used to change the spec tire.**
- 34. (B) All future spec tire proposals must be submitted to the NBOD **by the tire manufacturers by September 1st** for review to be presented to the RD's at the National meeting. All spec tire changes will take effect September 1st of the following year.
- 34. (C) All race cars participating at a QMA event will display a Dunlop decal, on the exterior right side of the vehicle.
- 34. (D) Dirt Tracks ONLY - Local Option Only- At a club or regional level excluding the States Race, it may be decided to run a spec tire or tires. If the spec tire option is elected, no less than a two week notice must be provided and made public knowledge, via club website, etc. (at a minimum).

Sec.. 3 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 event of 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 a 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 used in QMA are required to use a SA2005 or newer Helmet or SFI 24.1.
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 "AA", Modified WF, and 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.
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.
6. (D) Head and Neck Restraint Systems must meet SFI dating of 5 years.
7. **Head and Neck Restraint Systems**
Must meet the 5 year regulations set forth by SFI.
8. **Shoes**
8. (A) Shoes are required that completely cover the feet for all drivers, handlers, alternate handlers, flagman and others in hot chute, work area, staging area, racing surface, scaling and fueling area.
8. (B) Flat bottom shoes only, no use of "heelys" or shoes with wheels on the bottom allowed while in the car).
9. **Brake Pedal**
9. (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.

10. **Seats**

10. (A) If using a "seat," it MUST be bolted to the frame, not the belly pan or fire wall.

Sec.. 4 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 distractive lights or any non-essential racing items (i.e. flags, stuffed animals, license plates, etc.) allowed on any QMA race car, 1st offense – warning, one warning per race season. (Driver/Handler) 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. Recommended: No lifting cars up on their nose in the hot chute (safety reasons).

6. **TIRE RULES:**

6. (A) Tire Treatment - it is prohibited to apply tire treatments or chemicals on any tires, except for cleaning with water.
6. (B) Recapped tires are prohibited on the right side.
6. (C) Anyone found using illegal tire treatments or recapped tires (on right side) will be penalized as follows:
First Offense: 30 days Family Suspension,
2nd Offense: 1 year Family Suspension.
3rd Offense is Lifetime Family Suspension.
Note: Family is driver/handler same application. If not family, it will be driver of the car, handler and family.
6. (D) Approved tester will be Portable Tire Prep Monitor, JTR Eagle.
6. (E) Tire tester may be used at all asphalt tracks. Anything over 80 ppm (maximum reading) will result in a DQ from race. Dirt tracks reading will be determined at the event by the Tech Director.
6. (F) No plastic wrap, factory wrap or any other material left solely on mounted tires outside your trailer at all QMA tracks or events.
6. (G) QMA Tire Procedure – see Procedure Manual or available at www.quartermidgets.org.
6. (H) 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 is 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 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.
1. (C) A driver shall not be allowed to run more than **Four** Quarter Midget classes per event and a half class.
1. (D) No mixing of classes at States or National Events. No Stock with Modified Stock. No Modified with "B". No "B" with "AA". 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. (E) The "1/2" class is defined by separate dimensions and is not the same as the quarter midget class. If one car and engine is 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(F) All classes, with the exception of Junior Novice, will have a maximum of 10 cars per race with eleven cars permitted for the lowest main, but never twelve.
1. (G) In order to run *Senior Animal*, Heavy Animal, 160, Mod, B, AA, Modified WF, WF a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of lower classes or obtain the unanimous approval of the Novice Committee with the final approval from your Regional Director 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, Novice Director, Regional Director and sent to the National Office).
- 1.(H) Senior Super Stock will no longer be run at Grand National and States Race events, however may still be run at the local club level.
2. **Class Jumping**
2. (A) No class jumping, either up or down. Definition: Engine and car must compete in the class that it originally signs 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 one driver to run as a Junior Stock and another driver to run as a Senior Stock, or in 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.
1. (C) Any driver who will turn nine during his local Club season/Club schedule has the option of moving up to and racing in the Senior division at all local, States 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) 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, but excluding the Junior Division and you can never run Junior and Senior at the same time. (Except for Novice Only). Local and Regional events only. This may not occur at a States of National Event.

1. (E) 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. Driver must move after the conclusion of the 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 States as a Junior, Senior or Light Division and becomes 100 pounds or more before the National Championship, he may choose to run as a Heavy. Also if a driver has qualified at a States as a Heavy Division and weighs less than 100 pounds before the National Championship, he may run as a Junior, Senior or Light Division.
2. (C) Light and Heavyweight: 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. Per scoring procedures heavy classes start in front of light classes.

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.
Animal	Junior	5-8	N/A	250 lbs.	160 lbs.
Animal	Senior	9-17	N/A	275 lbs.	160 lbs.
Animal	Heavy	9-17	100 lbs	325 lbs.	160 lbs.
Honda	Junior	5-8	N/A	250 lbs.	160 lbs.
Honda	Senior	9-17	N/A	275 lbs.	160 lbs.
Honda	Heavy	8-17	100 lbs.	325 lbs.	160 lbs.
Super Stock	Junior	5-8	N/A	250 lbs.	160 lbs.
Super Stock**	Senior	9-17	N/A	275 lbs.	160 lbs.
Mod		7-17	N/A	275 lbs.	160 lbs.
Honda 160	Light	8-17	N/A	270 lbs.	160 lbs.
Honda 160	Heavy	8-17	100 lbs.	325 lbs.	160 lbs.
B		8-17	N/A	315 lbs.	160 lbs.
AA/ Modified WF		9-17	N/A	325 lbs.	160 lbs.
Half	Junior	11-17*	N/A	350 lbs.	170 lbs.
World Formula	Light	9-17	N/A	295 lbs.	160 lbs.
World Formula	Heavy	9-17	100	340 lbs	160 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. ** NOTE: Local level races only**

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

CLASS	DIVISION	HEATS	MAIN	LOWER MAINS
Novice	Junior	n/a	25	20
Novice	Senior	n/a	25	20
Animal	Junior	20	30	25
Animal	Senior	20	40	35
Animal	Heavy	20	40	35
Honda	Junior	20	30	25
Honda	Senior	20	40	35
Honda	Heavy	20	40	35
Super Stock	Junior	20	30	25
Super Stock*	Senior	20	40	35
Modified		20	40	35
Honda 160	Light	20	40	35
Honda 160	Heavy	20	40	35
B		20	40	35
AA/ Modified WF		20	40	35
Half	Junior	20	40	35

NOTE: Number of laps for local events may be adjusted by the Race Director.

***NOTE: Local level races only**

ARTICLE 6 ENGINES

ARTICLE 6 A HONDA, WORLD FORMULA, ANIMAL ENGINES

Sec.. 1 ENGINE CLAIMER RULE - For Honda, World Formula, and Animal Engines

Please see the Procedural Manual or document section of the website.

Sec.. 2 HONDA, WORLD FORMULA, ANIMAL SUSPENSIONS

If technical inspection results in an engine being declared illegal, the following suspensions will apply:

1. (A) First offense – 30 day suspension for handler and driver from participating in the respective Honda class.
1. (B) Second offense within one year of first infraction – one-year suspension for handler and driver from participating in the respective class.
1. (C) Third Offense within two years of last infraction – suspended for life from QMA.
2. Suspension for life is subject to review by the QMA National Board.
3. For the purposes of this rule only, if a handler has multiple cars competing in a given class (Honda, World Formula, or Animal) at one event and more than one engine is found to be illegal at that event, it will be considered to be one offense.
4. Refusal of tech or claim will require the following suspensions for handler and driver:
1st occurrence: 6 months from that class
2nd occurrence within one year of the first: 1 year from that class
3rd occurrence within two years: life suspension from QMA
5. All membership suspensions must be sent to the National Tech Director within 5 Business Days, National Tech Director will send to both QMA National Office and QMA National Secretary. National Secretary will send out monthly or as they occur to the Regional Directors who will notify their Clubs.
6. If a part or parts are declared illegal, the handler will have 15 minutes to decide whether or not to appeal the case. After 15 minutes has passed the appropriate parts confiscation and appeal form will be completed. If the DQ is not appealed, applicable suspensions will begin immediately. The confiscated part(s) and a copy of the confiscation and appeals form must be sent to the National Office within 5 business days. If the DQ is appealed, applicable suspensions will begin immediately, the part(s) in question must be sent to the next higher Tech Director within five days. Upon receipt of those part(s), the recipient must review the case, render a decision and notify the handler of this decision. If the part(s) are declared legal, they will be returned to the handler, and any suspensions will be cancelled. If the part(s) are declared illegal at the regional level, they must be sent to the National Tech Director within five days. Upon receipt of the part(s), the National Tech Director will review the case, render a decision and notify the handler and Regional Tech Director. If the part(s) are declared legal, they will be returned to the handler, and any suspensions will be cancelled. At the conclusion of all appeal processes, the confiscated illegal part will be shipped to the National Office by the National Tech Director within 5 days of final decision.

Note: All shipping is to be at the shipper's expense.

NOTE: Honda Valve stem seal, spark plug and exhaust infractions are race disqualifications only.

On Honda GX160 engines, it is illegal to use the (E1, old style) head and piston on the new (E2) 160 motor. Swapping parts: If you are found using a new style (E2) flat-top piston with an older (E1) head, or the opposite combination, will result in a 6 month suspension and the complete engine would be confiscated. If you are found using the old combination of piston and head, this would result in a 30day suspension and the head and piston would be confiscated.

7. **Animal Suspensions**

7. (A) The novice program and its implementation fall under the Regional Directors. Therefore, illegal engine parts will be confiscated but the suspension will not be levied against handlers or drivers for the first offense only.
7. (B) The second offense requires a 30 day suspension from Novice.

ARTICLE 6 B

DECO/CONTINENTAL & 1/2 CLASS SUSPENSION RULES

1. **If technical inspection results in an engine being declared illegal, the following suspensions will apply:**

1. (A) First offense – 30 day suspension for handler and driver from participating in the respective class.
1. (B) Second offense within one year of first infraction – One year suspension for handler and driver from participating in the respective class.
1. (C) Third offense within two years of last infraction – Suspended for life from QMA.
2. Suspension for life is subject to review by the QMA National Board.
3. Refusal of tech will require the following suspensions for handler and driver:
1st occurrence: 6 months from that class
2nd occurrence within one year of the first: 1 year from that class
3rd occurrence within two years: life suspension from QMA
4. For the purpose of this rule only, if a handler has multiple cars competing in the class (Stock, Mod, B, AA) at one race event and more than one engine is found to be illegal at that event; it will be considered to be one offense.
5. All membership suspensions must be sent to the National Tech Director within five business days, National Tech Director will send to both QMA National Office and QMA National Secretary. The National Secretary will send out monthly or as they occur to the Regional Directors who will notify all Clubs. All confiscated parts must be sent to National Tech Director within five business days.
6. If a part or parts are declared illegal, the handler will have 15 minutes to decide whether or not to appeal the case. After 15 minutes has passed the appropriate parts confiscation and appeal form will be completed. If the DQ is not appealed, applicable suspensions will begin immediately. The confiscated part(s) and a copy of the confiscation and appeals form must be sent to the National Tech Director within 5 business days. If the DQ is appealed, applicable suspensions will begin immediately, the part(s) in question must be sent to the next higher Tech Director within five days. Upon receipt of those part(s), the recipient must review the case, render a decision and notify the handler of this decision. If the part(s) are declared legal, they will be returned to the handler, and any suspensions will be cancelled. If the part(s) are declared illegal at the regional level,

they must be sent to the National Tech Director within five days. Upon receipt of the part(s), the National Tech Director will review the case, render a decision and notify the handler and Regional Tech Director. If the part(s) are declared legal, they will be returned to the handler, and any suspensions will be cancelled. Note: All shipping is to at the shipper's expense.

ARTICLE 7

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 Regional Director, 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 Regional Directors. Any temporary deviations from established rules must be approved by the Regional Director concerned before implementation of such changes by any Club.
4. The Regional Director will supervise the novice training and racing program in his/her region.

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. (4 1/2 year olds may not practice or train during an event)
2. Each Novice handler, upon joining a club shall present the drivers birth certificate to the Secretary of the club 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 QMA National Office and the Regional Director.
3. In an effort to obtain the greatest benefit from participation in organized Quarter Midget racing, Novice handlers should read Article 3, Sec. 2 of this rule book, entitled "Novice Program Committee".
4. The Club President will receive from the National Office an orange novice driver's card and a log book. The President will issue the log book and an orange Novice Driver's Card good for a period of three months, only for drivers six years old or older. Once they graduate from novice, they will be mailed from the National Office their drivers purple card.
4. (A) Drivers not yet six will be issued a Novice Card good until their sixth birthday plus three months.
4. (B) The driver's age will be entered on the Novice Card.
4. (C) 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 Novice Director, their Club President and their Regional Director. Any novice extension forms that are approved must be forwarded to the National Office by the Regional Director.
4. (C) (1) Extensions will be for no more than two months at a time, if needed.
4. (D) Novice parents will receive from the National office, their picture ID badges, a rule book and a novice procedure guideline. The

novice drivers will receive a welcome coloring book.

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 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 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 of member Associations of Quarter Midgets of America. Minor changes may be made to training outline to conform to local conditions; however, the reason for all changes must be submitted to the Regional Director 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 Regional Director'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 – 1st offense, 30 day suspension. 2nd offense, 1 year suspension.
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 Article 10, "restrictor plate program".
4. (A) A Club may have the option to remove the restrictor plate, to create a Honda 120 special novice division, for non-qualifying events only, for transitional period of two to three events prior to moving the drivers to the Super Stock/Honda 120/ Animal class. Junior Novice to Junior Honda/ Junior Animal restrictor, and Senior Novice to unrestricted Honda 120 or Senior Stock. Unrestricted Senior Novice must weigh 275 lbs. combined. See Table 5-1 **Page 27.**
5. No more than eight cars may be entered in any Novice race.
6. One Safety Man shall be present on each corner for every Novice race.
7. During the Novice race, if a driver makes an infraction of a racing rule and the judges determine they were 100 percent at fault for the incident, the race will be stopped. The driver will receive a Charged Yellow and if it is not their third Charged Yellow they will be put to the back of the restart line up. If it is

their third Charged Yellow then they will be given the black flag and scored with a DNF. An explanation will be given to the driver of what he or she did wrong and why it should not be done.

8. On the first day of Novice competition, the driver shall be entered in all races at the back of the lineup of the race for which he has qualified regardless of qualifying position.
9. Infractions such as liberating fluids, dropping safety parts (as per judging rules), etc., are not driving infractions and drivers should not be given a second chance before disqualification. These infractions would result in immediate disqualification. The third time violation for disqualification relates only to driving offenses, such as chopping, charging, and racing room violations.

Sec.. 5 NOVICE GRAND'S

- 1 A Novice driver may run the Grand's exhibition events for one year only (i.e., East, West, and Dirt).
2. In order to participate at the National Championship Exhibition 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 State Race event as a novice.
 - 2.B A driver graduating from Novice must race one club race in Honda 120 class before competing at a Grand's National Event in that class.
 - 2.C EXCEPTION: If a new Novice family joins the Club after the State Race Event, the driver(s) will be allowed to participate at the National Grand's as an Exhibition only. A Novice Driver may not race as a Novice at the National Exhibition level for more than one season.
- 3 Novices at the Grand's:
 3. (A) Exhibition events only.
 3. (B) Minimum one practice session.
 3. (C) Racing format to be decided by QMA.
 3. (D) Line up established by qualifying time.
 3. (E) All participants to receive equal awards, preferably trophies.
 3. (F) Practice and racing to be designated on each Grand's schedule.
 3. (G) Registration fee for Novices at Grand's 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 (to be discussed on the next subject) hold 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 Regional Director shall be notified of all graduating Novices by their Club President. The Regional Director will then notify the National Office within 30 days, and a Purple Driver's Card will be issued by the National Office to the driver and sent to the family.
 4. (B) The validated Novice Card will be accepted in Stock /Honda /Jr. Animal classes until a new purple card is sent by the National Office to the driver.
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.
6. (A) A Novice must race one club race in Super Stock/Honda 120/ Jr. Animal class before competing at a Grand National Event in the Stock/Honda/Animal Class.
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) 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 8

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 sixteen years of age. i.e. handlers, flagmen, corner man etc. 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 meets. No driver participation under five years. 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. States and Grand's (Optional for Local Events)

- 2.(A) At all QMA events, the Host Club and the Race Director for the meet 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. Moscore is the official program for QMA and will be used at all national events. Location of transponder will be, from the front bumper to the center of the transponder pin, at 42 inches. 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 transponder within the nerf bar. (If not in proper location, after qualifying or racing, it is a DQ offense at scales).
2. (D) It will be the responsibility of the Host Club holding a National or other Qualifying event approved by QMA to furnish methanol and to designate a fuel station for mid-grade gasoline to be purchased by the participants.; to see that the Regional Technical Committee Person or other Technical Person trained or approved by QMA, be in charge of or supervise inspections.
2. (E) Permanent speed breakers will be installed at tracks holding QMA races. They are to be installed as instructed in this rule book. No car will be disqualified for hitting breakers.
2. (F) The host club will not provide gasoline for States and Grands events but will designate a fuel station in close proximity to the track for participants to purchase mid-grade gasoline. The host club will provide methanol for States and Grands races which

will be purchased at the same time and place to supply all registered cars using methanol. Fuel will be tested against a sample obtained by the host club each day. After fueling, 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. (G) All clubs hosting a State's Race or Grand National Event will have track records open.

2. H **QUALIFYING FEES:**

Below is listed the maximum pit fee to be charged at all States qualifying Championships 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	Amt. to be retained by Hosting Club	Amt. to be sent to QMA*
States Champion	\$40.00	\$29.00	\$11.00
<i>National</i>	<i>\$60.00</i>	<i>\$30.00</i>	<i>\$30.00</i>

* Please note that qualifying sheets will be done electronically and e-mailed from the Regional Director to the National Office and QMA National Secretary within five days of the qualifying event. All fees (club check only) must be mailed to the QMA National Office within five days of the qualifying event in order to process the Grand's qualifying book. Grand's host clubs may charge up to \$10 per entry for late registration. Grand's money must be turned over to a National Board of Director prior to A-main day. (Per Grand's Contract).

2. (I) All hardship money paid at Grand National Events must be payable to the Host Club, (certified check or money order only). ... Hardship fee exemption: See **Page 40**, Article 8, Sec. 4, Item 2E
2. (J) Grand's hardship fee: \$150 US per class per driver (\$75 will go to the driver's region States event host, \$75 to QMA).
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. 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, 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; 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. Raceceiver Model W1600 or Raceceiver Fusion is permitted for local use only. Transmitter use must be limited to designated track official only. Any unauthorized transmitter use will require DQ for event.
1. (I) Race finishes will be official only after 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. Methods specifically include, but are not limited to, driver actuated and remote controlled. Additionally, no device, system or other method capable of making changes to these settings will be installed, permanently or temporarily in any car. This includes practice sessions occurring on a scheduled race day.
1. J (1) Components that incorporate, as part of their design predetermined and predictable changes to that component will be allowed. (Example: temperature or load sensing shock absorber valves or integral temperature sensitive carburetor fuel metering devices.) No changes or adjustments can be made to car or engine settings to any Quarter or Half Midget race car by any method, while it is on the racing surface. Interpretation and enforcement of these guidelines is the responsibility of the senior safety official in attendance at the event.
1. J(2) Chassis 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 not 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. (K) 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 race track. For States and Grands events, there will be no warm up period. Starts will be "roll and go".
1. (L) For cars attempting to re-enter the race on restarts, see Judging Procedures.
1. (M) Drivers must be out of cars for fueling. For States and Grands events, there will be no warm up period / no refueling for AA, Modified WF and 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 at the outside of each turn or at least two at each outside end of the track. 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. (P)(1) All pit locations must be located outside of the track wall or fencing.
1. (Q) 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. (R) 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. (S) 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. (S) (1) Only in a 1/2 class under red you can use an electric starter to start the car.
1. (S) (2) No Four Wheelers or motorized vehicles will be used to push start any car.
1. (T) 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. (U) A proof of loss statement must be sent to the National Safety Director within 30 days of all incidents.
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; penalty is DQ from that race.
1. (X) AA, Modified WF & Half midget classes will be given maximum two fuel stops after the initial green flag at any QMA sanctioned event (Qualifier, States, or Grand's). 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. (C) (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 Code of Conduct Procedure must be followed.
2. (C) (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).

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. The red flag must also be displayed and cars stopped before anyone is allowed on the track to determine if work repair to the track walls is necessary and/or to perform any such work. For non-emergency requirements (refueling stops, debris removal, etc.) a rolled red flag with one finger extended indicating stop after one more lap. (see **page 38**, item 4.I)

2. **Practice/Warm-up**

2. (A) 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.
2. (B) 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. (C) When time has expired for a practice session, the yellow flag should be displayed for one lap followed by a black flag in order to clear the track.

3. **Qualifying**

3. (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 Sec. 5(C) **page. 41** for alternate qualifying procedure.
3. (B) After the countdown of warm up laps, use only the following procedure:
Three waves of the green flag followed by a checkered flag.
(Optional: two waves of the green flag followed by a white and a then a checkered).
3. (C) If a driver has completed their qualifying times and has not left the track, the black flag can be waved.
3. (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.

4. **Racing**

4. (A) Pylons will not be used at any time during racing.
4. (B) 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 States 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.

4. (C) 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.
4. (D) In all lower mains, an alternate car will be allowed at all States and Grand's, based on driver's finish in previous lower mains, i.e. D mains to C mains.
4. (D)(1) If a car from the original lineup is unable to line up on the initial start the alternate car will be sent out after a lineup is called for and will start in the rear of the field. If a car from the original lineup is past the designated line on the track (nose over the line) before the original green flag falls the driver may rejoin the line up at the rear of the field. In the case where a car from the original lineup is past the designated line on the track before the initial green flag falls and the alternate car is on the track, the Flagger will throw the caution flag if there are more cars on the track than allowed by article 5 sec. 1, 1F and 1G, **pgs. 25/26**. The alternate car will be removed from the line up and double file initial start will follow. The alternate car will return to the standby position until the initial green flag falls.
4. (D)(2) If a car from the original line-up is officially disqualified or scratched prior to warm up (for local events) for any reason by the handler, the alternate car (x car) will be allowed to enter the track and participate in the warm up. Cars not going through the safety check from the pit stewards prior to the start of warm up will not be allowed to enter the track and race. In order to be officially scratched, the handler **MUST** notify the Race Director or tower prior to warm-up.
4. (E) Once the green flag is displayed to begin the race, it should remain displayed until another flag is required.
4. (F) 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.
4. (G) 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.)
4. (H) 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.
4. (I) 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.
4. (J) At all qualifying events, a full set of 1-X black flags should be at the flag stand. These are to be used when the flag person is instructed by the judges to disqualify a driver.
4. (K) 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.

- 4. (L) 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.
- 4. (M) 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.
- 4. (N) If a car stops on the track or in the infield 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 percent at fault for the incident. Then only the at fault car will receive a Charged Yellow and sent to the back.
- 4. (O) **Starts:**
- 4. (O) (1) The Flagger is responsible for all starts, restarts, conduct of race, and flags, i.e., green, yellow, red, white, checkered and black when instructed by Judges.
- 4. (O) (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.
- 4. (O) (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.
- 4. (P) **Restarts:**
- 4. (P) (1) All restarts will be single file, rolling starts.
- 4. (Q) **Caution Laps and Emergency Stops**
- 4. (Q) (1) There will be no passing under the yellow flag. Cars may close the gap to approximately one car length.
- 4. (Q) (2) No lap will be counted while running under 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.
- 4. (Q) (3) In "AA", Modified WF and Half Midget classes 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, States, or Grand's).
- 4. (R) **Dead on Track**
- 4. (R) (1) Any car or cars accumulating three Charged Yellows, for any reason will be disqualified and will be black flagged but scored as DNF.
- 4. (S) **Disqualifications**
- 4. (S) (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) The Regional Director has the responsibility and authority to supervise:
- 1. (A) (1) **STATES CHAMPIONSHIP QUALIFYING EVENT** – Each Region must have only one States Race meet each race

season. Exception: Region 2 has one asphalt and one dirt State Race.

1. (B) Regional director shall confirm that the conditions set forth under insurance are met.
1. (C) All qualifying race events are sanctioned under the name Quarter Midgets of America.
2. **States Championship Qualifier Events**
2. (A) All regions must hold their states races on the weekend before or on Memorial Day weekend. Race date changes can be considered by National Board on a "case by case" basis if the region needs a different date.
2. (B) States Championship host is to be determined at Regional level, not at the National level. Location and mailing address for each States event host will be furnished to the QMA National Office by March 15 each year by all Regional Directors.
2. (C) Each Region is to hold its own States Championship Event.
2. (D) All States Events are to be supervised by the Regional Director or someone selected as an alternate by the Regional Board. This alternate is to be chosen by the Regional Board not the Club holding the event.
2. (E) To be eligible to race at the Grand's, a driver must attempt to qualify and race at any States Championship event in at least an equal number of classes that they intend to race at the Grand's without being required to pay a qualifying waiver.
2. (F) Grand National Timing format mandatory at States events. Format may be altered due to weather and car count, to be determined by the Regional Director present at the event.
2. (G) A car and/or driver found illegal at a State Championship qualifying event shall forfeit awards for the event, but is qualified to participate and compete at the Grand National Events. Refusal of technical inspection at a State's race will result in loss of qualification to attend a Grand National Event. All suspension rules apply.
2. (H) **ATTEMPT TO RACE CLARIFICATION**
A qualified car must be started or pushed out from 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". Car must have 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.
2. (I) If holding multiple events on States race weekend, the States race must be completed before beginning other race events. An attempt must be made. Grands format must be followed.
3. **QMA National Championship**
3. (A) Each year during June, July and August there will be three National Championships known as the Eastern National Championship, the Western National Championship and the Dirt National Championship. The Eastern Nationals will be in Regions 1, 2,3,4,5, and 13. The Western Nationals will be in Regions 6, 7, 8, 9, 10, 11 and 12. The Dirt Nationals will rotate between East and West. See Rule Book **page 9**. Sec 3, Item 7.
3. (B) All three Grand National events must be held between the last week of June that ends in July and the first full week of August.
3. (C) Dates and locations of Grand National Events will be published in this manual and the QMA web site, and the Newsletter.
3. (D) Grand's Completion: *The last scheduled day Sunday* of the event is the rain date only if the Grand's 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. (E) Disciplinary Occurrences at any Grand National Event will be brought for a hearing before the Regional Directors and National Board of Directors in attendance and to the QMA Board of Directors 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 at that event.

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. (F) All tracks that are hosting the Grand's are required to be closed (No cars on track) for eight days before the Grand's. 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 tracks do vary in respect to track layouts. This may be a portion of the hot chute. This must be approved by the QMA 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 into the designated work area for repairs using any piece of equipment for repairs, but may not add fuel or (except by track Officials to "AA", Modified WF and Half cars during refueling stops) 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. **States, Grand's 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 is last to qualify) no changes allowed, no changing of classes once practice has started for the event. If car is not in position 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 time of qualifying, same as not reading. (Pit Steward should be checking cars for transponders before entering the track).

5. (B) Timing is back to back only.

5. (C) Handler is not allowed on track. At any event (Local, Regional or National) 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 finish of the warm up laps. If a handler doesn’t state otherwise, it is assumed 5 warm up laps for regular qualifying.

- 5. (D) Handlers are not to signal the driver under 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 a DQ by the Race Director.
- 5. (F) If 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”. If the car goes DOT/SPINS before completing all timing laps, he may be restarted and allowed to complete all the remaining timing laps.
- 5. (H) In case of an identical time in qualifying, the second 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) When a driver qualifies at a qualifying event, the driver is qualified for a class, not a division. (Example: A driver may qualify in a lightweight division at a qualifying event, but run in a heavy division at the next higher qualifying event, likewise, a driver may qualify in a heavy weight division at a qualifying event, but may run in a light weight division at the next higher qualifying event.
- 5. (K) 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. (L) Timing will continue until all classes/divisions are completed.
- 5. (M) 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. (N) 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. (O) All cars and engines must stay on the grounds for the remainder of the event.
- 5. (P) **ADDITIONAL OPTION FOR LOCAL EVENTS** : Seven cars – seven minutes or most evenly divided. This procedure will continue until all sets have completed their warm-up sessions. Second warm-up session seven cars – Seven minutes and time immediately. Five warm-up laps, one time on the track, Three times on the clock.

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 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. Per Article 3, Sec. 1 (2. B) of this rule book, the Regional Director has the discretion to allow for a lesser number of judges for region or club events. There will be three (3) assigned judges at all Grands National Events. These judges will be appointed by the National Board of Directors.
 2. (D) **HEAD JUDGE:** At all Grand National Events, the QMA National Board of Directors will appoint a Head Judge. This individual will be an experienced person in judging and may also act as a Lead Judge or regular Judge at local and regional events. At the Region and Club level, it is highly recommended that at each race event one Head Judge be selected to oversee the judging and scheduling of judges.
 - Duties of the Head Judge will include:
 1. Be familiar with all judging rules.
 2. Appoint the Lead Judge and Regular Judges for each race.
 3. Brief all Lead Judges on proper judging procedures to be followed, and provide consistency to the program by promoting adherence to published QMA judging standards.
2. (E) **LEAD JUDGE:** During each race on the track, one judge will be assigned or selected as the Lead Judge. The duties of the Lead Judge include:
 1. Be familiar with all judging rules.
 2. Keep track of 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).
 3. Have communication with the tower, Race Director, and flagger at all times.
 4. During a race, the Lead Judge should also be in communication with the other judges to ensure accurate and consistent judging.
 5. 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.
 6. The Lead Judge is considered one of the judges of the race and should also participate in all decisions made when appropriate.

7. Make sure that all the judges for a race are in position before the race begins

3. **ROLE OF JUDGES**

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. (A) 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) If the event does not have a Head Judge, the tower and 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. All Grands events will have 3 permanent judges. The judges will be appointed by the National BOD and Head Judge.

5. **AUTHORITY OF JUDGES**

5. (A) Judges will have the authority to assign responsibility for a yellow flag per Item 7 (Infractions) of this section. Judges will also have the authority to disqualify any driver for infractions listed in Item 13 (Reasons for Immediate Disqualification) 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 line up.
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 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 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 Lead Judge and Race Director that the judging lap count has expired. If the judges have not announced their decision on responsibility for the incident, the Race Director will ask the Lead 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 Lead 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 Lead Judge is to notify the Head Scorer. Once confirmed with the Head Scorer, the flagger will be notified and the driver will be Black Flagged off the track and scored with a DNF.
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):
 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 cars drivers 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**.
 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**.
 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).

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)

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**.

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 **CAN NOT** announce the call over the sound system, it is to be announced as a Charged Yellow.

8. **JUDGING SHEET:** The Lead Judge will be responsible for keeping records of infractions made during a race. Prior to the race, write down the race number and circle the class and division for that race. When a racing incident occurs and cars stop on the track, the Lead Judge should immediately write down the numbers of all car(s) that are stopped. After writing down the number of all car(s) involved in the incident, the judges will then make a decision on whether one car was 100 percent at fault or not, per Rule 7.B. of this section. If a car is determined to be 100% at fault, by the majority of judges, then the Lead Judge should write the **NAME** of the call next to that car's number and should include the lap that infraction occurred. If there is not a single driver 100 percent at fault, all cars that stopped on the track as part of the incident will be assigned with a "DOT-CY" will be written next to that / those car's number(s)

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

8. (B) 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 Lead Judge, via radio, with the Tower, Race Director, and flagger

9. (B) Only the Lead 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 State's Race 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) If a car does not immediately leave the track when shown the black flag, the flagman will show the flag to the driver two more times on the next two laps. If the driver has still not exited the track, the race will be stopped with the red flag, and the

disqualified car will be removed. The race will then be restarted from the last recorded lap.

10. (D) During a red flag condition, no cars may be worked on or moved to be worked on until the medical personnel have cleared the medical status of the injured driver(s). Once the medical red has been cleared, or in the event of no medical red, the National Work Rule will apply. The judges may ask the handler(s) to step away from the car(s) / driver(s) or to one side so they can ensure that nobody is working on, moving, or touching a car or driver. (This is a DQ offense.)
10. (E) A car that stops during yellow flag conditions (the track is considered under yellow flag conditions when all cars have reached safe caution speed and is safe for corner workers to enter the track) and is not part of the incident that caused the yellow flag will retain its line up position as of the last recorded green flag lap.
10. (F) 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. (G) 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. (H) 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 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) All 4 wheels under the speed breakers to gain an advantage (position or track distance) without relinquishing the gained advantage within one lap.
 13. (E) 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. (F) Signaling by Handler to Driver under green flag conditions.
 13. (G) Car being operated in an unsafe manner. This includes excessive bicycling, stuck throttle, no brakes, etc.
 13. (H) Unauthorized adjustments or repairs during a refuel or emergency stop. (See National Work Rule)
 13. (I) Third Charged Yellow. This will be scored as a DNF.
 13. (J) Out Late Line: For cars attempting to re-enter the race on restarts the following situations and rules will apply:

1. MADE THE LINE IN TIME

Situation #1: Car is attempting to rejoin the field; 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.

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.

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.

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 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.

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 9 INSPECTIONS

Sec.. 1 SCHEDULE OF INSPECTIONS

1. All cars should have their oil inspected and fuel tested per Article 9, Sec. 4, **page 49** in the staging lane prior to entering the track for qualifying and racing.
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.
4. All cars shall return from the track through the inspection area to be checked for fuel additives immediately following qualifying and all races per Article 9, Sec. 3, **page 49**.

Sec. 2 WEIGHING PROCEDURES:

1. Drivers Weight

1. (A) A driver's weight will not matter except in heavy divisions, in which the driver must weigh a minimum of 100 pounds. The minimum weights for the car and driver's combined weight will be used at all races (see Table 5-1, **page 27**).
1. (B) Drivers in a heavyweight division will be weighed without shoes or driver's equipment after qualifying. This weight will be certified.
1. (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).

2. Car Weight

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

3. Combined Weight

3. (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.
3. (B) For combined weight drivers should be sitting or standing in cockpit.
3. (C) No weights will be carried loose in cars/or on the driver.

4. Weights

4. (A) The official weights for each class are shown in Table 5-1, **page 27**.

Sec. 3 APPROVED PROCEDURES FOR FUEL TESTING

Please see the procedure Manual or the document section of the website.

Sec.. 4 APPROVED PROCEDURES FOR OIL TESTING

Please see the procedure Manual or the document section of the website.

Sec.. 5 TECHNICAL/ SAFETY INSPECTION PROCEDURE

Tech/Safety officials have the right to tech or safety any or all cars in any class at their discretion. Tech/Safety officials follow the same chain of command as all officers of QMA – as follows: Local-Regional-National. I.E. Regional tech/safety officials can tech/safety at any event in their region and National tech/safety officials can tech/safety at any event in QMA. National Tech/National Safety Director is 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 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 are 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. Engine must be resealed immediately after the work is completed.

2. Technical/Safety Inspections after 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. (A) (1) See Sec. 1. A above, all technical and safety rules are the responsibility of the handler.
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. 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.

3. Engine Technical Inspection

3. (A) When instructed by a Technical Inspector the Handler will remove the engine and bring it to the Tech bench. It is the Handlers responsibility to have the tools necessary to remove and disassemble the engine. The Handler should have the necessary storage containers for the disassembled engine components as time may prohibit reassembling.
3. (B) The engine will be inspected by the Technical Inspector according to the QMA manual for the engine being inspected. The appropriate Tech sheet should be used if possible. If during inspection a component is found to be illegal the inspector will

get a second opinion. If the second opinion concurs the engine will be declared illegal and the car and driver will be disqualified. If the second opinion does not concur, the senior inspector in attendance should be consulted. The senior Tech Officials decision will prevail.

3. (C) If any engine is disqualified the rules for that class must be strictly followed and the appropriate forms filled out.
3. (D) No engine will be released from tech until Senior Tech inspector has signed off for release.
3. (E) All club and tech personnel must use QMA tools and fixtures for Honda, Animal, and World Formula classes. We recommend 9.5" minimum diameter degree wheel.

Sec.. 6 TECH APPEAL PROCEDURES

1. If a part or parts are declared illegal, the handler will have 15 minutes to decide whether or not to appeal the case. After 15 minutes has passed the appropriate parts confiscation and appeal form will be completed. If the DQ is not appealed, applicable suspensions will begin immediately. The confiscated part(s) and a copy of the confiscation and appeals form must be sent to the National Office within 5 business days. If the DQ is appealed, applicable suspensions will begin immediately, the part(s) in question must be sent to the next higher Tech Director within five days. Upon receipt of those part(s), the recipient must review the case, render a decision and notify the handler of this decision. If the part(s) are declared legal, they will be returned to the handler, and any suspensions will be cancelled. If the part(s) are declared illegal at the regional level, they must be sent to the National Tech Director within five days. Upon receipt of the part(s), the National Tech Director will review the case, render a decision and notify the handler and Regional Tech Director. If the part(s) are declared legal, they will be returned to the handler, and any suspensions will be cancelled. At the conclusion of all appeal processes, the confiscated illegal part will be shipped to the National Office by the National Tech Director within 5 days of final decision.

Note: All shipping is to be at the shipper's expense.

ARTICLE 10 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 Animal - See chart in Sec. 4 for plate**
 1. (D) **Senior Animal - See chart in Sec. 4 for plate**
 1. (E) Junior Honda
 1. (F) Junior Stock - Slide style Pumper Carb
 1. (G) Junior and Senior 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 approved restrictor plates may be used.
 3. (B) Clubs must purchase restrictor plates from QMA National Office unless otherwise notified by QMA.
4. Restrictor plates may be removed during non-racing events for practice only.
5. 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: 1st offense: 30 day suspension, 2nd 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 airflow in any way.
2. Airflow must pass through 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, car will be disqualified.

Sec.. 3 ANIMAL

1. **Animal divisions will run the following plates at all times. Jr. Animal plate will be blue.**
1. A **Sr. Animal plate will be gold.**
2. **Airflow must pass through restrictor plate hole only.**

Sec.. 4 HONDA

- 1 The Novice Honda and Junior Honda division will run the following restrictors at all times.
1. (A) Junior Novice = 0.3125" (5/16"), Senior Novice = 0.4375" (7/16")
1. (B) Junior Honda = 0.4375" (7/16")
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 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	Black660R
JR. DECO EXHAUST NO QMA LOGO	SILVER.....	0.500" (1/2") R

**ARTICLE 11
APPENDIX A**

2016 BOARD OF DIRECTORS

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VICE PRESIDENT:

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SECRETARY:

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TREASURER:

To be announced

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SAFETY DIRECTOR:

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PUBLICITY DIRECTOR:

Debbie Zimmerman
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(480) 502-5699 (Home)
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APPENDIX B

2014 REGIONAL DIRECTORS

Region 1

CT, MA, ME, NH, RI, VT

2 Tracks

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Marlborough, CT 06447

Cell: (860) 338-4813

Region 2

DE, MD, NJ, NY, PA, VA

4 Tracks

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Orefield, PA 18069

Cell: (484) 894-3211

Region 3

AL, GA, NC, SC, MS, TN

1Track

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Ellijay, GA 30536

Home: (706) 698-5804Cell: (770) 289-1177

Region 4

IN, KY, MI, OH, WV

1 Track

Mike Young..... RD4@quartermidgets.org

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Columbus, OH 43219

Home: (614) 554-2338

Region 5

IL, MO, IN

3 Tracks

Noah Tipton..... RD5@quartermidgets.org

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Decatur, IL 62521

Home: (217) 454-6624

Region 6

AR, LA, OK, TX

1Track

Michael Hughes..... RD6@quartermidgets.org

614 Lakes Drive

Tahlequah, OK 74464

Home: (918) 207-0338..... Cell: (918) 706-6266

Region 7

IA, KS, MN, NE, ND, SD, WI

3 Tracks

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Cell: (651) 829-7883

Region 8

CO, MT, UT, WY

4 Tracks

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Denver, CO 80223

Cell: (303) 710-2314

Region 9

BC CAN, ID, OR, WA

6 Tracks

Denise Smutny..... RD9@quartermidgets.org

20411 96th Ave N.E

Bothell, WA 98011

Cell: (206) 795-5980

Region 10

Northern CA, NV

4 Tracks

Richard Klitzing..... RD10@quartermidgets.org

615 W. Fauna Ave.

Mountain House, CA 95391

Cell: (209) 914-0301..... Home: (209) 597-5872

Region 11

Southern CA

1 Track

Andy Nichols..... RD11@quartermidgets.org

2002 State Highway 152

Dos Palos, CA 93620

Cell: (559) 567-0027

Region 12

AZ, NM

1 Track

A.J. Imperial RD12@quartermidgets.org

16097 W. Vernon Ave.

Goodyear, AZ 85395

Home: (602) 999-4561..... Cell: (602) 999-4561

Region 13

FL

1 Tracks

Mike Culver..... RD13@quartermidgets.org

615 Magnolia Avenue

Holly Hill, FL 32117

Home: (386) 316-6917

APPENDIX C
QMA MEMBER CLUBS
(By Region) (D)irt (C)oncrete
(A)sphalt

Region 1

SILVER CITY (A)Meriden, CT.....(860) 334-3292
Ron Coutu.....ronc09@gmail.com
Web: www.silvercityquartermidgets.com

Custom Midget Club().....Pending.....(401) 677-9508
Brad Perrin.....bsperrin@verizon.net
Web: www.cmcqma.com

Region 2

WEB: www.region2qma.org

GARDEN STATE (A).....Wall, NJ.....(732) 742-2930
George White.....georgewhite.nj@gmail.com
Web:www.gardenstateqmrc.com.....(club hotline)(609) 242-8880

DOYLESTOWN (A).....Honeybrook,PA.....(717) 351-0105
Cliff Brian.....cliffbrian16@gmail.com
Web: www.dqmrc.com

OAKLANE QMRC (A)....Trumbauersville, PA.....(.267) 718-1990
Bill Witter.....ddandbw@verizon.net
Web: www.oaklane.homestead.com

KEYSTONE (D).....Schnecksville,PA.....(610) 349-1402
Mark Confer.....mkconfer@verizon.net
Web: www.ksqmrc.com

Region 3

WEB: www.qmaregion3.com

Region 4

WEB: www.r4qma.com

Central Ohio (C)London,OH.....(614) 843-5362
Brian Stone.....qmaracer72@gmail.com
Web:www.coqmra.com Facebook:CentralOhio Qmra

Region 5

WEB: www.qmaregion5.com

CHRISTIAN COUNTY (D).Taylorville, IL..... (217) 306-0544
Ginny Barnard.....teamracing@aol.com
Web: www.ccqma.org

TERRE HAUTE (D)Terre Haute, IN.....(812) 243-6797
Alan Agee.....alanagee@hepn.com
Web: www.thqma.com

I-70 QMA (C).....Greenville, IL.....(618) 580-7369
Dave Kapp.....davekapp@kdtops.com
Web: www.i70qma.com

Region 6
WEB: www.region6qma.com

Region 7

MINNESOTA (A).....Elko, MN(612) 802-1125
Renee Swanson.....rswanson_91@att.net
Web: www.mqmma.com

TOPEKA (A)..... Topeka, KS (785) 224-4662
Chuck Streeterscc201050@yahoo.com
Web: www.topekaqma.org

St. Croix QMA (D).....New Richmond, WI.....(920) 540-9775
Adam Spiegeladamspiegel50@gmail.com

Region 8

WEB: www.region8qma.com

PIKES PEAK (C)Colorado Springs, CO (719) 473-0456
Kevin Sokol.....soko14@gmail.com
Web:www.ppqma.com

ROCKY MOUNTAIN (C).....Erie, CO (303) 870-6920
Don Morrison.....president@rmqma.com
Web: www.rmqma.com

SOUTHERN COLORADO (C) Pueblo, CO (719) 671-9401
Paul Spicolapspicola@gmail.com
Web:www.scqma.com

MOUNTAIN COUNTRY (C)....Billings, MT (406) 669-3280
Robert Wiseman.....rwiseman@mcqma.org
Web: www.mcqma.com

Region 9

WEB: www.Region9qma.com

LANGLEY QMA (A).....Langley, AB-Canada.... (609) 856-2255
Paul Burrige.....blueridgecontracting@shaw.ca
Web: www.lqma.ca

PORTLAND (A).....Portland, OR (506) 969-2506
Sean August.....jseanaug@gmail.com
Web: www.portlandqma.com

I-5 QMA (D)Elma, WA (206) 384-8034
Kyle White.....i-5qmc@hotmail.com
Web: www.I-5qmc.com

LITTLE WHEELS (A).....Graham, WA (253) 332-2940
Melanie Deaver.....president@littlewheels.org
Web: www.little-wheels.org

WASHINGTON (A).....Monroe, WA (425) 830-2724
Bill Messmer.....president@wqma.com
Web: www.wqma.com

RACING RASCALS (A).....Yakima, WA (509) 930-2185
Brandon Haley.....brandon@haley racing.net
Web: www.yakimaracingrascals.com

Region 10

WEB: www.r10qma.org

AMERICAN (A) Sacramento, CA..... (719) 331-4531
Cale Wood.....clw4531@aol.com
Web: www.aqma.org

BAYLANDS (A) San Jose, CA..... (408) 914-2492
Tim Camacho.....president@baylandsqma.com
Web: www.baylandsqma.com

CAPITOL (D)..... Rio Linda, CA..... (916) 640-4824
Jason Ragan.....president@capitolqma.com
Web: www.capitolqma.com

TRI-VALLEY (A) Livermore, CA..... (925) 457-3515
Thomas Darcy.....todarcy@gmail.com
Web: www.tvqma.org

Region 11

GOOD TIMES (A)..... Madera, CA..... (559) 706-1312
Derek Holiday.....holidaysauto@yahoo.com
Web: www.goodtimesqm.com

Region 12

Valley of the Sun (A) Phoenix, AZ (602) 999-4561
AJ Imperial.....imperialmotorsports602@gmail.com
Web: www.vsqma.com

Region 13

WEB: www.qmaregion13.com

New Smyrna (A)..... Samsula, FL..... (386) 405-2398
April Hansard awhansard@juno.com
Web: www.littlenewsmyrna.com

APENDIX D

2016 GRANDS INFORMATION

Western Grands.....Topeka QMATopeka, KS
Dates: June 27th - July 2nd, 2016

Eastern Grands New Smyrna..... Samsula, FL
Dates: July 11th - July 17th, 2016

Dirt Grands Keystone QMRC..... Schnecksville, PA
Dates: July 25th - Aug 1st, 2016

2017 GRANDS INFORMATION

Western Grands.....Washington QMA.....Monroe, WA
Dates: TBD

Eastern Grands..... Central Ohio..... London, OH
Dates: TBD

Dirt Grand's..... St. Croix QMA..... New Richmond, WI
Dates: TBD



APPENDIX E
QMA SERVICE PROVIDERS AND ADDRESSES

QMA National Office:
KAECO, INC.
QMA National Office
PO Box 150150
Tulsa, OK 74115
1-877-QMA 9519
memberservices@quartermidgets.org

Insurance:
K & K Insurance Group, Inc
PO BOX 2338
Fort Wayne, IN 46801-2338
800-348-1839

Certified Public Accountant:
Mr. Bill C. Wilson
416 W. North Street
Greenfield, IN 46140
1-317-462-6027

Special thanks to the rule book committee for their help on this edition of the rule book.

Please report any errors or omissions to Donna Osborn, National Vice President.

Vendors Alley

Baker Racing Engines

Steve Baker

**8203 Strecker Rd
Bellevue, Ohio 44811
419-483-8992
Bakerracingeng@aol.com**

Burnis
CORP

7047 Kearny Drive
Huntington Beach, CA 92648

Tele 714-375-3500
Fax 714-375-3501

e-mail info@burnisracing.com



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510-582-5897

If you are interested in placing your business card in the 2016 Rule Book please contact the QMA National Office



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Dealer Inquiries Welcome