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## GLOSSARY

The following terms will be used throughout the QMA rulebook.

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. For example: Novice, Honda 120, Super-Stock, Honda 160, Mod, B and AA are classes.
- Division:** The subdivision of any or all classes based on age or weight as specified in this rulebook.
- Event:** An event is a series of races that may include qualifying and a full range of classes. For example: The Dirt Grands is an “Event”.
- Hot Chute:** That portion of the racetrack where handlers perform work on their racecars during practice and qualifying periods.
- Pits/Pit Area:** That portion of the racing facility where handlers perform work on, or park their racecars between races. This area may possibly include the scaling area, the fueling area, and other required areas.
- Qualifiers:** Those racing events which are run as preparatory events for Grands 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, Grands, Monza, ... that is run under QMA oversight.
- 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 on it’s 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.

**Rule Book Revised on 3/20/01 By Ray Dodd**

**ARTICLE 1**

**NATIONAL MISSION STATEMENT**

**INTRODUCTION**

The purpose of "Quarter Midgets of America" 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 Quarter Midget Clubs and their members on a National basis.

The objectives are:

- uniform engine, car, racing and safety rules
- coordination of racing events
- maintain records of members addresses, track locations and capabilities
- publish a QMA Rules & Procedures Book, and send one copy to each member
- make available insurance for drivers and tracks
- communications, for information and interpretations through Regional Directors
- publish and release a newsletter covering areas of interest to QMA membership
- 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 mail a ballot to each regular member in good standing.
- 1.C**    The ballot is to include voting and mail-back instructions for the voting members to mail their 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.E**    The National Board is to furnish a Regional membership list to each Club.
- 1.F**    A National master mailing list will also be furnished to the third party or organization to use to verify and count votes.
- 1.G**    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.H**    No Club will be permitted to vote as a block – only individual ballots will be considered valid.
- 1.I**    “Write-in” votes cannot be accepted as valid votes.
- 1.J**    Alternate handler and associate members have no voting privileges.

##### **2       Term of Office**

- 2.A**    QMA Officers run for two-year terms, taking office on January 1 of each odd year.
- 2.B**    Regional Directors run for two-year terms, taking office on January 1 of each even year.
- 2.B (1)** Regional Officers must be elected within their own Region.

##### **3       Nomination Sequence**

- 3.A**    Nominations for all offices are to be sent to QMA National Office with copy to National Secretary by October 15 of each election year. (Region Director to be notified on Regional Officers elections)
- 3.B**    Ballots will be mailed by the National Office to membership by November 5 each year with a copy of the regional mailing list going of the Regional Secretary.
- 3.C**    Returned ballots must be received by November 30 of each year in QMA official envelope.
- 3.D**    Announcement of results to be sent by Auditor to the National Office for distribution to QMA Board, Regional Directors, and candidates by Dec. 15. Results to be published in the Quarter Reporter.  
**NOTE:** Reference official election procedure in QMA By-Laws.
- 3.E**    All Quarter Midget Clubs are to hold their election of officers at the same time of year, no later than December 1.

#### **Sec. 2           RULE CHANGE SCHEDULE**

- 1**       Each Region is allowed to submit no more than five Rule Change Proposal's (RCP's) to QMA per year.
- 2**       All rule change proposals must be submitted on the official RCP form in type and adhere to the following procedure.
- 2.A**    RCP's are drafted by QMA members and are voted on by Club membership.

- 2.B** Upon majority approval, the RCP is forwarded to Club President for signature.
- 2.C** Club President forwards the RCP to Region Director by September 15.
- 2.D** The Region BOD and Club Presidents will decide the RCP's to be submitted.
- 2.E** Regional Directors are to send copies of the selected RCP's to QMA National Office by October 15 of each year.
- 2.F** QMA board will assign #'s to RCP's and QMA National Office will send copies of all official RCPs to Regional Directors by Nov 1.
- 2.G** Proposals received each year will be finalized at Annual Meeting by the QMA Board of Directors and Regional Directors via the following options.
  - 2.G(1)** Immediate rejection or implementation via majority vote of those present
  - 2.G(2)** Placed on a ballot for membership vote following guidelines for membership votes.
- 2.H** Any rule change made on an emergency basis throughout the year must be voted via registered mail by QMA Board and Regional Directors.
- 2.H(1)** Vote must be returned within 30 days of date of mailing. QMA Board not obligated to wait beyond 30 days for replies. Results will be furnished to all above and published in Quarter Reporter.
- 2.I** Changes applicable to any National format can be made no less than 30 days prior to the beginning date for the meet.

### **Sec. 3 ANNUAL MEETING**

- 1** Rule Change Proposals should 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 may be sent, by their Regions, 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.
- 4** Rule changes must be in print and to the membership by April 1st to take effect for the current year. Emergency rule changes are the exception.
- 5** The timing and racing format for the Grand National race are to be approved at the Annual Meeting.
- 6** The National Championship for the next one or two years is approved by the Directors during the Annual Meeting.
- 7.** Along with the Board of Directors optional vote, Eastern Regions select the Eastern host and Western Regions select the Western host. Dirt host is selected by all Regions and BOD optional vote.
- 8.** The President of Quarter Midgets of America shall be the presiding Chairman at the Annual Meeting.

### **Sec. 4 QMA PUBLICATIONS**

- 1** This rule book as well as technical manuals for all approved engines are provided, (one set), free of charge to each new member upon joining QMA and after any reprinting. Additional copies are available for sale through the National Office.
- 2** QMA is to have additional rulebooks available for sale through the National Office or are available for no charge by downloading from [www.quartermidgets.org](http://www.quartermidgets.org).

### **Sec. 5 INSURANCE**

- 1** K & K Insurance will be the only insurance carrier approved by QMA.
- 2** All insurance renewals will cover one calendar year (Jan. 1 – Dec. 31). No advanced billing by Insurance Carrier. Clubs should automatically send payments before January 1<sup>st</sup> of each year.
- 3** Insurance carrier will issue verification of all paid insurance to QMA Secretary.
- 4** QMA Secretary will issue no charter to Clubs without proof of payment.
- 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 Safety Director. The Safety Director will then verify cause and date of accident with Club

Official and forward original claim form to the insurance agent for disposition. All claims must be sent to the National Safety Director 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 of QMA.

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. Associate members of QMA are not covered by accident insurance.

9 No driver may operate a Quarter Midget car on any track that has a QMA Charter unless he has a QMA Driver number, which signifies drivers insurance. No person will be allowed in the hot chute, or on the track who does not hold a Regular or Alternate Handler membership.

## **Sec. 6 QMA MEMBERSHIPS**

1 Individual family membership dues are \$75.00 (U.S. funds) annually. Renewals are due January 1<sup>st</sup> of each year and become delinquent 90 days thereafter. After 90 days, a membership is dropped from the roster, and will be rejoined as a new member. The 90 days is not a grace period to allow a member to race without a current driver card.

(Definition: Dues are paid when dues and application are received by QMA National Office.)

1.A A family membership is defined as husband, wife and all drivers of that immediate family that live in the same household.

1.B Alternate handlers are not included in a family membership. (They must obtain an Alternate Handler membership, \$25.00)

1.C Associate membership in QMA is available to persons not owning a Quarter Midget racecar and who do not plan to participate in Quarter Midget racing. Fee is \$25.

2 QMA membership dues paid after September 1<sup>st</sup> of each year will be counted for the following year.

3 Membership dues must be paid through a home Club. To be processed immediately to the QMA National Office.

4 All persons owning a Quarter Midget racecar and planning to participate in Quarter Midget racing, must be a member, in good standing, with a Quarter Midget Club affiliated with QMA.

5 After January 1<sup>st</sup> of each year, QMA membership cards for the previous year will not be accepted on qualifying sheets at qualifying events.

6 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.

## **Sec. 7 SCHEDULES AND CALENDARS**

1 A copy of each Clubs planned racing schedule is to be furnished to the Regional Director for approval. All qualifier events must be scheduled with the National Office and a qualifier race ID number must be obtained and recorded on the qualifying sheets submitted to QMA National Office with funds.

### **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.

3 No races shall be scheduled in conflict with the Annual National meeting dates, effective Jan 1, 2003.

4 No regional race shall be scheduled in conflict with any Grands, if that region adjoins the region holding the Grands.



## **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 of QMA at all races.
- 2** All member Clubs of QMA are to comply with all specifications and rules as printed in the QMA rulebook 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, non-qualifying Club races. This includes areas such as practice, qualifying, length of race, starting order, racing numbers, and common fuel. The QMA President must be informed 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. Not to include Regional, 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 dues are \$100.00 (U.S. funds) annually, due January 1<sup>st</sup> of each year and become delinquent 90 days thereafter. (Definition: Dues are PAID when dues and application are received by the QMA Secretary. Only Club checks accepted.)
- 5** Each Club bidding for the next years 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 would be fulfilled as stated in the Grands contract
- 6** Any Club interested in bidding to host a Grand National event must send bid package to QMA Board and all Regional Directors by December 15.

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

- 1** Each member Club of Quarter Midgets of America shall have a Novice Committee staffed by the Track Director, Club President, Technical Director, Safety Director, and Training 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 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) 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 a 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 race probationary period, a Novice may be returned to the Novice class for obvious reasons.
- 2.D(4)** There is a Novice training manual available from QMA.

### **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 racecar.

The hopes are that this experience will be a positive one for the prospective driver/s 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:

1. Charge a minimal fee( \$10-\$50 ) for each prospective driver.
2. Use a very small restrictor plate and a positive stop on the throttle, both must be used. (goal is to be under 10mph.).
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.
8. The car/s 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. If there are any questions please contact your Regional Director or a National Board member.

### **Sec. 3 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 it's 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 procedure for disciplinary actions.

### **Sec. 4 TRACK CONSTRUCTION**

- 1 All new tracks must be constructed per the specifications in Diagram 3-1. Blue prints must be submitted to the QMA Board prior to construction for approval.
- 2 Tracks existing prior to January 1, 1995 must maintain their existing specifications and have all new alterations approved by the National Board.
- 3 All tracks must have QMA approved speedbreakers. Dirt tracks may run approved huggy poles in lieu of speed breakers.
- 4 Construct speedbreakers per Diagrams 3-2. & 3-3.
- 5 Provide a minimum of five speedbreakers at each end of the track.
- 6 Install speedbreakers in-field approximately two inches inside of white/yellow line.
- 7 Highway Department speedbreakers are acceptable.
- 8 Reference lines will be painted on the track to indicate the point for determining a cars position (Judging) when a car is entering and existing the corners. The lines (4) should be placed 12' - 15' from the apex of the corner, approximately 5' long (crossing the cars path), and 3" – 6" wide.
9. It is recommended that a Handler Safe area be provided in the Hot chute by painting lines or other method
10. Each track shall permanently post the phone numbers and addresses to the nearest EMS service, Fire, and Police near the track so they will be displayed even if the buildings are not open. A map to the nearest medical facility should also be posted. Each club should give directions to the track to the nearest Fire department and EMS.

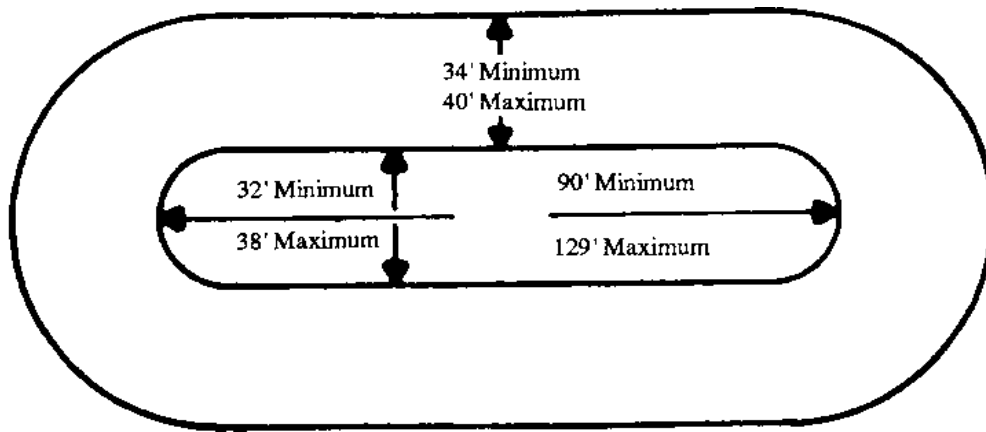


Diagram 3-1 Track Layout

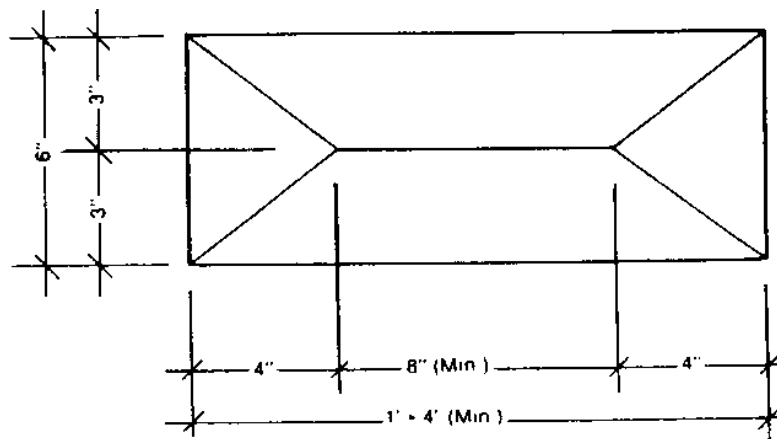
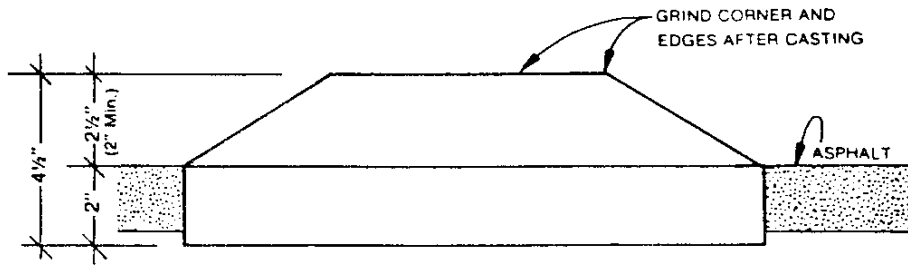
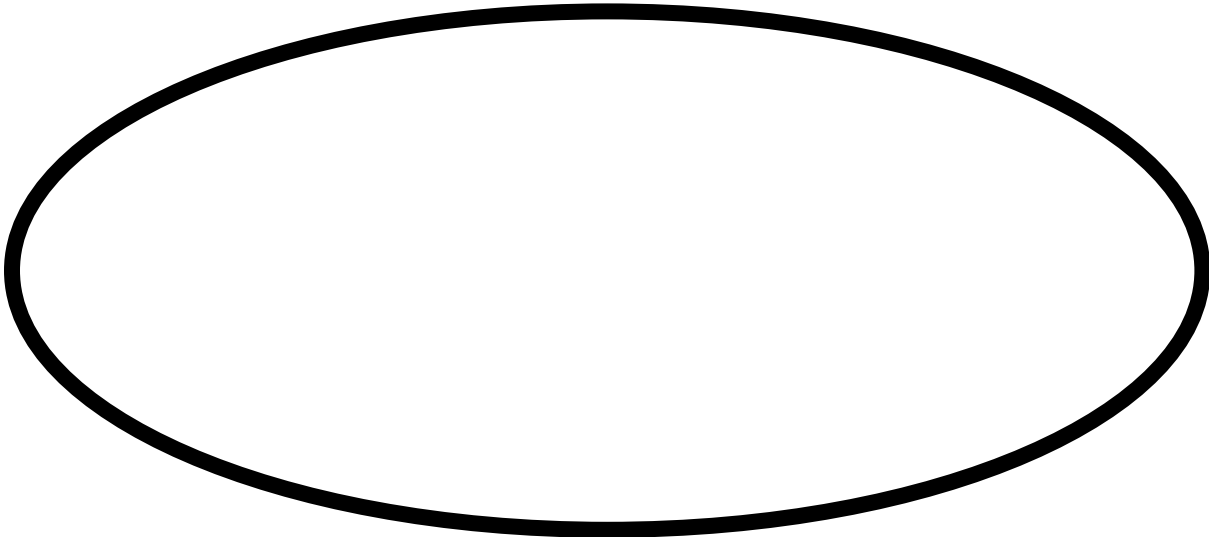


Diagram 3-2 Speedbreaker Detail



**Diagram 3-3 Speedbreaker Elevation**



Reference Lines should be aprox. 12-15 feet from the apex of the turn. It should be aprox. 5 feet long & aprox. 3-6 inches thick. This line is to help the Judges find were the drivers should be yielding. It will also help the driver know when to yield if he or she doesn't have the pass made cleanly. These Lines are mandatory as of April 1 01

**ARTICLE 4**  
**EQUIPMENT DIMENSIONS**  
**AND SPECIFICATIONS**

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

**Sec. 1            DIMENSIONS**

**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 ½" diameter

**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:                50" minimum, 56" maximum

**6            Wheel Tread**

(Measured center to center of tires.)

Quarter Midgets:            28" minimum, 34" maximum

Half Midgets:                32" 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.

### **2 Battery**

- 2.A** All wetcell 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.

### **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.

### **4 Body Section**

- 4.A** All cars must have a body which completely covers the drivers 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.C** 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.E** 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: | .048"        |
| Maximum mesh dimension:     | 1/2" spacing |
- 4.F(2)** Metal sheeting
- |                             |                      |
|-----------------------------|----------------------|
| Minimum material thickness: | .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" as measured from bottom of frame rail.
- 4.K** The side panel must extend a minimum of 6", to a maximum of 22" in height, as measured from bottom of frame rail.
- 4.L** All cars are required to have a QMA decal. Decal and location will be determined after June of 2001.

### **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).

### **6 Bumpers**

- 6.A** All cars must have front and rear bumpers.
- 6.B** All cars must have a double front tube bumper with two connecting tubes welded in place. Bumpers must not extend beyond three inches past outside main frame rail. Any design that does not meet this spec must be approved by National Tech and Safety directors. A detail drawing must be sent to Tech and Safety Directors. These bumpers must carry their letter of approval for verification at all events.

- 6.C The bumper tubes should be mounted over each other and should 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.
- 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, and must be approved by the Safety Committee.
- 7.F Bumpers will be of metal construction. Titanium and/or composite materials shall not be used.

## 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 All chains and sprockets must be placed so as not to be exposed to driver or handler while vehicle is in motion.

## 9 Drive Wheel

- 9.A Both rear wheels may be used to drive the car, however the right rear must be used.

## 10 Engine

### 10.A Novice Classes:

- 10.A(1) Continental AU7R
- 10.A(2) Continental 717
- 10.A(3) Detroit Engine DE7R
- 10.A(4) Deco Grand DE2R
- 10.A(5) Deco Grand DE7R
- 10.A(8) Briggs & Stratton Model 82352
- 10.A(9) Honda GX120K1H2
- 10.B Honda 120:
- 10.B(1) Honda GX120K1H2
- 10.D Super Stock:
- 10.D(1) Continental AU7R
- 10.D(2) Continental 717
- 10.D(3) Detroit Engine DE7R
- 10.D(4) Deco Grand DE2R
- 10.D(5) Deco Grand DE7R
- 10.D(6) Briggs & Stratton Model 82352

### 10.E Honda 160:

- 10.E(1) Honda GX160K1H2

### 10.F Modified, B, AA:

- 10.F(1) Continental AU7R
- 10.F(2) Continental 717
- 10.F(3) Detroit Engine DE7R
- 10.F(4) Deco Grand DE2R
- 10.F(5) Deco Grand DE7R

### 10.G Half Midget: HALF MIDGETS MUST COMPLY WITH THE FOLLOWING SPECS.

- 10.G(1) 4 Cycle
- 10.G(2) 253 CC maximum displacement
- 10.G(3) No blowers or fuel injection
- 10.G(4) Single Crankshaft

### 10.H All classes:

- 10.H(1) No fuel injection
- 10.H(2) No blowers

- 10.H(3)** No freewheeling type flywheels. Definition of freewheeling type flywheel: they are the type whose fins continue to rotate after the engine has been shut down.
- 10.H(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.H(5)** Any special or new engines for Quarter Midgets must be approved by the Technical Committee.

## **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** Carburetors are to be completely within the engine housing covered in such a way not to protrude.
- 11.C** 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.

## **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.
- 12.D** Forward exhaust pipe (including muffler(s)) shall not extend outside of the nerf bar.
- 12.E** All Quarter Midgets are required to have at least one 4 to 8 hp Briggs type muffler.
- 12.F** Honda 120 & Honda 160 classes must utilize a tailpipe and muffler conforming to specifications published in the appropriate tech manuals.
- 12.G** Exhaust system clamps should be positioned such that the screw adjustments and/or excess clamp materials face inboard whenever possible.

## **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: .048"
- 13.C(2)** Steel: Minimum thickness: .025"
- 13.D** No open holes in firewall

## **14 Frame**

- 14.A** Any new cars built after March 1 2000 The frame must be manufactured from SAE 4130.

## **15 Fuel**

- 15.A** **Honda 120, Super Stock, Honda 160, Mod & B:** Gasoline, automotive type only; no white or aviation, no additives.
- 15.B** **AA & Half:** Straight methanol or gasoline, no additives.

## **16 Fuel Lines**

- 16.A** All fuel lines must have automotive fittings or positive clamps.
- 16.B** All fuel lines must be made from flexible hose & should be rated for the appropriate fuel (Gasoline/Methanol).
- 16.C** No cool cans or other device for cooling fuel in any class.

## **17 Fuel Tanks**

- 17.A** All fuel tanks must be vented below the belly pan. (Tank lid hole must be plugged)
- 17.B** No pressurized tanks.
- 17.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 two.
- 17.D** Plastic fuel tanks will not be allowed.



**18 Fuel Pumps**

**18.A Novice, Super Stock, Honda 120, Honda 160:**

No fuel pumps of any type allowed.

**18.B Modified, B, AA, and Half Midgets:**

Vacuum type fuel pump, which will automatically deactivate if engine stops, (vacuum operated only),  
Maximum allowable pressure: 3 PSI

**19 Nerf Bars**

**19.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.

**19.B** The nerf bars must extend outward to a minimum of center of the rear tires, but must not extend beyond the outside edge of the rear tires.

**19.C** Nerf bars will be of steel construction. Titanium and/or composite materials shall not be used.

**20 Radius Rods**

**20.A** Radius rods, steering rods, and track locating rods will be constructed of aluminum. Titanium and/or composite materials shall not be used.

**20.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".

**20.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.

**20.D** The definition of an axle radiusing 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).

**20.E** An axle radiusing device made of steel shall be no longer than 17" from the center of the axle to the center of the car attaching point, maximum.

**20.F** There is no length limit on an aluminum radiusing device.

**21 Roll Cage**

**21.A** All front and vertical bars must extend outward from the cockpit far enough to completely enclose the drivers shoulders and head when the driver is sitting straight up.

**21.B** No wings or other aerodynamic features are permitted on the roll cage.

**21.C** There shall be no less than one-inch clearance between the top of the drivers' helmet and the bottom of the top cage bars with the driver sitting straight up, three inches is suggested.

**21.D** All roll cages manufactured after April 1, 1984 must use a steel tubing minimum wall thickness (SAE 4130 steel - .058") (mechanical seamless tubing - .080").

**21.E** All cars must be equipped with roll cages of radius design, no square corners, 3/4" minimum O.D.

**21.F** 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 .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.

**21.F(1)** Support bars shall be constructed from a minimum of 5/8" O.D. tubing, and have a minimum wall thickness of .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.

**21.F(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 .058" stainless steel are legal for continued use.

**21.G** Sidebars are optional. If installed, the sidebars must be made of same material and O.D. as the roll cage and securely fastened to the cage. Sidebars must not extend outside the rear wheel.

**21.H** 1/8" gas hole must be placed in all non-removable roll cages for use when measuring wall thickness. Removable cages may have the hole for convenience when measuring the wall thickness.

**21.I** All roll cages are to be inspected and approved by the Technical and Safety Committees.

**21.J** All removable roll cage mounts will conform to all appropriate specifications as follows.

- 21.J(1) Front mounting sockets must be at least two inches long, and be either welded to the car frame structure or bolted to the structure using a minimum grade 5, 5/16" dia. bolt. Front uprights of the cage must extend to the bottom of the sockets when installed.
- 21.J(2) Rear mounting sockets must be long enough to permit a minimum four-inch insertion of rear uprights of cage. Sockets are to be either welded to the car frame structure or bolted to the structure using a minimum grade 5, 5/16" dia. bolt. Rear uprights of the roll cage, when installed, must extend at least four inches into the rear mounting sockets.
- 21.J(3) The front and rear points of insertion are to be pinned with a minimum 1/8" cotter key or an equivalent bolt size.

## **22 Safety Belts**

- 22.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.
- 22.B Drivers will be required to use them at all times.
- 22.C The safety belt should be located so that the pressure is across the drivers' hips.
- 22.D Metal to metal fittings at the quick release are preferred.
- 22.E A dual shoulder harness (four point safety belt) or strap is mandatory, and must have a quick release fastener approved by the Safety Committee.
- 22.F The shoulder harness/straps shall be worn securely across the right and left shoulders.
- 22.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 Shoulder Bar**

- 23.A A left side shoulder bar will be mandatory on all cars, and must meet the following specifications:
- 23.A(1) SAE 4130 Minimum diameter: 5/8" O.D.  
Minimum wall thickness: .049"
- 23.A(2) Stainless: Minimum diameter: 5/8" O.D.  
Minimum wall thickness: 16 gauge - .065"
- 23.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 bolt. No clevis, rod ends, cotter keys, or hose clamps may be used.
- 23.C The shoulder bar must be securely fastened within the following area: nerf end: - between the leftmost point of the nerf bar and a point four inches inboard of the leftmost point. Cage end: the shoulder bar must extend at least as high as the top of the tail cone.

## **24 Steering**

- 24.A No cables are allowed for steering systems.
- 24.B The steering system must be designed so the drivers' legs cannot impair right or left steering.
- 24.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.

## **25 Steering Wheel**

- 25.A All steering wheel hubs must be padded.
- 25.B Steering wheel pad will be a minimum of one-inch thickness, and two-inch minimum outside diameter.
- 25.C Steering wheel shall not be constructed of titanium and/or composite materials.

## **26 Shock Absorbers**

- 26.A Any type shock absorbers are permitted.

## **27 Switch**

- 27.A A functional on/off ignition kill switch is required.
- 27.B The kill switch is to be located so that it will be operated from inside the drivers' compartment.

- 27.C It is mandatory that the switch be located in the upper left portion of the drivers' compartment or on the steering wheel.
- 27.D The driver's knee should not be able to contact the switch or it's mounting bracket.
- 27.E Attention should be paid to installation so that sharp edges and pinch points do not exist.
- 27.F The switch should be installed so that when the handle is down or to the rear the ignition is off.
- 27.G No more than one ignition kill switch is allowed. Exception: cars running in the novice class may have an additional switch mounted on the upper rear of the roll cage to allow easy access for trainers, cornermen, or handlers. The extra switch must be removed upon graduation from Novice class.
  
- 28 **Weights**
- 28.A No loose weights.
- 28.B No weights are to be fastened to the nerf bars, roll cages or front or rear bumpers.
- 28.C Weights are to be bolted or welded within the cockpit area between the main frame rails. Weight also may be bolted to the belly pan within the cockpit area, if securely fastened and the belly pan is securely fastened to the frame.
- 28.D All lead weights must be covered.
  
- 29 **Windshield**
- 29.A No windshields on cars.
  
- 30 **Measuring, Sensing, and Sending Devices**
- 30A All data acquisition and measuring devices shall be mounted securely within the roll cage or down tubes.

### 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 and so on.

#### **1 Arm Restraints**

- 1.A Arm restraints are mandatory for all drivers (when driving a quarter midget racecar), and will be used in conjunction with the seatbelt's 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 Leather or equivalently thick materials are required.
  - 3.B Gloves must completely cover the hands and fingers.
- Note:** It is recommended that gloves be of fire-retardant or fireproof material with an SFI rating.  
**NOTE:** Two layer Nomex or equivalent gloves mandatory effective January 1,2003

#### **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 Snell rating (testing standard) of "K" (1998 or newer), "M" (1985 or newer) or "SA" (2000 or newer).
- 4.C Helmet shall be in good condition (no exterior cracks, evidence of impact or deteriorating interior lining/shock absorbing material).
- 4.D Helmet shall inspected by track safety at the start of the racing season (as a minimum).
- 4.E All hair will be under the helmet or inside jacket/driver's suit when driving a quarter midget.

- 4.F** Effective April 1, 2002, any new helmet purchased for use in QMA will meet the requirements of Snell SA Standards and be Snell 90 or newer. Effective January 1, 2004 all helmets used in QMA are required to meet Snell SA rating and be Snell 90 or newer.
- 4.G** It is strongly recommended that drivers of "AA" and Half Midgets use Nomex hoods (Head Socks).

## **5 Jackets**

- 5.A** All upper-body clothing must be securely fastened.
- 5.B** Jacket must provide full coverage from neck to waist and extend completely to the gloves.
- 5.C** Jacket portion of driver attire must meet one or more of the following:
- 5.C(1)** Leather jacket
- 5.C(2)** Lined heavyweight ( $\geq 6$  ounce), imitation leather jackets. The inner layer may be of any material; however a six-ounce layer is recommended (the two layers must be sewn, glued or otherwise attached to each other)
- 5.C(3)** Single layer Nylon jacket of minimum 1000 denier and 11.30 ounce material
- 5.C(4)** Single layer canvas "tent-type" material of  $\geq 11$  ounce material (or equivalent)
- 5.C(5)** Double layer jacket or suit (upper-body portion of two-layer suit - waist to neck), outer layer must be a minimum of six-ounce material. The inner layer may be of any material; however, a six-ounce layer is recommended). The two layers must be sewn, glued or otherwise attached to each other.
- 5.D** It is strongly recommended that driver suits will have a SFI 3.25A-5 rating or better.

## **6 Neck Brace**

- 6.A** A neck brace is mandatory and must be approved by the Safety Director.
- 6.B** Safety Director recommends that neck brace carry a SFI 3.2A-5 rating or higher.  
NOTE: Neck collar made of Nomex or equivalent is mandatory January 1, 2003.

## **7 Pant Legs**

- 7.A** Pants must be waist-to-ankle length, (no shorts or capris), any material (except nylon), and not allow exposed skin.
- 7.B** Safety Director recommends that pants carry a SFI 3.2A-5 or higher rating.

## **8 Shoes**

- 8.A** Shoes are required that completely cover the feet for all drivers, handlers, alternate handlers and flaggers. Socks will be mandatory, no bare skin between the shoe and the bottom of the pant leg.

## 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 Specific ages and weights for classes are found in Table 5-1.
- 1.C A driver shall not be allowed to run more than three Quarter Midget classes per racing meet and one half class
- 1.D No mixing of classes at Regional, 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 this race meet. A car may be entered and run as an "A" and as a "1/2".
- 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 "A" and a "1/2" it must meet the wheelbase and wheel tread width of the respective classes.
- 1.F Senior Honda, 160 Honda, Senior Super Stock and all Mod, "B" and "AA" classes will have a maximum of 10 cars per event, Main, Semi or Consolation. With eleven cars permitted at local events, but never twelve.
- 1.G Jr. Honda and Jr. Super Stock classes will have maximum of eight cars per event, Main, Semi or Consolation. With nine permitted at local events, but never ten.
- 1.H All drivers must be at least eight years old to run "B" Modified or "AA" Modified and 160 Honda. If the driver has not run in a lower class or combination of lower classes for at least one season, the unanimous approval of a committee of Club Officials must be obtained before competing in these classes.

##### 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 race meet. 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 or Heavy 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 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 has the option of moving up to and racing in the Senior division at all local, Regional 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 Racing Director.

##### 2 Division Jumping

- 2.A A driver who qualifies in a junior division of a class at a qualifying race meet 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 race meet only.
- 2.B Heavy Stock Division: If a driver has qualified at a Regional as a Junior or Senior Stock and becomes 100 pounds or more before the States or National Championship, he may choose to run as a Heavy Stock. Also

if a driver has qualified at a Regional as a heavy Stock and weighs less than 100 pounds before the States or National Championship, he may run as a Junior or Senior Stock.

- 2.C** Light and Heavyweight: Among those classes divided by weight only, there may not 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 only.

**Table 5-1 QMA Required Ages and Weights by Class/Division.**

CLASS	DIVISION	DRIVER AGE	DRIVER WEIGHT (Min)	COMBINED WEIGHT (Min)	CAR WEIGHT (Min)
Novice	Junior	5-8	N/A	235 lbs.	160 lbs.
Novice	Senior	9-15	N/A	260 lbs.	160 lbs.
Honda	Junior	5-8	N/A	250 lbs.	160 lbs.
Honda	Senior	9-15	N/A	285 lbs.	160 lbs.
Honda	Heavy	5-15	100 lbs.	325 lbs.	160 lbs.
Super Stock	Junior	5-8	N/A	235 lbs.	160 lbs.
Super Stock	Senior	9-15	N/A	260 lbs.	160 lbs.
Super Stock	Heavy	5-15	100 lbs.	300 lbs.	160 lbs.
Mod	Light	5-15	N/A	260 lbs.	160 lbs.
Mod	Heavy	5-15	100 lbs.	300 lbs.	160 lbs.
Honda 160	Light	8-15	N/A	260 lbs.	160 lbs.
Honda 160	Heavy	8-15	100 lbs.	325 lbs.	160 lbs.
B	Light	8-15	N/A	260 lbs.	160 lbs.
B	Heavy	8-15	100 lbs.	325 lbs.	160 lbs.
AA	Light	8-15	N/A	260 lbs.	160 lbs.
AA	Heavy	8-15	100 lbs.	325 lbs.	160 lbs.
Half	Junior	12-17	N/A	350 lbs.	170 lbs.

**\*NOTE:** Twelve and thirteen-year olds must have approval of Club novice committee for ½ class.

**Table 5-2 - Lap Counts by Class/Division.**

CLASS	DIVISION	MAIN	SEMI	CONSI
Novice	Junior	25	20	15
Novice	Senior	25	20	15
Honda	Junior	30	25	20
Honda	Senior	40	35	30
Honda	Heavy	40	35	30
Super Stock	Junior	30	25	20
Super Stock	Senior	40	35	30
Super Stock	Heavy	40	35	30
Modified	Light	40	35	30
Modified	Heavy	40	35	30
Honda 160	Light	40	35	30
Honda 160	Heavy	40	35	30
B	Light	40	35	30
B	Heavy	40	35	30
AA	Light	40	35	30
AA	Heavy	40	35	30
Half	Junior	40	35	30

**NOTE:** Recommended number of laps for local events may be adjusted if deemed necessary by the Race Director.

## ARTICLE 6

### HONDA PROGRAM

**NOTE:** The old Honda 160 will be phased out by 2004 and swapping parts between the old 160 and the new 160 will result in a 6 month suspension and the complete engine would be confiscated.

#### **Sec.1 HONDA CLAIMER RULE - For GX120 and GX160 QMA Type Engines**

1. Claims will be from within the same division of class only ( Jr.,Sr.,Lt. 160, Hvy. 160).  
Novice classes are exempt from claiming rule.
2. Engine may be claimed for \$450.00 cash or certified funds.
3. Only competitors participating in the same division may make a claim on an engine.
4. This claim must be submitted to the Race Director (or his/her designate ) before the end of the race the claimed engine is in.
5. The Race Director (or his designate ) will hold the claim money until the claimed engine has been inspected for legality.
6. The claimed engine will be tagged as soon as car comes across the scale.
7. The claimed engine will be immediately taken to the Tech Director for inspection or sealing.  
Inspection of claimed motor **CANNOT** be waived.
8. Both claimer and claimer have the option to be present at the time of inspection.
9. Any claim that is withdrawn will be assessed a \$50 fee that will go to the local club.
10. Multiple claims on one engine will be decided in a lottery system. Owner, Handler or family member cannot claim his or her own engine.
11. Claimed party will retain exhaust system and throttle linkage.
12. If the claimed engine is found to be legal the Race Director (or his designate) will deliver the engine to the person making the claim and shall deliver the money to the person who's engine was claimed.
13. If the claimed engine is found to be illegal, the motor must be completely torn down to check for the illegalities. The Tech Director and or Race Director shall confiscate the illegal parts and related parts from the claimed engine and shall forward them to the National Tech Director. The claim money will be returned to the person filing the claim.

Refusal of claim shall be interpreted as an admission that the engine is illegal and will subject the driver/handler to the conditions set forth under Sec.2 of this article ( Honda Suspension)

#### **HONDA SUSPENSIONS**

- 1** Handlers and drivers guilty of having a Honda engine declared illegal at technical inspection shall be disciplined as follows:
  - 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 Honda class.
  - 1.C** Third Offense within two years of last infraction – suspended for life from QMA.
- 2** Suspension will begin immediately, at which point the illegal part/s will be sent within five days to the Region Tech Director or designee for review upon receipt of part/s. The Tech director has 48 hours to determine if the part/s are legal or illegal. If the part/s are determined to be legal it will be returned to handler. Handler will be notified if part/s are legal or illegal. All illegal part/s will be sent to National Tech Director. All legal parts will be returned to handler.
- 3** Suspension for life is open to review by the QMA National Board.
- 4** For the purposes of this rule only, if a handler has multiple cars competing in the Honda class (GX120 or GX160) 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** Refusal of tech shall be interpreted as an admission that the engine is illegal and a suspension from the Honda class will be immediate with all awards, qualifications being revoked.

- 6 Confiscation of part or parts - only the illegal part and all related parts and not the whole motor will be confiscated. A full motor tear down is required if an illegal part is found.

7 **Novice Honda:**

The novice program and its implementation fall under the Regional Directors. Therefore illegal Honda engine parts will be confiscated but the suspension will not be levied against handlers or drivers for the first offense only.



## **ARTICLE 7**

### **NOVICE RULES AND PROCEDURES**

#### **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.
- 2** Each Novice handler, upon joining an association shall present the drivers birth certificate to the Secretary of the Association and the “official age” of the driver shall be entered in the permanent records of the association. 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 on organized Quarter Midget racing, Novice handlers should read Article 3, Sec 2 of this rulebook, entitled “Novice Program Committee”.
- 4** The Regional Directors will issue a Novice Driver’s Card good for a period of three months, only for drivers six years old or older.
- 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 written request of the handler has been accepted and signed by three of five members of the Novice Committee, and approved by the Regional Director.
- 4.C(1)** Extensions will be for no more than two months at a time, if needed.
- 5** A driver may be moved to the Super Stock/Honda 120 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 logbook at the timing stand, such as qualifying time, main or semi event, 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** All Novice Drivers must have their Novice Card and logbook when signing in for any race.
- 7.A** 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 Super Stock/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 stock engine only. Deco, Honda, Briggs.
- 3 The Novice program and its implementation fall under the Regional Director's authority. Therefore, illegal Honda engine parts will be confiscated but the suspension will not be levied against handlers or drivers for the first offense only.
- 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 Super-Stock/Honda 120 spec 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 class.
- 5 For safety reasons, no more than eight cars may be entered in any Novice event.
- 6 One Safety Man shall be present on each corner for every Novice event.
- 7 During the Novice race, if a driver makes an infraction of a racing rule and the judges call it, the race will be stopped. The driver will be put to the back of the restart lineup, not given a black flag. An explanation will be given to the driver of what he did wrong and why it should not be done.
- 7.A If the same driver makes a second infraction, he is out of the race.
- 8 On the first day of Novice competition, the driver shall be entered in all events 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 as always would result in immediate disqualification. The second time violation for disqualification relates only to driving offenses, such as chopping, charging, racing room and flagrant (obvious) violations.

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

- 1 A Novice driver may run the Grands exhibition events for one year only (i.e., East, West, and Dirt).
- 2 Novice qualified at a qualifier (Regional) race and then graduated to Super Stock/Honda 120 prior to States race is qualified in the Super Stock/Honda 120 Class at the States race. The same rule applies during the period between States race and National Championship. Novice participants falling within this ruling are qualified to run Super Stock/Honda 120 Classes.
- 3 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 rulebook.
- 3.A EXCEPTION: If a new Novice family joins the Club after the last Regional or States race, the driver(s) will be allowed to participate at the State or National Exhibition. A Novice Driver may not race as a Novice at the National Exhibition level for more than one season.
- 4 Novices at the Grands:
  - 4.A Exhibition events only
  - 4.B One practice session
  - 4.C No qualifying
  - 4.D Line up drawn by number
  - 4.E All participants to receive equal awards, preferably trophies.
  - 4.F Practice and racing on same day (to be designated on each Grands schedule).
  - 4.G Registration fee for Novices at Grands is \$10.00 (no late sign-ins).

**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 classes in order to avoid “professional” Novice drivers.
- 2**        A Novice driver must participate in at least three race programs before graduation to a competitive (Stock/Honda) 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 Classes.
- 4**        At graduation 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 and a regular Driver’s Card will be issued by the Regional Director.
- 4.B**     The validated Novice Card will be accepted in Stock, Honda and Modified Stock classes until a new card is issued by the Club Official to the driver/handler.
- 5**        On the first day of competition in the Super Stock/Honda 120 class, the new driver shall be entered in all events 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 race programs and will not be allowed to compete in the Modified Class until he has participated in three Super Stock/Honda 120 events to acquire the necessary experience involved in handling a car in the Modified class.
- 7**        Once a Novice is graduated to Super Stock/Honda 120 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 if Club Novice Committee feels it necessary.

## ARTICLE 8

### RACING RULES AND PROCEDURES

#### Sec. 1 GENERAL

##### 1 Age Requirements

- 1.A** All persons that enter the track or hot chute areas must be a minimum of sixteen years of age. I.e., handlers, flagmen, cornermen, etc.
- 1.B** Drivers who turn 16 before the last Grands can finish the current calendar year (Dec 31). If the driver turns 16 after the last day of the last Grands they can run the following Grands and through Dec. 31 of the next year.
- 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.

##### 2 Regional, States and Grands

- 2.A** At all QMA races, 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 meet.
- 2.B** All QMA race meets 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 races.
- 2.D(1)** In addition to current scoring procedures, allow Clubs that choose to use electronic scoring to mandate its use. Electronic scoring, if used, will be in addition to all normal scoring procedures.
- 2.E** It will be the responsibility of the Host Club holding a National or other Qualifying event approved by QMA to furnish fuel and gasoline; 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.F** Permanent speed breakers will be installed at tracks holding QMA races. They are to be installed as instructed in this rulebook. No car will be disqualified for hitting breakers.
- 2.G** Fuel and gasoline will be furnished. When a car requires fuel, tank must be emptied and fuel line disconnected from the carburetor. After fueling, tank will be sealed. This seal will not be tampered with or broken. When more fuel is needed, Officials will break the seal, fill the tank and reseal. Drivers shall not be in car during fueling.
- 2.H** **QUALIFYING FEE:**  
Below is listed the maximum pit fee to be charged at all Regional events, States qualifying Championships and the National Championship. Also listed is the amount to be sent to QMA per sign in (each entry).

**Table 1 - Qualifying Race Fee Structures**

	Maximum pit fee to be charged	Amount to be retained by Hosting Club	Amount to be sent to QMA*
Regional Meet	\$28.00	\$24.00	\$4.00
States Champion	\$35.00	\$29.00	\$6.00
National	\$40.00	\$25.00	\$15.00

**\* Please note that copies of all paperwork, and fees must be mailed to QMA within five days of the qualifying event.** Grands host clubs may charge up to \$10 per entry for late registration.

- 2.I** Qualifying waivers may be requested from the National Office and will be granted for any reason upon payment to QMA by individual in form of certified check or money order.

The following are the qualifying waiver fees:

- 2.I(1)** To race the Grands – 150 US dollars per class per driver (\$100 will go to the drivers region States race host, \$50 to QMA).

## **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 race must present their valid QMA membership card at the time of signing in.
- 1.C** Racing numbers will be furnished. All cars must have their numbers plainly visible.
- 1.D** Cars may qualify and practice without tail cones; however, they must have tail cones in place for racing.
- 1.E** Cars leaving track must do so with caution. Driving through the pits is prohibited.
- 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 meet.
- 1.H** No radios and/or radio communication with the driver is allowed during a race or event practice.
- 1.I** All winners' cars 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.)
- 1.J** No change or adjustments to chassis or engine settings may be made to any Quarter or Half Midget racecar 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.
- EXCEPTIONS:**
- 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 chassis or engine settings to any Quarter or Half Midget racecar 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 can not be installed if it is within reach of the driver.)
- 1.K** After initial warm-up period has elapsed, all cars on the track and past designated line will be lined up according to original starting position. All others will start at the back of the pack – in the order they enter the racetrack. Except "AA" and Half class, which are re-fueled after initial warm up.
- 1.L** For restarts, cars not on the track and not rolling past the designated line when the green falls can not go on the track, unless there is a yellow flag before a complete lap is scored, at which time they are allowed to re-enter the race. Either way the car is required to go to the back of pack in the order they enter the track.
- 1.M** Refueling for "AA" and Half will be after the completion of warm up time. Drivers out of cars for fueling.
- 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 a track official.
- 1.O** No more than two handlers per car in the hot chute during race and not more than four handlers may work on any one car in the hot chute.
- 1.P** Four Cornermen (Safety Men) are necessary for each race. Cornermen will be stationed around outer circumference of track, not in infield.
- 1.Q** All clubs are required to have at least five canisters of Fuel Buster or equivalent available for fire fighting any time cars are on the track.

- 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.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.

## **2 PROTESTS**

- 2.A** Judging calls may not be protested.
- 2.B** All protests must be made in writing within one hour of the completion of that race, to the Race Director or delegate only. You must be signed-in in that class to be able to protest.
- 2.C (1)** Anyone protesting to an official other than the Race Director or delegate will be suspended from participation.
- 2.D (2)** The protest must reference the racing rule or scoring procedure that was not followed by the race officials.

## **Sec. 3 General Racing Procedures**

### **1 Flagging**

- 1.A** Flag person's position to be located on flag stand on the outside of the track.
- 1.B** A halfway signal of flag should not be used.
- 1.C** A move-over or lapping flag should not be used.
- 1.D** Auxiliary Flag Persons or safety people in the corners with caution flags are forbidden.
- 1.E** 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.F** The yellow flag is to be displayed any time a car goes DOT (dead on track) and the area of the track where the DOT has occurred should be pointed out to the other drivers. The yellow is to remain displayed until all handlers and safety workers have cleared the racing surface.
- 1.G** A yellow light may be placed in turn three and must be controlled by the flag person. This is at the clubs discretion and is not mandatory.
- 1.H** 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 removed from the racing surface or work 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 determine if work or repair to the track or 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 a stop after one more lap.

### **2 Practice/Warm-up**

- 2.A** It is recommended that a Flag Person remain in the flag stand during all event practice sessions and races.
- 2.B** The yellow flag is to be displayed anytime a car goes DOT, and the area of the track where the DOT has occurred should be pointed out to the other drivers. The yellow is to remain displayed until all handlers and safety workers have cleared the racing surface.
- 2.C** Any car not remaining above the safety entrance line should be black flagged so that the Pit Steward 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.D** 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 Flag Person shall indicate to the driver a maximum of ten lap warm up has begun 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)

**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.B** If a driver has completed their qualifying times and has not left the track, the black flag can be waved.

**4 Racing**

- 4.A** Pylons will not be used at any time during racing.

- 4.B** After the warm up time has expired, the yellow flag should be displayed for at least one lap before the line up signal is given. The original line up signal should be a rolled yellow and a rolled green, (one in each hand) displayed in a drumming motion.

- 4.C** If during the line up process any cars fail to keep a proper pace or continually jump-starts the green, the Flag Person 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 line up. 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 Regional, States and Grands, based on drivers finish in previous lower mains, i.e. D mains to C mains.

- 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) go DOT or the track is under an unsafe condition (debris, fluids, etc.) NO LAP, INCLUDING THE WHITE FLAG LAP IS EXEMPT FROM A YELLOW FLAG. If an accident occurs before the checker has been thrown, a yellow flag should be thrown and the unsafe area or where the DOT(s) are to be pointed to.

- 4.G** Following a yellow flag and after the restart line up has been determined; a single file restart signal should be displayed. (This can be done by holding a rolled yellow and/or green held in one hand straight above or in front of the flag person's head.)

- 4.H** A red flag should be displayed whenever a car(s) have turned over, hit a wall or another car(s) with excessive force so as to allow the handler to verify that the driver(s) have 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. It is helpful to have an assistant flag person to be available to hand the flag person a next needed flag or to display the numbered black flags.

- 4.K** The checkered flag indicates the finish of the race. If an accident occurs after the checkered flag has been to the leader a yellow should be displayed along with the checkered, however, the race is officially complete. 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 Flag Person 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 flagperson'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 red if necessary. The cars will be unhooked and unless a call is made, all cars will go to the tail and be charged with a DOT.

- 4.N** If a car goes dead on the track or in the infield under green, a yellow flag will be thrown, car will be charged with DOT and started at back – unless a Judges call is made.

**4.O Starts:**

- 4.O (1)** The starter 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)** Excluding States and Grands, lineups are at the option of the Regional Director.

- 4.O(3)** All starts will be rolling starts. Pole car front row has the dress and will determine the pace of each event. Starter has the option to put any car or cars to the rear if they will not keep proper pace.

- 4.O(4)** 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.

**4.P(2)** If a car goes Dead on the track under green, unless a call is involved, it will be started at the back of the pack. Cars going dead on the track under yellow flag conditions will retain their position unless a call is made.

**4.Q Caution Laps and Emergency Stops**

**4.Q(1)** There will be no passing under the yellow flag. Cars may close gap to approximately one car length.

**4.Q(2)** No lap will be counted while running under yellow flag. All caution lap and emergency stop restarts will revert to the last complete/recorded lap for restart position. The re-lineup position must be verified by scorekeepers.

**4.Q(3)** In "AA" and Half Midget classes only, after a combination of 70 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 immediately.

**4.R Dead on Track**

**4.R(1)** Any car or cars going dead on the track more than twice, for any reason (while under green flag racing conditions) will be disqualified.

**4.S Disqualification's**

**4.S(1)** If a car is disqualified during a race, and does not immediately leave the track when shown the black flag, the Flag Person 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.

**4.S(2)** Only the official Flag Person may use the black flag. Flags numbered 0 to 9 (and X) shall be used by the Flag Person at all qualifying events.

**Sec. 4 QUALIFIERS**

**1 General**

**1.A** The Regional Director has the responsibility and authority to supervise two types of meets:

**1.A(1)** REGIONAL RACE MEET – Each Region must hold at least one Regional Qualifying race during a race season.

**1.A(2)** STATES CHAMPIONSHIP QUALIFYING RACE MEET – Each Region must have only one States race meet each race season.

**1B** The following requirements shall be used by the Regional Directors at the time they approve any QMA qualifying event: Regional director shall confirm that the conditions set forth under insurance are met.

**1C** All qualifying race meets are sanctioned under the name Quarter Midgets of America.

**2 States Championship Qualifier**

**2.A** All States Races will be held at least two weeks before the first Grands. Each region will determine the date for their States Race. The date and location shall be advertised at least 30 days prior to the race to all regional members and in the Quarter Reporter.

**2.B** States Championship host is to be determined at Regional level – not at the National level. Location and mailing address for each States race 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 it's own States Championship Meet.

**2.D** All States races are to be supervised by the Regional Director or someone selected as an alternate by the member Clubs. This alternate is to chosen by the member Clubs and not the Club holding the race.

**2.E** To qualify, a driver must appear, pay pit fee, attempt to qualify, and race at the States Championship meet in order to be eligible to participate at the Nationals.

**2.F** A driver must attempt to qualify and race at any States Championship Meet in no more than three Quarter Midget classes and one Half Midget class in which he/she wishes to participate at the Nationals.



- 2.G** Grand National Timing format mandatory at States race.
- 2.H** A car and/or driver found illegal at a States Championship qualifying event shall forfeit awards for the meet, but is qualified to participate and compete at the National Championship. Refusal of technical inspection at a States race will result in loss of qualification to attend Grand Nationals. Additional rules apply to Honda Class.
- 2.I** **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 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”.
- 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 1,2,3,4,5,6, and 13. The Western Nationals will be in Regions 7, 8, 9, 10, 11 and 12. The Dirt Nationals will alternate between Regions 2 & 5.
- 3.B** The last full week of June and the last full week of July are to be the two weeks for the Eastern and Western Nationals. The scheduled weeks the Eastern and Western Nationals are to be alternated each year. There will be at least one full week between the Eastern, Western and Dirt Grands.
- 3.C** The Dirt Nationals will be the first full week of August.
- 3.D** Dates and locations of Grand National events will be published in Appendix E of this manual.
- 3.E** Eastern/Western/Dirt Grands format will be as follows:  
Sunday – Monday – Controlled Practice  
Tuesday – Timing  
Wednesday – Friday – Feature races  
Saturday – A Mains  
Sunday – Rain Date
- 3.F** Disciplinary Occurrences at any Grand National event will be brought for a hearing before the Regional Directors in attendance and to the QMA Board of Directors at the National meet 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.G** All tracks that are hosting the Grands are required to be closed (No cars on track) for eight days before the Grands.
- 4. NATIONAL WORK RULE**
- 4.(1)** The work rule will be mandatory for all Grand National races.
- 4.(2)** A designated area will be marked off. This designated area will depend on the Club hosting the event, because tracks do vary in respect to track layouts. This must be approved by the QMA Safety Director.
- 4.(3)** Any car going to the designated area will automatically be put to the back of the pack.
- 4.(4)** If you go to the work area under green flag, you are finished. You may not re-enter the race.
- 4.(5)** Under a yellow or red flag condition, a car (or cars) may go into the designated area for repairs using any piece of equipment for repairs, but may not add fuel or gasoline (except by track Officials to “AA” and Half cars during refueling stops).
- 4.(6)** If more than one car is in the work area, positions will be determined by the order of cars returning to the track.
- 4.(7)** When the starter waves the green flag to start/restart the race, no car is allowed to enter the track, unless already under power and past the designated point. If there is a yellow before a lap is scored the car may enter the track to re-join the race.
- 4.(8)** The starter shall not hold up the race for the car(s) in the work area.

- 4.(9) Should the car(s) be held back by the pit steward, and for some reason no green flag has been shown, at the discretion of the Pit Steward, the car(s) may be allowed to return to the track.
- 4.(10) A maximum of two handlers per car will be allowed in the hot chute. If a handler requires more than the two for major repairs, then any two other handlers already designated in the hot chute for other cars may assist. No additional handlers will be allowed to enter the hot chute for major repairs.
- 4.(11) 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, Grands, Format (optional for Regional)**

- 5.A Practice and timing will be done in the order of sign-in numbers, (first to sign last to qualify) no changes allowed, if car is not in position or unable to time in the proper order the car will be awarded a "no time".
- 5.B Timing is back to back only.
- 5.C The Handler is not allowed on track, he may stand next to the official with communications with the tower and/or Flag Person and change the number of warm up laps wanted. Maximum of ten.
- 5.D Car handlers are not to signal driver under green flag. This is a disqualification offense.
- 5.E Handler will be allowed on track to turn gas on or restart car that has spun. No working on car.
- 5.F If car spins/goes DOT during warm up laps handler may enter track to restart, but number of warm up laps will continue from lap car spun out.
- 5.G If car leaves track, blows engine or breaks after one time on the clock, he is finished, that car will only have one time. Also if car leaves the track for a blown engine or breaks before any time is taken, this car will be awarded a "No Time". If 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, the driver that signed in for the event first will be considered faster for position or record. Only the faster lap time is used.
- 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 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".
- 5.K 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 light weight division at the next higher qualifying event.)
- 5.L No more than one driver may qualify in any one car in the same division during a given race meet. (Example: Only one Lightweight and another driver – a Heavyweight – may qualify the same car in the "B" class.)
- 5.M Timing will continue until all classes/divisions are completed.
- 5.N In the event of a stoppage during timing of a division due to weather, curfew or other emergency and can not be resumed on the same day, the entire division must be re-timed when timing resumes.
- 5.O Qualifying completed: All cars will be weighed. Any car/driver not meeting weight requirements will forfeit qualifying times. All engines are sealed into 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 reason for disqualification.
- 5.P **All cars and engines must stay on the grounds the remainder of the event.**
- 5.Q **ADDITIONAL OPTION FOR REGIONAL QUALIFIERS ONLY:** 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, choice of back to back or split.

## **Sec. 5 Judging**

- 1** The following judging procedures shall be utilized at all QMA sanctioned race meets, and are recommended as a guide for use at all Quarter Midget racing events.
- 2** A judge is defined as a person or persons assigned by local race authorities to enforce all appropriate racing rules and regulations during the running of an event at a QMA race meet.
- 3** NUMBER OF JUDGES
  - 3.A** A head judge will be delegated for the meet and have the responsibility of seeing that qualified judges for each event are selected and are in proper judging position prior to the event being started.
  - 3.B** At all QMA race events, a minimum of three (3) but preferably five (5) judges per race, including the head judge, shall witness the race and be responsible for making all decisions on driving infractions.
- 4** SELECTION OF JUDGES
  - 4.A** Judges shall be selected from among the members attending the race meet.
  - 4.B** All judges must be QMA members in good standing and should be selected from a representative number of clubs attending the meet.
  - 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 the recognized racing rules, for their experience in the sport of Quarter Midget racing, and for their ability and desire to make a fair, impartial, unbiased call during the running of the event.
  - 4.E** If possible, judges should be selected and agreed upon and their approval attained prior to the beginning of the meet to facilitate the running of each event without delay.
  - 4.F** Judges will not be handlers, owners, parents or family members of drivers entered in the same class and division at that race meet.
  - 4.G** It is advisable that all novice handlers be trained for judging.
- 5** AUTHORITY OF JUDGES
  - 5.A** Judges will have the authority to disqualify or Black Flag, for flagrant calls or in the event of a “racing incident”; they may call for the offending car to be put to the back of the line up.
  - 5.B** All calls by the judges will be for either immediate disqualification or a non-black flag call, which sends an offending car to the back of the line up.
- 6** TIME
  - 6.A** Judges authority for an event will commence with the cars entering the track and terminate with the cars exiting the event.
  - 6.B** Judges must stay alert to all happenings on the racetrack even under yellow flags. Calls can be made under Yellow flag conditions.
- 7** METHOD OF DISQUALIFICATION
  - 7.A** A judging sheet will be provided to each judge for each event.
  - 7.B** QMA will supply a suggested sample sheet for use by the judges.
  - 7.C** For disqualification of a driver, it must be a majority vote by all judges seeing the incident.
- 8** LOCATION OF JUDGES
  - 8.A** All active judges for a given race event shall be located together in a common central location providing the optimum view of the entire racing surface. A location as high as possible will facilitate exercising this responsibility and should be selected wherever possible.
- 9** SIGNALING
  - 9.A** Judges must have a communication link; via radio communication or telephone with the flagman to assure disqualification of the correct car and driver.
  - 9.B** Only the head judge will be designated to provide this communication with the flagman, All disqualification’s or calls that are agreed upon by the judging group shall be processed through this one judge to the flagman and tower.

**10 MISCELLANEOUS**

**10.A** Disqualification for a racing rule infraction shall not affect the position of the driver in so far as the QMA qualification sheets for the meet are concerned.

**10.B** No trophy or awards, other than participation awards, shall be made to a driver for an event in which he does not finish and or an event in which he was disqualified.

Exception #1: When using Grands Format, a DNF may advance and line up behind normally transferring cars in the order they went DNF, If there are unfilled starting positions.

Exception #2: A car with 3 DOT's will be given a DNF and allowed to transfer through the races, in the same manner as above, if applicable.

**11 DEAD ON TRACK**

**11.A** Any car (or cars) going dead on the track more than twice for any reason (while under green flag racing conditions), will be disqualified.

**11.B** A car going DOT that is involved in an accident and a call is made on only one car, the non-offending car will retain their position as of the last green flag lap scored and is not charged with a DOT. The offending car is scored with a chargeable DOT and a call.

**12** The Flagman shall not make any disqualification calls unless so directed by the judges of that event. If a driving incident/accident occurs under green or yellow flag conditions, the majority decision of the judges seeing the incident will be as follows:

**12.A** If the violation is flagrant, the car(s) causing the incident/accident shall be disqualified. If the judges determine that the violation is not flagrant, the car(s) causing the incident/accident will be sent to the back of the pack (and charged with a DOT if the car stops on the racing surface). On the second violation by the same car(s), the car(s) will be disqualified.

**12.B** In the event that a car is sent to the back of the pack or disqualified, all Other cars involved in the incident will be returned to their position on the last recorded green flag lap.

**13** When you go to the scales following a race, and you do not have the proper, required safety items, or non-safety related items such as a Honda muffler, you may be disqualified by tech. If any non-safety related parts are liberated, you may go to the work area and make any necessary repairs if a yellow flag is displayed. If the flagman feels the track conditions are safe, he may choose to not display the yellow flag.

**14** **At any time that cars are on the track they are subject to black flag calls.**

**15** If a car is disqualified during a race, and does not immediately leave the track when shown the black flag, the flagman 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.

**16** Only the official flagman may use the Black Flag. Flags numbered 0-X shall be used by the flagman at all QMA sanctioned events.

**17** During a red flag situation, NO cars can be worked on or moved from the racing surface, until the medical personnel have declared the condition of the injured driver (s). In the event there are no injured drivers. (The National work rule is then followed).

**18 YELLOW DOT**

(1999 change): If a car goes DOT during yellow flag conditions, driver will retain their running order as of the last recorded green flag lap and will not be charged with a DOT unless there is a call made by the judges, then the offending car called will either (1) go to the back of the line up or (2) will be black flagged.

### *National Judging Procedures*

**Selection of Judges:** Judges shall be selected from among the members attending the race meet. All judges must be QMA members in good standing and should be selected from a representative number of clubs attending the meet. Judges must be experienced members and should be well versed in all QMA racing rules and regulations. Judges shall be selected for their knowledge of the recognized racing rules, for their experience in the sport of Quarter Midget racing, and for their ability and desire to make a fair, impartial, unbiased call during the running of the event. Also Judges may not be handlers, owners, or family members of drivers entered in the same class and divisions at that race meet.

**Authority of Judges and Time:** Judges will have the authority to disqualify or Black Flag, for flagrant calls or in the event of a “racing incident”, they may call for the offending car to be put to the back of the lineup. All calls by the judges will be for either immediate DQ or a non-black flag call, which sends an offending car to the back of the line up. Judges authority for an event will commence with the cars entering the track and terminate with the cars exiting the event. Judges should stay alert to all happenings on the racetrack even under yellow flags.

**Reasons for immediate DQ:**

1. **Loss of Car related safety items.** (Nerf Bars, Bumpers, Shoulder Bar and Fuel Tank. Under green flag conditions.)
2. **Loss of driver related safety items.** (Helmet, gloves, neck collar, arm restraints belts, goggles etc. Under green flag conditions.)
3. **Tail Cone (non-safety item).** (A tail cone may be replaced if a yellow flag is displayed on the lap that it was liberated on. The driver may resume racing. Per following the national work rule. If no yellow flag occurs the car will be DQ.) The tail cone must come all the way down to the bumper when installed. If for some reason the tail cone should move from it's installed location the driver will be allowed to continue until said tail becomes a safety problem. This is a safety and tech item.
4. **Liberation of fluids.** (Oil, Antifreeze, Water, Gas, Methanol etc. Under green flag conditions.)
5. **Flagrant or Deliberate Rough Driving.** (A driver that is running over or into the car in front or beside them in a rough or dangerous manner. Doing this deliberately or flagrantly to cause an accident or to gain a position.)
6. **All 4 wheels under the speed breakers to gain an advantage.** (Position, track distance etc.)
7. **Disobeying Flags.** (Jumping starts, after being warned at least one time and then being put to the tail for a second warning, third time could be cause for DQ, Passing under yellow without being told etc.)
8. **Signaling by Handler to Driver.** (Under green flag conditions.)
9. **Car being operated in an unsafe manner.** (excessive bicycling, Stuck throttle, No brakes, etc)
10. **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 an injured driver is declared ok to race or has left the event on an emergency stop.)
11. **Third chargeable DOT.** (Under green flag conditions.) This will be scored as a DNF.
12. **Second chargeable Call.** (Two call under green or yellow conditions.) This will be scored as a DQ.
13. **Improper wearing of safety equipment.** (No neck collar, belts not over both shoulders, helmet not fastened etc.)

**Helpful hints to making the right call.** (More details if you ask the head Judge)

- A. Charging.** When the inside car doesn't have his rt. front tire to the driver compartment of the outside car by the time they reach the reference line and drives (charges) into the outside car.
- B. Chopping.** When the outside car comes down (chops) into the inside car while the inside car has their rt. Front tire to the outside cars driver compartment.
- C. Rough Driving.** A driver is running over or into the cars in front of them or beside in a rough or dangerous manner.
- D. Racing Room.** When a driver will not yield racing room to another competitor also considered to be rough driving.
- E. Defensive Driving.** When a driver changes his driving pattern more than one time to block a fellow competitor from passing them.
- F. Guilty driver must be 100% at fault.**
- G. One Driver must be 100% innocent**
- H. Innocent driver must do everything in their power to avoid the incident.**

### Judging trying to become more Consistent!

- **Charge:** A charge is when the inside car charges into the corner and hits the outside car. If he does not have the right front tire up to the left side nerf bar of the car in front of him by the time he gets to a certain point on the track then he must give the lead car the room. Another way to say this is that the right front tire must be to the other drivers Helmet by the time he gets to a certain imaginary line on the track then he must give the lead car the room. I like this way better. **(This is the new lines that we are talking about.)** This imaginary line is a straight line that you put in your mind that runs from the wall to the first point most cars start to make there corner. Approximately 10'-12' back from the apex of the corner. In other words 18' back from the center of the arch of the corner.
- **Chop:** A charge is when the inside car has his right front tire up to the nerf or Helmet of the outside car by the time they get to your imaginary line. Then the Lead car come down and chops the inside car. The main things to watch for is your imaginary line and were the cars are located by the time they get there. If you tell yourself at your imaginary line that the pass has been made or not. Then from that point on its up to the kids. You already made a decision if it was a charge or chop.
- **Rough Driving:** This is pretty much common sense if a car is running over another car or hitting them in an unsafe or rough manner.
- **Racing Room:** When a Driver does not yield-racing room to another competitor also considered being rough driving. Example when the inside car makes a clean pass but then runs the outside car into the wall on the straightaway. At this point the inside car did not leave racing room. This is just one example.
- **Defensive Driving:** *When a driver changes his driving pattern more than one time to block a fellow competitor from passing them. This is probably the most controversial call to make. If a car chooses to run a low pattern and is slowing the field this is not blocking this is his pattern. Now if he chooses to move up and then back down then he is blocking. I also call this well we all know what this is.*

**This is for clarification only....** If there is an incident while racing under green flag and there is no yellow flag thrown, and a call is made on a car, the car receiving the call receives a DQ and should be black flagged, the same holds true for the last lap if the Checkered flag is thrown. It does not matter whether the car receiving the call finishes the race or not, he still receives a DQ.

If there is an incident and the Checkered flag is thrown and a call is made on a car, any innocent cars that do not finish he will scored as a DNF. Innocent cars that finish will be scored were they finish.

We all know that judging has been a huge problem. Many feel that with the growth of QMA in the last few years is to blame. I for one don't agree with this totally. Yes the growth is a problem, but I feel that the real problem lies in our system. THERE ISN'T ONE. I have been in QMA sense 1990 and I still find people that don't understand how to judge or how it works. It's not all their fault we don't have a system to help anyone learn how to judge.

A couple more tips would be is the guilty driver 100% at fault. Did the innocent driver do every thing in his power to avoid the incident? One driver must be completely innocent. I hope these tips help us make QMA more consistent in our judging.

So the National BOD has asked me to come up with a system or a style to learn how to judge. Now keep in mind that not everyone will see calls the same way every time that is called judgment. This part of judging we will just have to learn to accept. Now as far as learning a way to judge. This I feel I can help with. After all the most important part is that everyone does it the same way. This we will call consistency. I feel that as long as all the calls are consistent then that is all anyone can truly hope for.

The first mistake that I feel we make when judging it to split the track. Meaning part of the judges watch one end of the track and the other judges watch the other end. I call this Tunnel Vision. If you only watch a certain part of the track you can't see a wreck coming. You also never get a clear view of a straightaway wreck because of the tunnel vision you get judging this way. You must make the call on a split second view.

For those reasons I feel every judging team must split the field of cars in half not the track. What I do as National Head Judge is to ask the people on my right to watch the lead pack. I then ask the people on my left to watch the back of the back. In doing this I now have people watching only 4 or 5 cars at a time. As for myself I then try to watch where the closest race for position is or where I feel a problem may be playing out. Keep in mind the Head Judge only brakes ties he does not make the call first he is to assist in making the right call. If I see a possible

accident coming I ask the judges watching that group to keep a closer view on those particular cars. For example if 1<sup>st</sup>-4<sup>th</sup> is in order and running away, but 5<sup>th</sup> and 6<sup>th</sup> are nose to tail. I will tell the judges that car 5 is in the transfer spot and 6 is running hard, please keep an eye on the Bonzi move or a possible Chop on the last lap. Another example would be that car #2 has lost a couple of spots and is about to move out of the transfer spot. I will ask the judges assigned to that pack to watch for a chop or watch for a charge against the #2 car. Usually nothing happens but a couple of times I'm been very glad I did this, it really makes getting the call right easier. I feel that every child deserves the correct call if possible. It could be for the lead or it could be for 10<sup>th</sup>, just try to be consistent.

Don't be afraid to say out loud or to yourself if a pass has been made or if a car has the line. This will help you in making the right call before a wreck happens, because you already told yourself who has the line. Thank you for reading this document and I look forward to your help in judging this event.

Andy Camp; National Vice President / National Head Judge

## **ARTICLE 9**

### **INSPECTIONS**

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

- 1** All cars should have their oil inspected per Article 9, Sec. 4 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

#### **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).
- 1.B** Drivers in heavyweight class will be weighed without shoes or drivers 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, 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 Weights**

- 2.A** All cars will be weighed after Qualifying, Mains, Semis, or Consolation race events.

##### **3 Combined Weights**

- 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.

##### **4 Weights**

- 4.A** The official weights for each class are shown in Table 5-1, page 18:

#### **Sec. 3 APPROVED PROCEDURE FOR FUEL TESTING**

- 1** Use the Digitron DT-15 tester (this is the only approved model at this time).
- 2** Provide track fuel for all qualifying races.
- 3** Have a master container (use a clean plastic one gallon gas can) of fuel. Draw a fresh sample of fuel into this clean can. This will be used as a control sample for comparison. Provide a clean safe area for testing.
- 4** Set the meter to zero in the control sample of track fuel.
- 4.A** Note: Each time the meter is turned off this procedure must be repeated.
- 5** Suspend the probe in the fuel for a minimum time of ten seconds for time for the fuel to stabilize.
- 5.A** Fuel reading from -10 to +40 on the tester is track fuel. The reading will vary because of heated fuel. If testing is done after all other inspections, the fuel will read to within +/-7 of the track fuel. This is because the fuel has had time to settle and cool.



- 5.B** If readings are between 50 and 100 or higher than seven set car aside and retest approximately ten minutes later. If any readings are still this high **DISQUALIFY THE CAR.**
- 5.C** If any readings are  $\pm 100$  at any time, this is not track fuel.
- 6** Replace the 9-volt battery each day.
- 7** Other methods may be used at the discretion of National Tech.
- 8** **MANUFACTURED BY:**  
DIGITRON  
N 8102 FREY A ST.  
SPOKANE, WA 99207  
509-467-3128  
**PURCHASE FROM:**  
818-334-0334

#### **Sec. 4                    APPROVED PROCEDURE FOR OIL TESTING**

- 1** Use the "Snap-On" model EELD 101 tester (This is the only approved model at this time).
- 2** Engine oil will be tested through the fill port in the block. Cars with Deco engines must have the firewalls removed and will be tested through the oil filler hole. Be sure that the engines with splash baffle covering the hole is not sealed. Cars with Briggs or Honda engines check through the fill hole in the front or back of the block.
- 3** You must be able to let the probe pull air from the crankcase only.
- 4** Turn on the pump and extend the probe through the fill hole and be careful not to touch the probe, or touch it on the block, or in the oil. Listen for a BEEP tone.
- 4.A** If BEEP tone is slow, then oil is OK.
- 4.B** If BEEP tone is fast and then stops, it will have found fuel fumes, and is OK.
- 4.C** If BEEP tone is fast and does not stop, there is a fuel additive that is not legal in the crankcase.
- 5** If an additive is in the case, the handler must change the oil in the hot chute, regardless of time before the race. A recheck must be done.
- 5.A** If there is nothing present, the car will be allowed to continue.
- 5.B** If there still are fumes detected, the oil will be changed once again.
- 5.C** No car will be allowed to race with the detection of unknown additives in the crankcase.
- 6** Check all vent lines and containers to insure that no illegal additives that can enhance the performance of the car can be added after inspection.
- 7** Other methods may be used at the discretion of National Tech.

#### **Sec. 5                    TECHNICAL INSPECTION PROCEDURE**

Some or all of these procedures may be used at National and Local events.

##### **1                            Qualifying**

- 1.A** All technical and safety rules are the responsibility of the handler, for example: weight/car, driver and combined, tread and wheel base, nerf bars, bumpers, etc.
- 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 Inspection 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.B** Engine and car may not be removed from the impound area unless directed to do so by the Technical Personal.
- 2.B(1)** 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.B(2)** 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.C** No one may enter the impound area for any reason without first obtaining Tech approval.
- 2.D** Any car may be disqualified at the Tech Area for liberation of safety items as specified in Judging rules.

### **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.

### **Sec. 6 PROTEST PROCEDURE**

- 1** If the Handler does not agree with the findings of the Tech Inspector he must write a protest to the Race Director within fifteen minutes. The engine must remain in possession of the Tech Officials. This protest will be handled by the Officials present at that race meet (Race Director, Club President, Regional or National Officers). The Handler always has the right for an appeal from either National or Regional Tech.

## ARTICLE 10

### RESTRICTOR PLATE PROGRAM

#### Sec. 1 GENERAL

- 1 Restrictor plates shall be utilized in the following classes:
  - 1.A Junior Novice
  - 1.B Senior Novice
  - 1.C Junior Honda
- 2 Restrictor plates are mandatory.
- 3 Restrictor plates will be supplied by QMA to Clubs at a nominal cost.
- 3.A No plates to be used other than QMA approved.
- 3.B Clubs to purchase through 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. Technical inspections of the plate can be done at any time, by removing plate and inspecting surface and hole size.
- 6 Any alterations of any kind will be reason for disqualification.

#### Sec. 2 DECO/BRIGGS

- 1 Only one QMA approved .375" (3/8") restrictor plate for DECO and BRIGGS engines racing in Novice class.  
(.065" thickness with a .375" hole.)
- 2 Restrictor plate must be installed between the carburetor and manifold.
  - 2.A Two gaskets max. 1/16" thickness must be used to sandwich the restrictor plate.
  - 2.B Gaskets must not have an inside diameter of less than .750" and not be tapered to alter airflow in any way.
  - 2.C Airflow must pass through .375" restrictor hole with no additional means.
  - 2.D If the restrictor plate is removed for racing Super-Stock class, then you are allowed to run two gaskets on a temporary basis.

#### Sec. 3 HONDA

- 1 The Novice and Junior Honda Stock Classes will run the following restrictors at all times.
  - 1.A Junior/Sr. Novice = .3125" (5/16")
  - 1.B Junior Honda = .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 with no additional means.
- 3.D If the restrictor plate is removed for racing Sr. Honda 120 class, then you are allowed to run two stock gaskets on a temporary basis.

Table 6-2 - QMA Restrictor Dimensions

Class	Color	Restrictor
Jr./Sr. Novice (Deco/Briggs)	Gold	.375" (3/8")
Jr./Sr. Novice (Honda)	Red	.3125" (5/16")
Jr. Honda	Blue	.4375" (7/16")

## ARTICLE 11

### APPENDIX A

#### BOARD OF DIRECTORS: 2001-2002

**PRESIDENT:** Ray Dodd  
11602 Roundtree Court  
Mira Loma, CA 91752  
Phone: (909) 360-0962  
Fax: (909) 360-0962 E-Mail: ray\_dodd@hotmail.com

**VICE PRESIDENT:** Andy Camp  
7991 North Lucas Street  
Terra Haute, IN 47805  
Phone: (812) 877-2654  
Fax: (812) 877-2654 (call first) E-Mail: k1racing@aol.com

**SECRETARY:** Patty Abbott  
19365 Angling  
Livonia, MI 48152  
Phone: (248) 777-8306  
Fax: (248) 777-9423 E-Mail: pabbottqma@aol.com

**TREASURER:** Greg Salisbury  
29 Alger Rd.  
East Haddam, CT 06423  
Phone: (860) 873-1848  
Fax: (860) 873-2574 E-Mail: qtrmidad@mail1.nai.net

**TECH:** Dave Preston  
202 Parkview Ave.  
Penndel, PA 19047  
Phone: (215) 750-1077  
Fax: (215) 752-1850 E-Mail: kelly-p@worldnet.att.net

**SAFETY:** Jerry Faas  
8311 Northport Drive  
Huntington Beach, CA 92646  
Phone: (714) 969-4511  
Fax: (714) 969-8181 E-Mail: jfaas@socal.rr.com

**PUBLICITY:** Maureen Abbott  
3512 Curtis Drive  
Apopka, FL 32703  
Phone: (407) 869-7223  
Fax: (407) 320-3499 E-Mail: kma@3512@aol.com

## APPENDIX B

### REGIONAL DIRECTORS: 2000-2001

#### Region 1

2 Tracks  
Chris Sherman  
151 S. Main Street  
Danielson, CT 06239  
(P) 860-774-5553  
(F)  
(E)

#### Region 2

9 Tracks  
Bob Stillwaggon  
61 Jennifer Lane  
Burlington, NJ 08016  
(P) 609-386-2560  
(F)  
(E) rstillwagg@aol.com

#### Region 3

3 Tracks  
Lee DeFeo  
2287 Carousel Court  
Marietta, GA 30066  
(P) 770-565-9923  
(F)  
(E) nichosport@aol.com

#### Region 4

9 Tracks  
Rick Harbison  
11955 Hoosier Rd.  
Fisher, IN 46038  
(P) 317-849-3879  
(F)  
(E) jhjillybean@aol.com

#### Region 5

4 Tracks  
Jack Goldesberry  
6045 Thresher Dr.  
Springfield, IL 62707  
(P) 217-498-6873  
(F)  
(E) gsd@fgi.net

#### Region 6

4 Tracks  
Tisha Bucanek  
1522 Lorson Loop  
Roundrock Rock, TX 78664  
(P) 512-244-6353  
(F)  
(E) tbucanek@ev1.net

#### Region 7

1 Track  
Jim O'Meara  
17445 Finch Path  
Farmington, MN 55024  
(P) 612-953-0292  
(F)  
(E) omeaaracing@aol.com

#### Region 8

5 Tracks  
Jim Fiser  
734 S. Braun St.  
Lakewood, CO 80228  
(P) 303-980-4212  
(F)  
(E) jfiser@compuserve.com

#### Region 9

6 Tracks  
Tenna Reed  
405 W. Berkeley  
Gladstone, OR 97027  
(P) 503-655-6658  
(F) 503-692-1145  
(E)  
harryandtenna@earthlink.net

#### Region 10

5 Tracks  
Charlie Cagle  
3675 Cagle Lane  
Loomis, CA 95650  
(P) 916-652-6847  
(F)  
(E) cagle@infostations.com

#### Region 11

3 Tracks  
Dean Murphy  
5655 Dover St.  
Chino, CA 91710  
(P) 909-627-7187  
(F)  
(E) dpmelec@aol.com

#### Region 12

3 Tracks  
Robert Schaefer  
18828 N. 94<sup>th</sup> Ave.  
Peoria, AZ 85382  
(P) 623-566-4155  
(F)  
(E) ascphx@aol.com

#### Region 13

3 Tracks  
Richard Taylor  
1374 Cor Jesu Ct.  
Longwood, FL 32750  
(P) 407-767-7561  
(F)  
(E) rstjr48@aol.com

## APPENDIX C

### QMA MEMBER CLUBS

#### (BY REGION)

(D) Indicates a "Dirt" track

STATE	CLUB Name	CITY	PHONE	CONTACT
Region 1				
CT	Custom Midget Club,	Thompson	860-739-8162	Rich Deabay
CT	Silver City	East Hartford	860-568-4497	Matt Sabo
Web:	Http://Welcome.To/SilverCityQMClub			
Region 2				
DE	Blackbird (D)	New Castle	856-935-8769	Barbara Sparks
MD	Hagerstown (D)	Hagerstown	301-729-6441	Randy Cosner
NJ	Garden State	Wall	201-358-1776	Gary Conkling
NJ	South Jersey (D)	Atco	609-586-6631	Janet Andreas
Web:	www.bowdenracing.com			
NY	Oswego County QMC	Fulton	315-598-5458	Martin Beeman
Web:	www.geocities.co/ocqmc			
NY	Syracuse	Syracuse	315-622-2324	Michelle Barzee
PA	Doylestown	Honeybrook	610-286-5572	Phil McAndrew
PA	Montgomery Cnty (D),	Phoenixville	610-970-1393	Dave Laise
PA	Oaklane Racing Club,	Trumbauerville	610-847-2970	Dave Skarbowski
Web:	www.quartermidgets.com/~oaklane			
Region 3				
AL	Huntsville	Huntsville	615-264-3902	Greg Strahm
Web:	www.HQMA.com			
GA	Metro Atlanta	Powder Springs	770-971-6480	Harold Haskins
Web:	www.quartermidgets.com/~maqma			
GA	North Georgia	Cumming	770-889-6147	Scott Tankersley
Web:	www.ngqma.com			

#### Region 4

IN	Central Indiana	Indianapolis	317-887-1241	Ron Christian
IN	Illiana	Huntington	219-672-8266	
IN	Kokomo	Kokomo	317-770-7279	Rob Wilson
<b>Web:</b>	<a href="mailto:www.batch@cartnet.org">www.batch@cartnet.org</a>			
MI	Capitol	Holt	517-694-1148	Glen Foutain
MI	Michigan Racing Assoc.	Waterford	248-693-4325	Steve Best
OH	Buckeye	Columbus	614-457-9276	Dave Tolbert
OH	Mac-O-Chee	Plain City	937-653-8479	Alan Hiltibran
<b>Web:</b>	<a href="mailto:www.batch@lapdatacom.net">www.batch@lapdatacom.net</a>			
OH	Miami Valley	Xenia	937-675-2011	Bob Nock
OH	Northwest Ohio	Ottawa	419-878-0785	Jim Philo

#### Region 5

IL	Abe Lincoln	Lincoln	309-726-1909	Dave Wheeler
<b>Web:</b>	<a href="http://members.aol.com/rcdriver7/alqma">members.aol.com/rcdriver7/alqma</a>			
IL	Metro St. Louis	St. Louis	314-428-4103	Kenny Bonnell
IL	Sangamon County,	Springfield	217-675-2635	Rhonda Smith
<b>Web:</b>	<a href="http://members.aol.com/tracing1/scqma">members.aol.com/tracing1/scqma</a>			
IN	Terre Haute	Terre Haute	812-894-3342	J R VanGilder
<b>Web:</b>	<a href="http://www.geocities.com/motorcity/5989/page3.html">www.geocities.com/motorcity/5989/page3.html</a>			
IL	I-70 QMA	Greenville	618-664-2767	Dan Daum
IL	Central Illinois QMA	Dawson	217-364-5179	Gary Manson

#### Region 6

KS	Topeka	Topeka	784-584-6274	Russ Whitehead
OK	Tulsa	Tulsa	918-258-9157	Bruce Roberts
<b>Web:</b>	<a href="http://www.quartermidgets.com/~tulsaqma">www.quartermidgets.com/~tulsaqma</a>			
TX	Lone Star	Bulverde	210-649-3628	Dale Knowlton
TX	River City	Austin	512-280-8827	Connie Gaddy

#### Region 7

MN	Minnesota	Burnsville	651-688-3211	Ross Johnsor
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### Region 8

CO <b>Web:</b>	Pagosa Springs websites.pagosa.net/office	Pagosa Springs	970-567-7290	Thomas Fletcher
CO	Pikes Peak	Colorado Springs	719-282-3108	Dean Stedman
CO	Rocky Mountain	Wheatridge	303-376-9610	Alan Duncan
CO <b>Web:</b>	Southern Colorado, www.scqma.com	Pueblo	719-275-2629	Eugene Giem
MT	Magic City	Billings	406-252-5881	Chuck Perry

### Region 9

BC	Langley	Aldergrove	604-944-2600	Michael Herberts
OR	Portland	Aloha	503-546-8808	Karl Hoffses
WA	I-5	Vader, WA	253-840-2844	Ted Hartman
WA	Little Wheels	Puyallup, WA	232-333-1312	Kelly Tanner
WA	Washington	Bellevue, WA	425-378-1620	Denise Smutny
WA	Yakima	Kennewick, WA	509-574-8354	Randy Marshall

### Region 10

CA <b>Web:</b>	American www.quartermidgets.com/~american	Sacramento	916-933-4503	Kate Thornton
CA <b>Web:</b>	Baylands www.quartermidgets.com/~baylands	San Jose	408-946-0627	Rene Breshears
CA	Capitol (D)	Rio Linda	916-922-6858	Bobby McMahan
CA <b>Web:</b>	Tri-Valley www.westcoastlite.com/tvqmrc	Pleasanton	209-832-8963	Bill Briggs

### Region 11

CA <b>Web:</b>	Good Times www.geocities.com/MotorCity/Downs/1776	Madera	559-625-0168	Freddie Galante
CA	Pomona Valley	Pomona	909-927-1791	Tim Bozanich
CA	Gold Coast	San Luis Obispo	805-544-1083	Larry Johnson



### **Region 12**

AZ	Valley of the Sun QM	Phoenix	623-566-4155	Robert Schaefer
<b>Web:</b>	www.geocities.com/MotorCity/Downs/6123			
AZ	Tucson	Tucson	520-384-4152	Brent Bonnett
NM	Road Runner	Albuquerque	505-884-9177	Annette Ortega
<b>Web:</b>	www.angelfire.com/nm/rrqma			

### **Region 13**

FL	Mid-Florida	Orlando	407-521-6212	Jim Loop
<b>Web:</b>	www.quartermidgets.com/~mflqmra			
FL	Tampa Bay	Tampa	813-915-0015	Darrel Peterson
<b>Web:</b>	www.racingkarts.com/html/TBQMA.html			
FL	New Smyrna QMRA	New Smyrna	407-656-5403	Paula Conrad

Figure 1 - QMA Track Locations



**APPENDIX D**  
**GRANDS SITES**

**2002**

**Eastern Grands**

June 30 – July 6  
Topeka QMA  
Topeka, KS  
785-266-9545

**Western Grands**

Jerry Renschler  
July 21 - 27  
Southern Colorado, CO  
719-546-2508  
Larry Teem

**Dirt Grands**

August 4 - 10  
Hagerstown, MD  
301-791-0718  
Larry Baker

**2003**

**Western Grands**

June 29 to July 5, 2003  
Little Wheels  
Puyallup, WA

**Eastern Grands**

July 20 to July 26, 2003  
Central Indiana  
Indianapolis, IN

**Dirt Grands**

August 3 to August 9, 2003  
Terre Haute  
Terre Haute, IN

**APPENDIX E**  
**QMA SERVICE PROVIDERS AND ADDRESSES**

QMA National Office:  
United States Auto Club  
4910 West 16<sup>th</sup>. Street  
Speedway, IN 46224  
317-247-5151  
Fax 317-247-0123

Insurance:  
K & K Insurance Group, Inc.  
PO Box 2338  
Fort Wayne, IN 46801-2338  
800-348-1839  
Fax 219-459-5102

Auditor:  
Michael Solakian  
Solakian, Ciafa & Company LLC  
388 East Main Street  
Branford CT. 06405  
203-483-8115