



Chapter 10

- Judging Procedures
- Judging Form

Judging Procedures

QMA Rulebook Article 8, Section 5 JUDGING

Sec.. 5 JUDGING

1. Local events only may be run with no judges. If this option is used, the following procedures must be used:
 - 1.(A) Option to be voted on and approved by a simple majority vote of the members present at the event.
 - 1.(B) Any car(s) involved in a racing incident that goes dead on the track for any reason will receive a charged yellow and that car(s) will restart at the back of the pack.
 1. (C) Three Charged Yellows will be black flagged and scored a DNF.
 1. (D) The Race Director may make a flagrant unsportsmanlike conduct call that must result in a DQ for the event.
2. **JUDGES**
 2. (A) The following judging procedures shall be utilized at all QMA events:
 2. (B) A judge is defined as a person assigned by local race authorities to enforce all appropriate racing rules and regulations during the running of a race (s) at a QMA event.
 2. (C) At all QMA race events, there shall be 5 judges per race who will witness the race and be responsible for making all decisions on driving infractions. A call will be made by the majority of judges witnessing the event. Per Article 3, Sec. 1 (2. B) of this rule book, the Regional Director has the discretion to allow for a lesser number of judges for region or club events. There will be three (3) assigned judges at all Grands National Events. These judges will be appointed by the National Board of Directors.
 2. (D) **HEAD JUDGE:** At all Grand National Events, the QMA National Board of Directors will appoint a Head Judge. This individual will be an experienced person in judging and may also act as a Lead Judge or regular Judge at local and regional events. At the Region and Club level, it is highly recommended that at each race event one Head Judge be selected to oversee the judging and scheduling of judges.
 - Duties of the Head Judge will include:
 1. Be familiar with all judging rules.
 2. Appoint the Lead Judge and Regular Judges for each race.
 3. Brief all Lead Judges on proper judging procedures to be followed, and provide consistency to the program by promoting adherence to published QMA judging standards.
 2. (E) **LEAD JUDGE:** During each race on the track, one judge will be assigned or selected as the Lead Judge. The duties of the Lead Judge include:
 1. Be familiar with all judging rules.
 2. Keep track of all Charged Yellow flag penalties during a race, both NAMED Charged Yellows ("N"-CY) and D.O.T Charged Yellows (DOT-CY). A Judging Sheet is available on the judge's stand for writing down the "N"-CY and "D.O.T - CY assigned to a car. This sheet is to be used to verify with the official head scorer in the event a driver needs to be removed from the race because of three Charged Yellows (three total/combined CYs).
 3. Have communication with the tower, Race Director, and flagger at all times.
 4. During a race, the Lead Judge should also be in communication with the other judges to ensure accurate and consistent judging.
 5. To provide input on a judging decision in the event of a yellow flag. If needed, explaining a rule to help clarify any questions regarding rules and procedures.
 6. The Lead Judge is considered one of the judges of the race and should also participate in all decisions made when appropriate.
 7. Make sure that all the judges for a race are in position before the race begins
3. **ROLE OF JUDGES**

The judges shall enforce all appropriate racing rules and regulations during the running of an event. They shall witness the race and be responsible for making all decisions regarding responsibility for an incident. The judges are also required to cite and record the specific violation for each incident, when 100% fault is assigned.
3. (A) All judges are responsible for watching all cars on the track. Judges are not to be split into groups.
4. **SELECTION OF JUDGES**
 4. (A) Judges shall be selected from among the members attending the race event.
 4. (B) All judges must be QMA members in good standing and should be selected from a representative number of clubs attending the event. They must be 16 years of age or older and not a driver racing at the event.
 4. (C) Judges must be experienced members and should be well versed in all QMA racing rules and regulations.
 4. (D) Judges shall be selected for their knowledge of recognized racing rules, for their experience in the sport of Quarter Midget racing, and for their ability and desire to make fair, impartial, unbiased decisions during the running of the race.
 4. (E) If possible, judges should be selected and agreed upon and their consent received prior to the beginning of the event to facilitate the running of each race without delay.
 4. (F) Judges will not be handlers, owners, or family members of drivers entered in the same division at that event.
 4. (G) All novice handlers must be trained for judging prior to actually judging.
 4. (H) If the event does not have a Head Judge, the tower and Race Director will work together to assign the judges. At club races, the judges should all be QMA members At Region level events, the judges should be selected from multiple clubs and should have no more than two from the same club. All Grands events will have 3 permanent judges. The judges will be appointed by the National BOD and Head Judge.
5. **AUTHORITY OF JUDGES**
 5. (A) Judges will have the authority to assign responsibility for a yellow flag per Item 7 (Infractions) of this section. Judges will also have the authority to disqualify any driver for infractions listed in Item 13 (Reasons for Immediate Disqualification) of this section.
 5. (B) Judges have the option to put any car(s) to the rear that fails to keep the proper pace during a line up.
 5. (C) The authority of the judges begins with the cars entering the track, and / or hot chute and ends when cars arrive at the scales. The judges may disqualify a driver at any time before, during, or after the race.
6. **LOCATION OF JUDGES** All active judges for a given race shall be located together in a common central location providing optimum view of the entire racing surface.
7. **INFRACTIONS**
 7. (A) When a racing incident causes a yellow flag, the majority of the judges **who witnessed the event**, must determine whether or not a single car is 100 percent at fault for the incident. If full responsibility for the incident is NOT assigned to a single car, **all cars that stopped as part of the incident AND all cars that did NOT stop in a controlled manner** will be moved to the back of the next line up and be assigned a "CY", regardless of when the yellow flag is displayed. The track is yellow when all cars have reached safe caution speed and is safe for the corner workers to enter the track. Cars that do stop in a controlled manner will not receive a charged yellow and will retain their position in the next line up.

7. (B) When a racing incident causes a yellow flag, if a majority of the judges, determine that one driver was 100 percent at fault, by violating one or more of the six (6) listed driving infractions in Rule 7.G.1-5 of this section, that car will be moved to the back of the line up and be assigned a "N"-CY. This can be a car that stopped or did not stop as a result of the incident. A "N"-CY will be one of the following: Charge-CY, Chop-CY, Rough Driving-CY, Blocking-CY, Racing Room-CY or Loss of Control-CY. All other cars in the incident will retain their position as of the last green flag lap scored and will not be assigned a Charged Yellow.
7. (C) As soon as yellow flag conditions are established for an on track incident, the flagger will begin to count from three laps to zero as a selected car crosses the start finish line. When the count reaches zero, the flagger will notify the Lead Judge and Race Director that the judging lap count has expired. If the judges have not announced their decision on responsibility for the incident, the Race Director will ask the Lead Judge for their decision. If a decision is not announced at this time, the Race Director will notify the Tower that all cars stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a DOT-CY.
7. (D) If the judges witnessing the incident determine with a majority vote, that a driver(s) has committed a Flagrant Unsportsmanlike Conduct violation then the driver(s) will be immediately disqualified and scored with a DQ. This call can be made at any time. If under green flag the Lead Judge should notify the flagger and Race Director as soon as possible to show the black flag to that driver.
7. (E) If a car accumulates three Charged Yellows (of any type, "N"-CY and/or DOT-CY) during a race the Lead Judge is to notify the Head Scorer. Once confirmed with the Head Scorer, the flagger will be notified and the driver will be Black Flagged off the track and scored with a DNF.
7. (F) The flagger shall not make any disqualification calls unless so directed by the judges of that race.
7. (G) The following driving infractions will result in a "Named" Charged Yellow ("N"-CY):
1. **Charging:** When the inside car has not established the right of way entering the corner and hits the outside car and causes an incident that result in a yellow flag. Right of way is established when the inside car has advanced at least up to the outside cars drivers helmet with his or her right front tire by the time the inside car reaches the "commit" line entering the turn. If this condition is not met, the inside car must give way to avoid a **Charge CY**.
 2. **Chopping:** If the outside car does not give way to an inside car that has established the right of way as described in the previous paragraph, and causes an incident that results in a yellow flag to be displayed, that car will be assigned a **Chop CY**.
 3. **Rough Driving:** When a driver runs over or into another driver in front of them or beside them while exiting the corner or on the straightaway causing an incident that results in the yellow flag to be displayed. That car will be assigned a **Rough Driving-CY** (For example, spinning a car on the straightaway).
 4. **Racing Room:** When a driver will not give enough racing room to another competitor exiting the corner or on the straightaway, causing an incident that results in a yellow flag to be displayed. That car will be assigned a **Racing Room-CY** (for example, when the inside car pinches the outside car into the wall)
 5. **Blocking:** This is when a driver intentionally changes lanes after exiting a corner to block a car from passing. If a car starts onto the straightaway in one pattern but then shifts over to another to block a pass, this is blocking and is cause for the judges to call for a yellow flag to be displayed. The offending car will be put to the back and assigned a **Blocking-CY**.
 6. **Loss of Control:** An accident where a single car loses control and additional cars become part of the incident, that single car, will be assigned a Charged Yellow – Loss of Control, the offending car will be put to the back of the lineup and assigned a **Loss of Control-CY**.
7. (H) The judges MUST name the specific infraction when announcing the decision to the scoring tower. The scorers are to record the actual call on the score sheet. The tower and/or announcer CAN NOT announce the call over the sound system, it is to be announced as a Charged Yellow.
8. **JUDGING SHEET:** The Lead Judge will be responsible for keeping records of infractions made during a race. Prior to the race, write down the race number and circle the class and division for that race. When a racing incident occurs and cars stop on the track, the Lead Judge should immediately write down the numbers of all car(s) that are stopped. After writing down the number of all car(s) involved in the incident, the judges will then make a decision on whether one car was 100 percent at fault or not, per Rule 7.B. of this section. If a car is determined to be 100% at fault, by the majority of judges, then the Lead Judge should write the NAME of the call next to that car's number and should include the lap that infraction occurred. If there is not a single driver 100 percent at fault, all cars that stopped on the track as part of the incident will be assigned with a "DOT-CY" will be written next to that / those car's number(s)
8. (A) A Judging Sheet will be provided to the Lead Judge for each race. All Charged Yellows must be recorded on a separate Judging Sheet for each race.
8. (B) All judges presiding over a race are required to sign the judging sheet.
9. **COMMUNICATION**
9. (A) Judges must have a communication link; through the Lead Judge, via radio, with the Tower, Race Director, and flagger
9. (B) Only the Lead Judge will convey all judging communications to the Tower, Race Director, and flagger, as needed
10. **MISCELLANEOUS**
10. (A) Disqualification for a racing rule infraction at a State's Race Event shall not affect the position of the driver on the QMA qualification sheets. This rule does not include Tech Suspensions.
10. (B) No trophy or awards, other than participation awards, will be given to a driver for a race in which he or she received a disqualification (DQ) for Flagrant Unsportsmanlike Conduct.
10. (C) If a car does not immediately leave the track when shown the black flag, the flagman will show the flag to the driver two more times on the next two laps. If the driver has still not exited the track, the race will be stopped with the red flag, and the disqualified car will be removed. The race will then be restarted from the last recorded lap.
10. (D) During a red flag condition, no cars may be worked on or moved to be worked on until the medical personnel have cleared the medical status of the injured driver(s). Once the medical red has been cleared, or in the event of no medical red, the National Work Rule will apply. The judges may ask the handler(s) to step away from the car(s) / driver(s) or to one side so they can ensure that nobody is working on, moving, or touching a car or driver. (This is a DQ offense.)
10. (E) A car that stops during yellow flag conditions (the track is considered under yellow flag conditions when all cars have reached safe caution speed and is safe for corner workers to enter the track) and is not part of the incident that caused the yellow flag will retain its line up position as of the last recorded green flag lap.
10. (F) Anytime a tail cone or other related body parts fall off a car, a yellow flag will be thrown and the car sent to the hot chute / designated area to put the tail cone or other related body parts back on. This car will receive a Charged Yellow unless the judges determine another car is 100 percent at fault for the tail-cone / part coming off. If so, the offending car will receive a Charged Yellow and also sent to the back and the car that lost the part will not be assigned a Charged Yellow. All cars will resume racing as long as it is not their third Charged Yellow and they make it back out before the green flag. They will restart at the back of the line-up. If the tail-cone or other related body parts fall off on the last lap of the race and the checkered flag has been thrown, they will be given a DNF regardless of how many Charged Yellows they have. The tail-cone or other related body parts may be put back on to cross the scales.
10. (G) When a yellow flag is thrown in anticipation of a car or cars going dead on the track as a result of an incident on the track but the car(s) do not stop, a lineup will be created from the last completed lap and the race restarted, no cars will be sent to the back or assigned a Charged Yellow. This will be considered a Flagger Error.

10. (H) Any driver infraction occurring after the checkered flag has been thrown is an immediate disqualification and will be scored as a DQ. Any incident that occurs in the hot chute or as cars are leaving the track that the judges by majority vote determines to be intentional or deliberate will result in a disqualification and scored as a DQ.
11. **RACE DIRECTOR AUTHORITY** The Race Director will have authority to disqualify a driver / car for the following reasons:
11. (A) Loss of car related safety items under green flag conditions. This includes nerf bars, bumpers, shoulder bar, or fuel tank. The loss of a fuel cap after entering the racing surface is an automatic DQ.
11. (B) Loss or improper use of driver related safety items under green flag conditions. This includes helmet, gloves, neck collar, arm restraints, belts, etc.
11. (C) Liberation of any fluids under any flag conditions onto the track surface without being repaired before returning to the track. (An engine smoking without actual fluids leaking onto the track is not a DQ; Race Director may call for a yellow or red flag to verify liberating fluids)
11. (D) Signaling by Handler to Driver under green flag conditions.
11. (E) Making adjustments or repairs during a refuel or emergency stop. (Cars may be worked on in the designated work area per National Work Rule on refuel stop or after a medical red is cleared on an emergency stop).
11. (F) Damaged parts on a car that would be unsafe to any competitors that are not repaired before the race restarts.
12. Race Director disqualifications may not be protested.
13. **JUDGES AUTHORITY FOR IMMEDIATE DISQUALIFICATION.** The Judges will have the authority to immediately disqualify a driver / car for the following reasons:
13. (A) Loss of car related safety items under green flag conditions. The loss of a fuel cap after entering the racing surface is an automatic DQ. This includes nerf bars, bumpers, shoulder bar, or fuel tank.
13. (B) Loss or improper use of driver related safety items under green flag conditions. This includes helmet, gloves, neck collar, arm restraints, belts, etc.
13. (C) Flagrant Unsportsmanlike Conduct. See Glossary.
13. (D) All 4 wheels under the speed breakers to gain an advantage (position or track distance) without relinquishing the gained advantage within one lap.
13. (E) Disobeying Flags – Doing this deliberately or flagrantly to cause an accident or to gain a position. (Jumping starts or passing under yellow without being told, after being warned at least one time).
13. (F) Signaling by Handler to Driver under green flag conditions.
13. (G) Car being operated in an unsafe manner. This includes excessive bicycling, stuck throttle, no brakes, etc.
13. (H) Unauthorized adjustments or repairs during a refuel or emergency stop. (See National Work Rule)
13. (I) Third Charged Yellow. This will be scored as a DNF.
13. (J) Out Late Line: For cars attempting to re-enter the race on restarts the following situations and rules will apply:
1. **MADE THE LINE IN TIME**

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

Rule for #1: Car will be allowed to return to the race and must fall to the back of the field before attempting to pass. Failure to fall to the end of the field before attempting to pass will result in an immediate DQ.
 2. **OUT LATE - NEXT LAP COMPLETED**

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

Rule for #2: Car will not be allowed to return to the race and will be scored as a DNF.
 3. **NO ATTEMPT, - NEXT LAP CAUTION**

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

Rule for #3: Unless this car has three Charged Yellows, the car will be allowed to rejoin the race and will restart at the rear of the field in the order they returned to the track.
 4. **ATTEMPT MADE, OUT LATE - NEXT LAP CAUTION CAUSED BY CAR OUT LATE**

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

Rule for #4: Car will not be allowed to return to the race on subsequent restarts and will be scored as a DNF.
 5. **ATTEMPT MADE, OUT LATE - NEXT LAP CAUTION**

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

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

QMA Rulebook Article 8, Section 2 RACING RULES

2. Protests

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

