

TABLE OF CONTENTS

GLOSSARY	4
ARTICLE 1	
NATIONAL MISSION STATEMENT	5
INTRODUCTION	5
THE GOAL	5
ARTICLE 2	
NATIONAL ADMINISTRATIVE	5
GUIDELINES AND PROCEDURES	5
Sec. 1 ELECTIONS	
1 Voting by Membership	5
2 Term of Office	6
3 Nomination Sequence	6
Sec. 2 RULE CHANGE SCHEDULE	6
Sec. 3 ANNUAL MEETING	7
Sec. 4 QMA PUBLICATIONS	8
Sec. 5 QMA WEBSITE	8
Sec. 6 INSURANCE	8
Sec. 7 QMA MEMBERSHIPS	9
Sec. 8 SCHEDULES AND CALENDARS	10
ARTICLE 3	
LOCAL ADMINISTRATIVE	10
GUIDELINES AND PROCEDURES	10
Sec. 1 CLUB CHARTER	10
Sec. 2 THE NOVICE PROGRAM COMMITTEE	11
Sec. 3 QMA CLUB PROMOTION DAY	11
Sec. 4 QMA CODE OF CONDUCT	11
Sec. 5 TRACK CONSTRUCTION	12
ARTICLE 4	
EQUIPMENT, DIMENSIONS AND SPECIFICATIONS	12
Sec. 1 DIMENSIONS	
1 Height	12
2 Length	12
3 Tire Size	12
4 Weight	12
5 Wheelbase	12
6 Wheel Tread	14
Sec. 2 CAR CONSTRUCTION	14
1 Axle	14
2 Battery	14
3 Belly Pan	14
4 Body Section	14
5 Brake	14
6 Bumpers	15
7 Drive	15
8 Drive Chain	15
9 Drive Wheel	15
10 Engine	15
11 Engine Housing	16
12 Exhaust System	16
13 Firewall	16
14 Frame	17
15 Fuel	17
16 Fuel Lines	17
17 Fuel Tanks	17
18 Fuel Pumps	17
19 Nerf Bars	17
20 Radius Rods	17
21 Roll Cage	18
22 Safety Belts	18
23 Shoulder Bar	19

24	Steering	19	
25	Steering Wheel	19	
26	Shock Absorbers	19	
27	Switch	19	
28	Weights	20	
29	Windshield	20	
30	Measuring Sensing & Sending Devices	20	
Sec. 3	DRIVER'S SAFETY EQUIPMENT	20	
1	Arm Restraints	20	
2	Face Shield	20	
3	Gloves	20	
4	Helmet	20	
5	Jackets	20	
6	Neck Brace	21	
7	Pant Legs	21	
8	Shoes	21	
9	Hans or Hutchins Device	21	
Sec. 4	MISCELLANEOUS-SAFETY	21	
ARTICLE 5			
CLASS AND DIVISION STRUCTURE			21
Sec. 1	CLASSES	21	
1	Class Definition	21	
2	Class Jumping	22	
Sec. 2	DIVISIONS	22	
1	Division Definition	22	
2	Division Jumping	22	
ARTICLE 6			
HONDA PROGRAM			23
Sec. 1	HONDA CLAIMER RULE-For GX120 and GX160 QMA Type Engines	24	
Sec. 2	HONDA SUSPENSIONS	24	
ARTICLE 6A			
Deco/Continental Suspension Rules			25
ARTICLE 7			
NOVICE RULES AND PROCEDURES			26
Sec. 1	PURPOSE	26	
Sec. 2	NOVICE CLASS – DRIVERS AND HANDLERS	26	
Sec. 3	NOVICE TRAINING	27	
Sec. 4	RACING	27	
Sec. 5	NOVICE GRANDS	28	
Sec. 6	GRADUATION OF NOVICE DRIVERS	28	
ARTICLE 8			
RACING RULES AND PROCEDURES			29
Sec. 1	GENERAL	29	
1	Age Requirements	29	
2	States and Grands (optional for local)	29	
Sec. 2	RACING RULES	30	
1	All QMA Events	30	
2	Protests	32	
Sec. 3	General Racing Procedures	32	
1	Flagging	32	
2	Practice/Warm-up	33	
3	Qualifying	33	
4	Racing	33	
Sec. 4	QUALIFIERS	35	
1	General	35	
2	States Championship Qualifier Events	35	
3	QMA National Championship	36	
4	National Work Rule	36	
5	States, Grands, Format (optional for Local)	37	
Sec. 5	Judging	38	

ARTICLE 9	
INSPECTIONS	44
Sec. 1 SCHEDULE OF INSPECTIONS	44
Sec. 2 WEIGHING PROCEDURES:	44
1 Drivers Weight	44
2 Car Weights	44
3 Combined Weights	44
4 Weights	44
Sec. 3 APPROVED PROCEDURE FOR FUEL TESTING	45
Sec. 4 APPROVED PROCEDURE FOR OIL TESTING	45
Sec. 5 TECHNICAL INSPECTION PROCEDURE	46
1 Qualifying	46
2 Technical Inspection after Race	46
3 Engine Technical Inspection	46
4 Suspension Procedure for Illegal Fuel	47
Sec. 6 PROTEST PROCEDURE	47
ARTICLE 10	
RESTRICTOR PLATE PROGRAMS	47
Sec. 1 GENERAL	47
Sec. 2 DECO	47
Sec. 3 HONDA	48
ARTICLE 11	
APPENDIX A	48
BOARD OF DIRECTORS 2005	48
APPENDIX B	
REGIONAL DIRECTORS	49
APPENDIX C	
QMA CLUBS	52
APPENDIX D	
GRANDS SITES	55
APPENDIX E	
QMA SERVICE PROVIDERS AND ADDRESSES	55

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, AA and 1/2 are classes.
- Chain of Command:** If any member has specific questions regarding a rule, process, or have a question, they must FIRST contact their Club President and if necessary then their Regional Director who will then contact the National Board of Directors. Any information from the National Board of Directors will go through the Regional Directors, to the Club Presidents, and then the members.
- 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:** Those portions 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.
- Procedure Manual:** A book that is given out at the National Meeting with all QMA Procedures. All National Board of Directors, Regional Directors and Clubs receive a copy of this manual yearly.
- 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 its own power.
- DNF:** Car "Did Not Finish" the race.
- Reference line:** The lines painted on the track to be used to aid in making the proper judgment call and to assist the driver as when to give room going into or coming out of the corner.
- Work Area:** A designated work area is where additional QMA members can assist with repairs. Due to track layouts this may be a portion of the hot chute.

QMA Website: www.quartermidgets.org

Rule Book Revised on 04/05

ARTICLE 1 NATIONAL MISSION STATEMENT

INTRODUCTION

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

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

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

To develop, direct, and promote the objectives of associated 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 listing to each Region Director for distributing 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, with staggered elections. President, Secretary, Treasurer, and Publicity Director taking office January 1 of odd numbered years and Vice President, Technical Director, and Safety Director taking office January 1 of even numbered years.
- 2.B Regional Directors run for two-year terms, with staggered elections. Even numbered Directors take office on January 1 of even years and Odd numbered Directors take office on January 1 of odd years.
- 2.B (1) Regional Officers must be elected within their own Region thru QMA.
- 3 **Nomination Sequence**
- 3.A Nominations for all offices are to be sent to QMA National Office with copy to National Secretary postmarked by October 15 of each election year. Region Director to be notified of Regional nominees.
- 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 to the Regional Secretary.
- 3.C Returned ballots must be postmarked 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 and on the QMA Website.
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 will be able to submit as many RCP's as there are clubs in their Region.
- 1.A The QMA National Board will be allowed to submit 5 RCP's to the National President postmarked by Sept. 15 and to be submitted to the National Office by certified mail postmarked by Oct 15. They must follow the same procedures as Regions.
- 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's are forwarded to Club President for signature.
- 2.C Club President forwards the RCP's to their Regional Director postmarked 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 and National QMA Secretary by Certified mail postmarked by October 15th of each year.
- 2.F QMA President will assign #'s to the RCP's and they will be reviewed by the National Office, National Secretary, and the National President to make sure all are accounted for. The QMA National Office will send copies of all official RCP's to Regional Directors by Nov. 1.
- 2.G Proposals received each year will be finalized at the 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 by registered mail or email by all the QMA Board and Regional Directors. There will be a 30 day process with the chain of command followed for review and input from club ending with a vote of the QMA National Board of Directors 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 and on the QMA Website.
- 2. I Changes applicable to any Grand National format can be made no less than 30 days prior to the beginning date for the event. If at the event a situation does arise, a decision will be made by a quorum of all National Board and Regional Directors present.
- 3 National Rules Committee -
A Rules Committee will be established consisting of 2-3 National Board Members, and 2-3 Regional Directors. The National Vice President will be one member and will be the Chairperson of the committee. The Rules Committee will be responsible for the updating of all rules and updating the rulebook each year. Additional responsibilities will/may be defined by the committee itself (with approval of the National Board and Regional Directors) Rules committee may make recommendations to the National Board of Directors.

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 Board that are paid current members in good standing may be sent, by their Regional Board, to the Annual National Meeting with their Regions recommendations, changes, or additions to QMA rules. There will be one vote per Region.
- 3 All National rules or engine specification changes are to be made only at the Annual National Meeting with Regional Directors and National Board of Directors present. No other changes may be made until the next annual meeting except for emergency rule change Proposals. See Emergency Rule Change 2.H.above.
- 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; general membership must be notified by mail.
- 5 The timing and racing format for the Grand National event are to be approved at the Annual Meeting. In case of an emergency change it will be decided by the majority of the Board of Directors and the RD's present at the Event.
- 6 The National Championship for the next year is approved by the Directors during the Annual Meeting.
- 7 The National Board of Directors and Regional Directors will each have one vote at the Annual National Meeting to vote for the East, West and Dirt Grands.
- 7. A If a club has held a Grand National event within the last three years, clubs that have not will take priority.
- 7. B A club that has bid on the Grands previously and not been awarded the bid, will take priority over those that have not. Assuming it's been at least three years since the last time the club has held a Grands event.
- 7. C First Tie Breaker: If two clubs have come to bid and either both have previously bid before or neither have bid, the club that has

never held a Grands before will take priority.

Second tie Breaker: If none of the clubs have ever held a Grands, then a vote by the National Board and Regional Director's will be held.

7. D If a club does not receive an award and does not come back the next year to rebid, they lose their priority the next time they come back to bid and will be considered a first time bidder.
- 8 The President of Quarter Midgets of America shall be the presiding Chairman at the Annual Meeting.
- 9 Annual National Board meeting to take place the first Monday thru the First Thursday of February each year. No racing during a National meeting.
- 10 All approved minutes from meetings of the National Board of Directors will be sent to the Regional Directors via mail or email within 14 days of the meeting. All approved minutes from meetings of the National Board of Directors will be published on the QMA member's only web site within 30 days of the meeting, but not before being distributed to the Regional Directors at least 5 days prior.

Sec. 4 QMA PUBLICATIONS

- 1 This rulebook 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 form.
2. A Additional supporting material such as QMA flagging, judging, and scoring manuals, etc. are available through your Club President or it can be downloaded off the QMA Website and also available for purchase at the QMA National Office.

Sec. 5 QMA WEBSITE

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

Sec. 6 INSURANCE

- 1 K & K Insurance will be the only insurance carrier approved 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 1st of each year.
- 3 Insurance carrier will issue verification of all paid insurance to QMA National Office.
- 4 QMA National Office will not issue a 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 or alternate member 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.
- 10 All QMA members must show picture ID's or proof of (gold copy)
membership application, must sign the QMA Release & Waiver
Form at any QMA Event. (Drivers and handlers).

Sec. 7 QMA MEMBERSHIPS

- 1 Individual family membership dues are \$75.00 (U.S. funds)
annually. Renewals are due January 1st of each year and become
delinquent after Dec 31. Membership numbers will be held 90
days before being dropped from the roster, if you renew after the
90 days you will be rejoined as a new member.
(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
under the age of 18 yrs old 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 QMA Associate memberships are 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 1st of each year
will be counted for the following year.
- 3 Membership dues must be paid simultaneously with your home
Club, to be processed immediately to the QMA National Office.
3. A Clubs need to make sure that applications are processed 15 days
from the time the dues are received and the form is dated.
3. B All handlers 16 years and older must submit a 1x1 picture with
application (first time) all drivers and/or those under 18 must have
a Birth Certificate on file at the 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 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.
- 6 All Club Level Officers, BOD, Head of Positions, (Race Director,
Head Scorer, Head Judge,) Regional Board and National Officers,
their membership must be paid in full before their term begins.
- 7 Any member who presents a bad check to QMA and does not
make the check good within 30 days of notification will be
suspended from further racing until the check is made good. QMA
Bad Check Policy and Procedure will be used in the recovery of
funds due to returned checks and can be obtained through the
QMA web site or by requesting a copy through the QMA National
Office.
- 8 All QMA members' cars are required to have a QMA Sticker on
the right side of the car or they cannot pass safety inspection and
will not be allowed to qualify or race.

Sec. 8 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.

ARTICLE 3 LOCAL ADMINISTRATIVE GUIDELINES AND PROCEDURES

Sec. 1 CLUB CHARTER

- 1 All Clubs receiving a QMA charter agree to abide by all rules and regulations, and racing procedures of QMA at all events. See 2A below.
- 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 events. This includes areas such as practice, qualifying, length of race, starting order, racing numbers, and common fuel. The QMA President must be notified of all permanent deviations allowed by Regional Directors. This does not include the work rule.
2. B At the discretion of the Regional Director, the number of Judges may be adapted to fit local events. Not to include States or Grand National events.
- 3 All Quarter Midget Clubs affiliated with Quarter Midgets of America must have a permanent mailing address. The permanent mailing address can be a post office box or it can be an address used for, and as, the Clubs track location.
- 4 Club charter dues are \$100.00 (U.S. funds) annually, due Oct 31 of each year and become delinquent after Dec 31. If the club does not pay by Dec 31, then there will be a penalty of \$100.00 thereafter. (Definition: Dues are PAID when dues and application are received by the QMA National Office. Only Club checks accepted.)
4. A **All Racing and Non Racing Charters will be sent to the QMA Vice President for review. Once the charters are completed and approved they will be submitted to the QMA National Office. If a family belongs to a Non Racing Charter club they must also belong to a club that has a Racing Charter for Insurance purposes. See QMA Procedure Manual.**
- 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 October 15th.

Sec. 2 THE NOVICE PROGRAM COMMITTEE

- 1 Each Club of Quarter Midgets of America shall have a Novice Committee staffed by the Race Director, Club President, Technical Director, Safety Director, and Novice Instructor.
1. A If one of the committee members is absent, an alternate should be picked, at a given race day.
- 2 **DUTIES OF THE NOVICE COMMITTEE**
2. A To monitor the progress of each driver in the Novice class.
2. B If it is the opinion of the committee a driver is capable of graduating into the Stock/Honda 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.

Sec 3 QMA CLUB PROMOTION DAY

The purpose of the Promotion Day is to provide an approved method that allows prospective new drivers to participate in the QMA experience without the need to purchase a Quarter Midget 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 in 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 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.

Sec. 4 QMA CODE OF CONDUCT

- 1 All QMA members and their families are expected to act in a manner that is a credit to the sport, both on the track facilities and off the track facilities, at all QMA events. Disturbances and or willful damage to others property will not be tolerated at any event.
- 2 Those failing to act in a manner that is a credit to the sport are injuring all members and are hampering the very existence and future of Quarter Midgets of America.
- 3 Therefore acts detrimental to QMA or its members will be reviewed by QMA Club Boards, QMA Regional Boards, and/or the QMA

National Board of Directors and will be subject to the QMA Code of conduct guidelines procedure for disciplinary actions.

4 The QMA Code of Conduct Procedure will be used by members and boards as the primary controlling document for Code of Conduct cases within QMA. A copy of this procedure may be obtained on the QMA web site, your club President or the QMA Procedure Manual.

Sec. 5 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 speed-breakers. Dirt tracks may run approved huggy poles in lieu of speed breakers.
- 4 Construct speed-breakers per Diagrams 3-2. & 3-3, page 13.
- 5 Provide a minimum of five speed-breakers at each end of the track.
- 6 Install speed-breakers in-field approximately two inches inside of white/yellow line.
- 7 Reference lines will be painted on the track to indicate the point for determining a cars position (Judging) when a car is entering and exiting 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.
- 8 It is recommended that a Handler Safe area to be provided in the Hot chute by painting lines or other method.
- 9 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.

See diagrams on page 13.

**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 1/2" 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

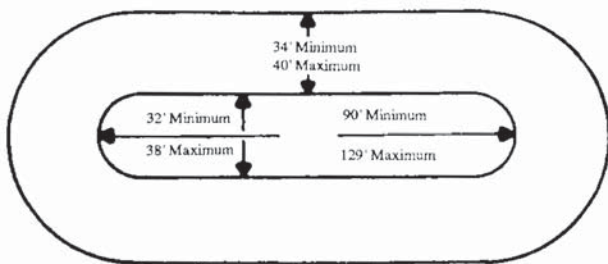


Diagram 3-1: Track Layout

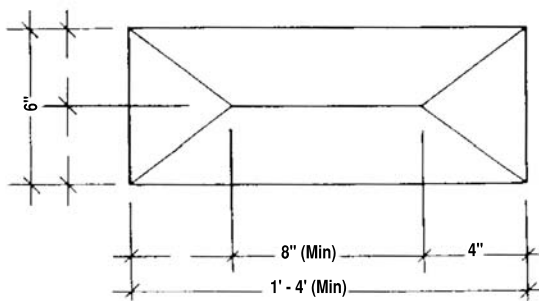


Diagram 3-2 Speed-breaker Detail

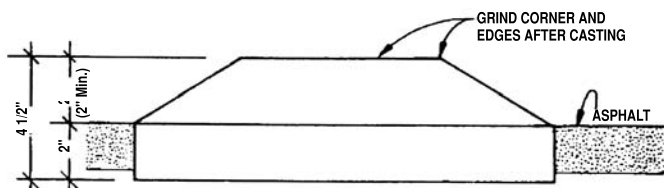
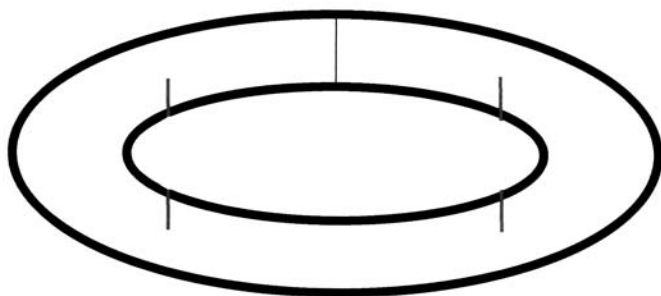


Diagram 3-3 Speed-breaker Elevation



Reference lines should be approx. 12-15 feet from the apex of the turn. It should be approx. 5 feet long & approx. 3-6 inches thick. This line is to help the Judges find where 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.

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 wet-cell batteries, which are mounted in the cockpit area must be enclosed and vented out of the cockpit area.

2. B All batteries must be securely mounted to prevent loss during operation.

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 driver's legs, a tail section, and a housing which covers the engine. The tail section can be the engine housing.

4. B The body and tail section will not have any sharp edges.

4. 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 inches as measured from the bottom 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 QMA members' cars are required to have a QMA Sticker on the right side of the car or they cannot pass safety inspection and will not be allowed to qualify or race.**

5 **Brake**

5. A Brake to be activated by a foot pedal.

5. B A minimum of one wheel brake is required, located on the rear axle, sufficient to lock the drive wheel(s).

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**.
- 6. F Bumpers will be of metal construction. Titanium and/or composite materials shall not be used.
- 6. G Front and Rear bumpers to be bolted with min 6/30 to max 10/32 bolts.

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(6) Deco #300

- 10. B HONDA 120:

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

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

- 10. C SUPER STOCK:

- 10. C(1) Continental AU7R

- 10. C(2) Continental 717

- 10. C(3) Detroit Engine DE7R

- 10. C(4) Deco Grand DE2R

- 10. C(5) Deco Grand DE7R,

- 10. C(6) Deco #300

- 10. D HONDA 160:

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

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

- 10. E MODIFIED, B, AA:

- 10. E(1) Continental AU7R

- 10. E(2) Continental 717

- 10. E(3) Detroit Engine DE7R

- 10. E(4) Deco Grand DE2R

- 10. E(5) Deco Grand DE7R,

- 10. E(6) Deco #300

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

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

- 10. F(2) 253 CC maximum displacement

- 10. F(3) No blowers or fuel injection
- 10. F(4) Single Crankshaft
- 10. F(5) No Water Cooled Engines
- 10. F(6) No Free Spinning Flywheels
- 10. G **ALL CLASSES:**
- 10. G(1) Air cooled only and no external liquid cooling devices
- 10. G(2) No blowers or fuel injection
- 10. G(3) No freewheeling type flywheels. Definition of type flywheel: they are the type whose fins continue to rotate after the engine has been shut down.
- 10. G(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. G(5) No Water Cooled Engines Allowed in any QMA Class.
- 10. G(6) No External Cooling Devices of any kind allowed in any QMA Class.
- 10. G(7) Any special or new engines platforms for Quarter Midgets must be approved by the National Tech Director with Tech 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, must be intact at the scales.
- 12. D Forward exhaust pipe (including mufflers) shall not extend outside of the nerf bar.
- 12. E All QMA Quarter Midgets and Half Midgets will run a 4 to 8 horsepower Briggs & Stratton Part 3294599 or equal equivalent. No drilling holes in the baffles. Inside seam of baffle must be straight edged. (Note: Some seams may not be parallel in baffle) You cannot cut off the threaded flange if it is to be used in Honda. It is OK to weld a washer or nut on the flange for a place to apply safety wire.
- 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.
- 12. H All quarter midgets and half midgets, if any part of the exhaust system comes off during any race, this will be a DQ at the scales. See page 39 12B.

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 metal automotive fittings and a minimum of a wire tie clamp.

16. B All fuel lines must be made from flexible hose and should be rated for the appropriate fuel (Gasoline/Methanol). No slip on steel braiding. Steel braiding is acceptable provided it is enclosed (under) other plies of material and is an integral part of the hose such as industrial hose, steel braided hose.

16. C No cool cans or other device for cooling fuel in any class or insulation of fuel lines in any class. No device used to reduce the temperature or remove energy from the fuel system, including dry ice in the fuel tank. No device used to insulate the fuel system, including shields, insulation etc.

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.

17. E Fuel tanks cannot be replaced during a race.

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.

19. D Left and right nerf bars to be bolted with min 6/32 to max 10/32 bolts.

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 upright. As of 4/1/05 all new manufactured chassis must extend outward from the top of the roll cage to approximately the front bumper, down tube design.

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. **Driver must be in car at Safety Inspection.**

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 cages will conform to all appropriate specifications as follows and be raced only in the Novice class.

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. (Novice Class only)

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. (Novice Class only)

21. K Helmet hooks are not allowed.

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. **Pull up lap belts are recommended.**

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.
 - 25. D No Data acquisitions allowed on steering wheel.
- 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 must 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, corner workers, 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. **No weights attached to any sheet metal except belly pan. Fasteners through weight and belly pan must not be pop rivets.**
- 28. D All lead weights must be covered.

29 Windshield

- 29. A No windshields on cars.

30 Measuring, Sensing, and Sending Devices

- 30. A All data acquisition and measuring devices shall be mounted securely within the roll cage or down tubes.

30 B No in car video cameras in a car during a race.

31. A No composite wheels.

Sec. 3 DRIVER'S SAFETY EQUIPMENT

There will be no degrading of any drivers 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 Two layer Nomex or equivalent gloves are mandatory.
- 3. B Gloves must completely cover the hands and fingers.
- 3. C Driver's gloves require a SFI 3.2A 5 rating or greater.

4 Helmet

- 4. A Drivers will wear a well fitted, full face, professional type crash helmet of the type which is one-piece from the forehead to the base of the skull and similarly covers the ears and chin area.
- 4. B Helmets used in QMA are required to use a SA 90 or newer Helmet or SFI 24.1 youth spec helmet.
- 4. C Helmet shall be in good condition (no exterior cracks, evidence of impact or deteriorating interior lining/shock absorbing material).
- 4. D All hair will be under the helmet or inside jacket/driver's suit when driving a quarter midget.
- 4. E Helmet shall be inspected by track safety at the start of the racing season (as a minimum).
- 4. F 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 (>6 ounce), imitation leather jackets. The

inner layer may be of any material; however a six-ounce layer is recommended.

- 5. C (3) Single layer Cordura jacket of minimum 1000 denier and 11.30 ounce material
- 5. C (4) Single layer canvass "tent-type" material of >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).
- 5. D It is strongly recommended that driver suits will have a SFI 3.2A-5 rating or better.

6 **Neck Brace**

- 6. A A neck brace is mandatory.
- 6. B Neck collar made of Nomex or equivalent is mandatory with a recommended rating of SFI 3.3/A.

7 **Pant Legs**

- 7. A **Pants must be waist to ankle length, (no shorts or Capri's) and a minimum of a denim material (no sweat pants, pajama pants or nylon material), and not to 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.

9 **Hans or Hutchins device**

- 9. A Hans device may be used without Neck Collar.
- 9. B Hutchins device requires Neck Collar.

Sec. 4 MISCELLANEOUS - SAFETY

- 1 Modifications of any car construction specification for a Quarter Midgets or Half Midget necessary for a physically disabled child must be approved by the National Safety Director on a case by case basis.
- 2 No decorative lights on any QMA race car.
- 3 **High Pressure Compressed Gas Cylinders must remain in trailers or tow Vehicles.**
- 4 **There will be no jugs or cans of fuel in the Hot Chute after refueling.**
- 5 **Tire Treatments- Application of tire treatments or chemicals applied to tires is prohibited in the hot chute and/or staging area.**

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, page 23.
- 1. C A driver shall not be allowed to run more than three Quarter Midget classes per event and a half class.
- 1. D No mixing of classes at States or National Events. No Stock with Modified Stock. No Modified with "B". No "B" with "AA". No Quarter Midgets with Half Midgets. This means that cars with modified engines entered as modified should not run with cars with "B" engines that entered as a "B". This does not mean that a modified engine cannot be in a "B" class car. A car with a modified engine can be entered in the "B" class and run as "B". This car cannot be entered in any other class at the event. 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", "AA" and 1/2 classes will have a maximum of ten cars per race. **With eleven cars permitted at local events, but never twelve. If over 11 cars signed in, must be a B Main.**
1. G Jr. Honda and Jr. Super Stock classes will have maximum of eight cars per race. With nine permitted at local events, but never ten. **If over 9 cars signed in, must be a B Main.**
1. H. **In order to run AA, B, or 160 driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of a lower classes (not including novice year) or obtain the unanimous approval of the Novice Committee before competing in these classes. To run AA you must be 9 years old.**

2 **Class Jumping**

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

Sec. 2 DIVISIONS

1 **Division Definition**

1. A Division is defined by age and or weight.
1. B Specific ages and weights for divisions are found in Table 5-1, page 23.
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, States and National events, at any time prior to his ninth birthday. Once he has made this decision and raced in the Senior division, he will not be allowed to return to any Junior division for any reason. If this option is used QMA driver card will be documented immediately.
1. D Four cars or more entering a division will constitute a class. If less than four enter this division, it may be combined with other division in its class at the option of the Race Director, but excluding the Junior Division and you can never run Junior and Senior at the same time.
1. E **Drivers who turn 9 during a racing season must move on their birthday. Exception: If you qualify for an event when you are 8, you may finish the event. Driver must move after the conclusion of the event.**

2 **Division Jumping**

2. A A driver who qualifies in a junior division of a class at a qualifying event will participate in the races in the division for which he qualifies as of his age on the last day of qualification for that qualifying event only.
2. B Heavy Division: If a driver has qualified at a States as a Junior or Senior and becomes 100 pounds or more before the National Championship, he may choose to run as a Heavy. Also if a driver has qualified at a States as a Heavy Division and weighs less than 100 pounds before the National Championship, he may run as a Junior or Senior Division.
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 per class only.

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

CLASS	DIVISION	DRIVER AGE	DRIVER WEIGHT(min)	COMB. WEIGHT(min)	CAR WEIGHT(min)
Novice	Junior	5-8	N/A	235 lbs.	160 lbs.
Novice	Senior	9-16	N/A	260 lbs.	160 lbs.
Honda	Junior	5-8	N/A	250 lbs.	160 lbs.
Honda	Senior	9-16	N/A	285 lbs.	160 lbs.
Honda	Heavy	9-16	100 lbs.	325 lbs.	160 lbs.
Super Stock	Junior	5-8	N/A	250 lbs.	160 lbs.
Super Stock	Senior	9-16	N/A	285 lbs.	160 lbs.
Mod	Light	7-16	N/A	260 lbs.	160 lbs.
Mod	Heavy	7-16	100 lbs.	325 lbs.	160 lbs.
Honda 160	Light	8-16	N/A	260 lbs.	160 lbs.
Honda 160	Heavy	8-16	100 lbs.	325 lbs.	160 lbs.
B	Light	8-16	N/A	260 lbs.	160 lbs.
B	Heavy	8-16	100 lbs.	325 lbs.	160 lbs.
AA	Light	9-16	N/A	260 lbs.	160 lbs.
AA	Heavy	9-16	100 lbs.	325 lbs.	160 lbs.
Half	Junior	11-17	N/A	350 lbs.	170 lbs.

***NOTE:** Eleven to thirteen-year olds must have approval from the Club novice committee for 1/2 class.

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

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
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: Number of laps for local events may be adjusted if deemed necessary by the Race Director.

ARTICLE 6 HONDA PROGRAM

NOTE: It is illegal to use the (E1, old style) head and piston on the new (E2) 160 motor. Swapping parts: If you are found using a new style (E2) flat-top piston with an older (E1) head, or the opposite combination, will result in a 6 month suspension and the complete engine would be confiscated. If you are found using the old combination of piston and head, this would result in a 30 day suspension and the head and piston 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, I.E. Jr., Sr., Lt.& Hvy. 120-160 – Only. Competitors in the same division may make a claim on an engine. No claiming in Novice Class. One claim per race event, per handler, per class.
- 2 Engines may be claimed for \$550.00 cash only. No claim related inspection will be started prior to the funds being posted with the proper official.
- 3 This claim form and cash must be submitted to the Race Director, or his/her designee, before the end of the race that the claimed engine is participating in I.E. Checkered flag lap complete.
- 4 The Race Director, his/her designee, will hold the claim money until the claimed engine has been inspected for legality. The claimed engine will be tagged/marked and sealed as soon as it car comes across the scale.
- 5 The claimed engine will be immediately taken to impound and/or presented to the tech Director for inspection. Engine must remain in impound and in the possession of tech officials throughout the entire process including shipping to National Tech Director and the transferring of funds.
- 6 Inspection of claimed engine MAY NOT be waived by any party.
- 7 Both claimer and claimee have the option to be present at the time of inspection.
- 8 Any claim that is withdrawn will be assessed a \$50.00 fee that will be paid to the host club.
- 9 Multiple claims on an engine will be decided via a lottery system. Owner, handler or family member cannot claim his/her own engine.
- 10 Claimed party will retain air filter, exhaust system and throttle linkage.
- 11 If the claimed engine is found to be illegal, the motor must be completely torn down to check for additional illegalities. The Tech Director must confiscate all illegal parts and related parts from the claimed engine and shall immediately forward them to the National Tech Director along with the confiscation form. Claiming party has the option to accept the engine, as is, less confiscated parts or void the claim if engine is found illegal and claim money will be returned to the person filing the claim.
- 12 Refusal of claim, destroying or withholding of parts or any other lack of cooperation in this claim or inspection process will be interpreted as an admission that the engine is illegal and will subject the driver and handler to the conditions set forth in the Honda Suspensions Program.
- 13 Any teched or claimed Honda engine, block or part which are deemed to be over maximum wear limits in one or more spots but is under maximum wear limits in other spots is subject to confiscation but not DQ'able. The claiming party has the option to void the claim with no financial penalty.
- 14 Note: Reference to Confiscation due to Wear Limits in "Engine Block Internal Rules" of both Honda Manuals.

Sec. 2 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.

1. D If a Honda motor is found to have a valve oil seal during tech it will be a race disqualification only. Spark plugs and exhaust infractions are a race disqualification only.
- 2 Suspension will begin immediately, at which point the illegal part/s will be sent within five Business 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 or confiscated 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 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 or claim 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 AND WITH A 6 MONTH SUSPENSION.**
- 6 For the purpose of this rule only, if a handler has multiple cars competing in the class (Honda 120, Honda 160) at one event and more than one engine is found to be illegal at that event, it will be considered to be one offense.
- 7 All membership suspensions must be sent to the National Tech Director within 5 Business Days, National Tech Director will send to the National QMA Office to Notify all Clubs.
- 8 **Novice Honda:**
 - A. 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.
 - B. The second offense follows the Honda Suspension 30 days suspended from Novice.

Article 6.A Deco/Continental Suspension Rules

For all engine specifications except for stock ignition timing. Handlers and drivers guilty of having an engine declared illegal at technical inspections shall be disciplined as follows:

1. A First offense – 30 day suspension for handler and driver from participating in the respective class.
1. B Second offense within one year of first infraction – One year suspension for handler and driver from participating in the respective class.
1. C Third offense within two years of last infraction – Suspended for life from QMA.
1. D Suspension for life is open to review by the QMA National Board.
1. E Stock ignition timing DQ's are for the event only and are not a 30 day suspension.
1. F Refusal of tech shall be interpreted as an admission that the engine is illegal and a suspension from the class will be immediate with all awards, qualifications being revoked with a six month suspension.
1. G For the purpose of this rule only, if a handler has multiple cars competing in the class (Stock, Mod, B, AA) at one race event and more than one engine is found to be illegal at that event; it will be considered to be one offense.

1. H All membership suspensions must be sent to the National Tech Director within 5 Business Days, National Tech Director will send to the National QMA Office to Notify all Clubs.

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. (4 1/2 year olds may not practice or train during an event)
- 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 Club Presidents 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 Novice logbook, such as qualifying time, main or semi race, start and finish position in race. The logbook will be returned to the Handler by the Novice Committee after comments have been made and initialed.

6. C False or unauthorized entries in the logbook or on the Novice Card will be cause for a 90-day suspension from all QMA tracks.
- 7 A duplicate of any lost logbook must be obtained from the Club Secretary. Record of past races to be reconstructed in replacement logbooks from Club Master Records.

Sec. 3 NOVICE TRAINING

- 1 Completion of Novice Training, given by a competent instructor, is mandatory for all new drivers of member Associations of Quarter Midgets of America. Minor changes may be made to training outline to conform to local conditions; however, the reason for all changes must be submitted to the Regional Director without delay.
1. A Any driver not trained by a Club-designated trainer must pass a test given by his local Club novice instructor before he enters into the Novice Class.
- 2 The Novice driver must be covered by QMA insurance during training periods.

Sec. 4 RACING

- 1 The Novice Class will be a recognized class by QMA and will run under the 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. 2nd Offense follows the Honda Suspension, 30 days suspended in Novice.
- 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. Junior Novice to Junior Honda Plate and Senior Novice to Senior Honda.
- 5 For safety reasons, no more than eight cars may be entered in any Novice race.
- 6 One Safety Man shall be present on each corner for every Novice race.
- 7 During the Novice race, if a driver makes an infraction of a racing rule and the judges 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 races at the back of the lineup of the race for which he has qualified regardless of qualifying position.
- 9 Infractions such as liberating fluids, dropping safety parts (as per judging rules), etc., are not driving infractions and drivers should not be given a second chance before disqualification. These infractions 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 States event and then graduated to Super Stock/Honda 120 prior to Grands event is qualified in the Super Stock/Honda 120 Class at the Grands event. 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 States Event, the driver(s) will be allowed to participate at the National Exhibition. A Novice Driver may not race as a Novice at the National Exhibition level for more than one season.
3. B **Novices do not pay Hardship fees at the Grands.**
- 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.

Sec. 6 GRADUATION OF NOVICE DRIVERS

- 1 The Novice Class is the "learning" class and, as soon as possible the Novice driver shall be moved to the Stock/Honda classes in order to avoid "professional" Novice drivers.
- 2 A Novice driver must participate in at least three events before graduating to a competitive (Stock/Honda) 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 Club Presidents.
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 races at the back of the pack for which they qualified, regardless of qualifying position.
- 6 All graduating novice drivers shall be on probation for three events 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, corner men, 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.
1. D In 1/2 class the age limit is 18 years old (you may not participate after your 18th birthday)

2 States and Grands (Optional for Local Events)

2. A At all QMA events, the Host Club and the Race Director for the meet will clearly identify the responsibilities and authorities of the Head Judge and Chief Flag Person selected for the event.
2. B All QMA race events shall have one person to read the clock along with someone to verify the reading during qualifying, and during the races, have a minimum of three experienced scorers, preferably five, for writing down each individual lap. QMA scoring procedures will be followed at all events.
2. C In addition to current scoring procedures, 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. D 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. E 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. F 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 can not be in car during fueling.
2. G All clubs hosting a Grand National event will have track records open.
2. H **QUALIFYING FEE:**
Below is listed the maximum pit fee to be charged at all States qualifying Championships and the National Championship. Also listed is the amount to be sent to QMA per sign in (each entry).

Table - Qualifying Race Fee Structures

	Max. pit fee to be charged	Amt. to be retained by Hosting Club	Amt. to be sent to QMA*
States Champion	\$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 Hardship 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 (\$75 will go to the drivers region States event host, \$75 to QMA).
- 2.I (2) The hardship fee is good for that class/driver you registered for in all Grands for that year. When a driver qualifies in a qualifying event, the driver is qualified for a class not a division, see page 37, 5.K.
2. J **Track Caution Lights at all Grand National events, host club will provide at least 2 operational, appropriately spaced caution lights around the track, controlled by the flagger. It is recommended that all QMA tracks install caution lights in the same manner. (Effective 2006)**

Sec. 2 RACING RULES

1 All QMA Events

1. A All QMA rules, regulations and engine specifications will be strictly adhered to at all QMA events. All decisions of the Officials will be final.
1. B All participants at a QMA event must present their valid QMA I.D. card at the time of signing in.
1. C All #'s will be furnished. All cars must have a minimum of 3 numbers plainly visible. 1 on the left front, 1 on the left rear, and 1 on the right rear.
1. D Cars may qualify and practice without tail cones; however, they must have tail cones in place for racing.
1. E **Cars leaving track must do so with caution. Driving through the pits or the hot chute 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 event.
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 car 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.
1. J (1) Components that incorporate, as part of their design predetermined and predictable changes to that component will be allowed. (Example: temperature or load sensing shock absorber valves or integral temperature sensitive carburetor fuel metering devices.) No changes or adjustments can be made to car or engine settings to any Quarter or Half Midget 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 (use of clock or air horn), all cars on the track and past designated line will be lined up according to original starting position. All others will start at the back of the pack – in the order they enter the race track. Except “AA” and Half class, which are re- fueled after initial warm-up. Fuel tanks cannot be replaced during any race of any class.
1. L 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 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 end 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 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 or DQ if judging call(calls) were made.
 - 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 DOTs or judges’ call overrule, 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 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 or DQ if judging call(calls) were made.
 - 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 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 flaggers 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.
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 the Race Director.

- 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 Corner workers are necessary for each race. Corner workers will be stationed around outer circumference of track, not in infield and are the only people allowed on the track in the event of a caution during a race.
- 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. There shall be no smoking allowed in the hot chute, pits, judging stand, flag stand, work areas and 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.
- 1. V The Race Director must be in the hot chute with the handlers during a racing event.
- 1. W **Tire Warmers and Heat Guns - Tire warmers, hot boxes, tire covers or any device to warm tires is not allowed on the grounds of the race facility. First Offense is disqualification from the event. Heat guns for cleaning tires are allowed except in the staging and hot chute area.**
- 1. X **Tire Treatments- Application of tire treatments or chemicals applied to tires is prohibited in the hot chute and/or staging area.**
- 1. Y **Fuel tanks cannot be replaced during a race.**

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 division of 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 corner workers have cleared the racing surface.
- 1. G Safety Signal lights may be used around the track and controlled by the flag person.
- 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 moved from the racing surface or be worked on until the driver

(s) have been cleared. The red flag must also be displayed and cars stopped before anyone is allowed on the track to determine if work repair to the track walls is necessary and/or to perform any such work. For non-emergency requirements (refueling stops, debris removal, etc.) a rolled red flag with one finger extended indicating stop after one more lap. (see page 34 4.I)

2 Practice/Warm-up

- 2. A It is recommended that a Flagger 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 corner workers have cleared the racing surface.
- 2. C Any car not remaining above the safety entrance line should be black flagged so that the Race Director can remind the driver of correct track entry procedures and then the driver may return to the track. Cars that continue to disregard the safety entrance line may be subject to losing practice privileges.
- 2. 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 Flagger shall indicate to the driver a maximum of five warm laps which will begin as soon as the driver/car comes to the appointed start/finish line and will count down each completed lap. When one lap is reached, a rolled green flag is displayed in a circular motion indicating the next time around will be starting the clock. (Note: The handler has the option of requesting fewer warm up laps, but cannot request a greater number)
- 3. B The use of Air Filters during qualifying at any QMA event is illegal. The Sr Tech Official reserves the right to allow Air Filters at any Event that it is deemed necessary.
- 3. C If a driver has completed their qualifying times and has not left the track, the black flag can be waved.

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)

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 Flagger should point a rolled black flag as a warning. Car(s) that still do not keep the proper pace or other infractions may be sent to the back of the 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 States and Grands, based on drivers finish in previous lower mains, i.e. D mains to C mains.
- 4. D (1) If a car from the original line up is unable to line up on the initial start the alternate car will be sent out after a line up is called for and will start in the rear of the field. If a car from the original line up is past the designated line on the track (nose over the line) before the original green flag falls the driver may rejoin the line up at the rear of the field. In the case where a car from the original line up is past the designated line on the track before the initial

green flag falls and the alternate car is on the track, the Flagger will throw the caution flag if there are more cars on the track than allowed by article 5 sec 1, 1F and 1G, pg. 22. The alternate car will be removed from the line up and double file initial start will follow. The alternate car will return to the standby position until the initial green flag falls.

- 4. 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) goes 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 Flaggers head.)
- 4. H A red flag should be displayed whenever a car(s) has turned over; hit a wall or another car(s) with excessive force to allow the handler to verify that the driver(s) has no injuries.
- 4. I If the red flag is necessary for non-emergency stops such as wall repair or refueling, this should be indicated with a rolled red flag and one finger extended for the drivers requiring them to stop on the next lap around.
- 4. J At all qualifying events, a full set of 1-X black flags should be at the flag stand. These are to be used when the flag person is instructed by the judges to disqualify a driver. 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 thrown to the leader a yellow should be displayed along with the checkered flag, however, the race is officially completed. There are no restarts after the checkered flag.
- 4. L Laps should be counted from the number of laps to be run (25, 35, 40, etc.) down to one lap to go. This way the Flagger does not have to remember the length of the race; when lap one comes up he simply displays the white flag.
- 4. M At the Flaggers 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 Flagger is responsible for all starts, restarts, conduct of race, and flags, i.e., green, yellow, red, white, checkered and black when instructed by Judges.
- 4. O (2) All starts will be rolling starts. Pole car front row has the dress and will determine the pace of each race. Flagger has the option to put any car or cars to the rear if they will not keep proper pace.
- 4. O (3) If during the initial lineup and before the green flag falls, a car should go dead on the track, they will be put back in their original position unless there is a Judges call.
- 4. P **Restarts:**
- 4. P (1) All restarts will be single file.
- 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 the gap to approximately one car length.

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

4. Q (3) In "AA" and Half Midget classes only, after a combination of 80 green and yellow laps, the next yellow and/or red flag will be a refuel stop. After all cars have been refueled, the counting starts all over when the green flag falls.

4. R Dead on Track

4. R (1) Any car or cars going dead on the track totaling 3 times, for any reason (while under green flag racing conditions) will be disqualified.

4. S Disqualifications

4. S (1) If a car is disqualified during a race, and does not immediately leave the track when shown the black flag, the Flagger will show the flag two more times (on the next two laps). If the car still has not exited the track, the race will be stopped (red flag) and the disqualified car will be removed. Then the race will be restarted from the last recorded lap.

4. S (2) Only the official Flagger may use the black flag. Flags numbered 1 to X shall be used by the Flagger at all qualifying events.

Sec. 4 QUALIFIERS

1 General

1. A The Regional Director has the responsibility and authority to supervise:

1. A (1) STATES CHAMPIONSHIP QUALIFYING EVENT – Each Region must have only one States Race meet each race season. Exception: Region 2 has one asphalt and one dirt State Race.

1. B 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.

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

2 States Championship Qualifier Events

2. A All States Events will be held at least two weeks before the first Grands. Each region will determine the date for their States Event. 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 event host will be furnished to the QMA National Office by March 15 each year by all Regional Directors.

2. C Each Region is to hold its own States Championship Event.

2. D All States Events are to be supervised by the Regional Director or someone selected as an alternate by the Regional Board. This alternate is to be chosen by the Regional Board not the Club holding the event.

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

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

2. G Grand National Timing format mandatory at States events. Format may be altered due to weather and car count, to be determined by the Regional Director present at the event.
2. H A car and/or driver found illegal at a States Championship qualifying event shall forfeit awards for the event, 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 to start after repeated attempts during warm up/hot lapping (before the first race for which it is qualified) and cannot continue in the race program, it will be considered as "Attempting to Race".
- 3 **QMA National Championship**
3. A Each year during June, July and August there will be three National Championships known as the Eastern National Championship, the Western National Championship and the Dirt National Championship. The Eastern Nationals will be in Regions 1, 2,3,4,5, and 13. The Western Nationals will be in Regions 6, 7, 8, 9, 10, 11 and 12. **The Dirt Nationals will be in any QMA Region that has a Dirt Track.**
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 of 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 this manual and the QMA website, and the Quarter Reporter.
3. E Eastern/Western/Dirt Grands format will be as follows:
Saturday – Sign-ins and Safety check
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 event for disciplinary action. If any disciplinary action is deemed necessary, the member (owner, handler, and /or driver) will be barred from all future participation at that event.
Depending on circumstances additional disciplinary actions (forfeiture of any awards at the Grand National event or suspension from participation in future QMA events) may be imposed on the member or members.
3. G All tracks that are hosting the Grands are required to be closed (No cars on track) for eight days before the Grands. The 8 days ends at midnight the day before sign-ins open.
3. H All track records are open during a Grand National Event.
4. **NATIONAL WORK RULE**
4. A The work rule will be mandatory for all Grand National events.
4. B A designated work area will be marked off. A designated work area is where an additional QMA members can assist with repairs. This designated work area will depend on the Club hosting the event, because tracks do vary in respect to track layouts. This may be a portion of the hot chute. This must be approved by the QMA Safety Director.

- 4. C Any car going to the designated work area will automatically be put to the back of the pack.
- 4. D If you go to the designated work area under green flag, you are finished. You may not re-enter the race.
- 4. E Under a yellow or red flag condition, a car (or cars) may go into the designated work area for repairs using any piece of equipment for repairs, but may not add fuel or gasoline (except by track Officials to "AA" and Half cars during refueling stops) this will result in a DQ.
- 4. F If more than one car is in the designated work area, positions will be determined by the order of cars returning to the track.
- 4. G The Flagger shall not hold up the race for the car(s) in the designated work area.
- 4. H Should the car(s) be held back by the Pit Steward, and for some reason no green flag has been thrown, at the discretion of the Pit Steward, the car(s) may be allowed to return to the track.
- 4. I 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. J 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 Local Events)**
- 5. A Practice and timing will be done in the order of sign-in numbers, (first to sign-in is last to qualify) no changes allowed, **no changing of classes once practice has started**. 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 Five.
- 5. D Car handlers are not to signal the 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 the car.
- 5. F If car spins/goes DOT during warm up laps the handler may enter the track to restart, but number of warm up laps will continue from the lap that the car spun out.
- 5. G If the car leaves the track, blows engine or breaks after one time on the clock, he is finished, that car will only have one time. Also if a car leaves the track for a blown engine or breaks before any time is taken, this car will be awarded a "No Time". If the car goes DOT/SPINS before completing all timing laps, he may be restarted and allowed to complete all the remaining timing laps.
- 5. H In case of an identical time in qualifying, the second fastest lap will be used as the tie breaker to determine the qualifying position.
- 5. I The driver qualifying the car is the only one eligible to drive it in the event for which it is qualified.
- 5. J 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 a 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 event. (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 cannot 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 to be sealed in the car; any sealed component that needs the seal to be broken must be torn down by or in the presence of a Technical Director, if not this will be a reason for disqualification.
- 5. P **All cars and engines must stay on the grounds the remainder of the event.**
- 5. Q **ADDITIONAL OPTION FOR LOCAL EVENTS** : Seven cars – seven minutes or most evenly divided. This procedure will continue until all sets have completed their warm-up sessions. Second warm-up session seven cars – Seven minutes and time immediately. Five warm-up laps, one time on the track, Three times on the clock.

Sec. 5 Judging

- 1 The following judging procedures shall be utilized at all QMA sanctioned events, and are recommended as a guide for use at all Quarter Midget 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 a race at a QMA event.
- 3 **Number of Judges**
- 3. A A head judge will be delegated for the event and have the responsibility of seeing that qualified judges for each race are selected and are in proper judging position prior to the race being started.
- 3. B At all QMA 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 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.
- 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 race.
- 4. E If possible, judges should be selected and agreed upon and their approval attained prior to the beginning of the event to facilitate the running of each race without delay.
- 4. F Judges will not be handlers, owners, parents or family members (Aunts, Uncles, Grandparents, Cousins) of drivers entered in the same class/division at that event and must be a QMA member.
- 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 a race will commence with the cars entering the track and terminate with the cars exiting the race.

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 race.

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 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 Flagger to assure disqualification of the correct car and driver.

9. B Only the head judge will be designated to provide this communication with the Flagger. All disqualification's or calls that are agreed upon by the judges shall be processed through the Head Judge to the Flagger and Tower.

10 Miscellaneous

10. A Disqualification for a racing rule infraction at a States Event shall not affect the position of the driver on the QMA qualification sheets. (Exception Tech Suspensions)

10. B No trophy or awards, other than participation awards, shall be given to a driver for a race 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" 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 3 times for any reason (while under green flag racing conditions) will be scored as a DNF.

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 Flagman shall not make any disqualification calls unless so directed by the judges of that race. 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. 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 muffler, you will 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, 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**

If a car goes DOT during yellow flag conditions, the 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 blacked flagged.

19 Anytime a tail-cone falls off a car, a yellow flag will be thrown and the car sent to the hot chute/designated area to re-place the tail-cone. This will be charged as a DOT unless a call is made on another car. The car will be allowed to resume racing assuming it's not their 3rd DOT and they make it back out before the green flag. They must tag the back of the line-up. If the tail-cone falls off on the last lap of the race and the checkered flag has been thrown, they will be charged with a DNF whether or not it is their 3rd DOT. The tail-cone may be replaced to cross the scales.

20 If a car is rolling and obviously going dead on the track and the flagman throws the yellow flag for a safety before the car goes dead on the track, that car will be restarted at the rear of the pack and will be charged with a DOT unless a call is made.

21 All calls made after the checkered flag has been thrown are immediate disqualifications. Any incident that may occur in the hot chute or as cars leaving the track and judges feel that it was intentional or deliberate, a call is made and the car is disqualified.

22. **Race Director Authority**

22. A The Race Director will have authority to immediately disqualify a driver for the following:

1. Loss of car related safety items. (Nerf bars, bumpers, shoulder bar or fuel tank, under green flag conditions)
2. Loss of driver related safety items. (Helmet, gloves, neck collar, arm restraints, belts, etc. under green flag conditions)
3. Liberation of fluids under green flag conditions.
4. Signaling by Handler to Driver. (Under green flag conditions)
5. 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 race on an emergency stop.)

22. B Race Director disqualifications may not be protested.

NATIONAL JUDGING PROCEDURES

Selection of Judges

Judges shall be selected from among the members attending the event. All judges must be QMA members in good standing and should be selected from a representative number of clubs attending the event. 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 race. Also Judges may not be handlers, owners, or family members (Aunts, uncles, Grand Parents, Cousins) of drivers entered in the same class and divisions at that event.

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 a race will commence with the cars entering the track and terminate with the cars exiting the race. Judges should stay alert to all happenings on the racetrack even under yellow flags.

Reasons for immediate Disqualification (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). (Under green flag conditions.)
- 3 Liberation of any fluids under green flag conditions.
- 4 Flagrant or Deliberate Rough Driving. (A driver that is running over or into the car in front or beside them.
- 5 All 4 wheels under the speed breakers to gain an advantage. (Position, track distance etc.)
- 6 Disobeying Flags. (Jumping starts, after being warned at least one time and then being put to the tail for a in a rough or dangerous manner. Doing this deliberately or flagrantly to cause an accident or to gain a position. This rule also applies passing the designated line when the green flag is thrown you must fall to the tail end of the pack.) second warning, third time could be cause for DQ, Passing under yellow without being told etc.
- 7 Signaling by Handler to Driver. (Under green flag conditions.)
- 8 Car being operated in an unsafe manner. (Excessive bicycling, Stuck throttle, No brakes, etc)
- 9 Making adjustments or repairs on the race track or 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 race on an emergency stop.)
- 10 Third chargeable DOT. (Under green flag conditions.) This will be scored as a DNF.
- 11 Second chargeable Call. (Two call under green or yellow conditions.) This will be scored as a DQ.
- 12 Improper wearing of safety equipment. (No neck collar, belts not over both shoulders, helmet not fastened etc.)
- 13 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.

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

- 1 **Charging.** When the inside car doesn't have their right front tire to the driver compartment of the outside car by the time the inside car reaches the reference line and drives (charges) into the outside car.
- 2 **Chopping.** When the outside car comes down (chops) into the inside car while the inside car has their right front tire to the outside cars driver compartment when the inside car reaches the reference line.
- 3 **Rough Driving.** A driver is running over or into the cars in front of them or beside in a rough or dangerous manner.
- 4 **Racing Room.** When a driver will not yield racing room to another competitor also considered to be **rough driving**.
- 5 Guilty driver must be 100% at fault.
- 6 One Driver must be 100% innocent
- 7 Innocent driver must do everything in their power to avoid the incident.

Judging trying to become more Consistent!

- 1 **Charge:** A charge is when the inside car charges into the corner and hits the outside car. A charge is determined by the position of the cars as they go into the corner. If the inside car does not have the right front tire up to the left side nerf bar (the driver's compartment) of the car in front of him (outside car) by the time the inside car gets to the reference line painted on the track, then the inside car must give the lead car the room, and allow the lead or outside car to go into the corner first. Another way to say this is that the right front tire of the inside car must be to the other driver's helmet (lead or outside car) by the time the inside car gets to the reference line going into the corner, the inside car must yield to the outside or lead car and allow them into the corner first.
- 2 **Chop:** A chop is when the inside car has his right front tire up to the nerf or helmet of the outside or lead car by the time the inside car gets to the reference line and the outside car comes down or chops down on the inside car. If the inside car's right front tire is at the nerf or helmet of the outside car at the reference line, the lead car must give the inside car the inside lane of the corner, allowing a pass. The main thing to watch for is the reference line and where the cars are located by the time they get there. When cars get to the reference line, tell yourself whether the inside car is in or not and this will help in making an accurate call. The rest is up to the drivers. You already made a decision if it was a charge or chop.
- 3 **Rough Driving:** Rough driving is when a car is running over another car or hitting them in an unsafe or rough manner. Every call is a rough driving call. There are just additional names placed on certain incidents (charges, chops, racing room). Rough driving may look like a charge or chop in the straight always. Charges and chops only occur in the corners. If an outside car comes down on a car that is making a pass in the straight away, this may look like a chop, but is considered rough driving. Judges need to be aware of the class that they are judging. In some classes, like the AA, drivers are constantly breathing the engine and therefore are not always running at a constant speed. Not all drivers in AA breathe their engines at the same time and therefore, there may be some running into cars in front or back. Watching a pack of cars while judging will help identify this.
- 4 **Racing Room:** When a Driver does not yield room to another driver during a race. This usually happens when a inside car has made a clean pass going into the turn but as the two cars are running side by side coming out of a turn and are moving up

towards the wall. The inside car continues up to the wall and runs the outside car into the wall. The inside car has not left racing room for the outside car.

Clarification only.... MAIN THING TO REMEMBER WHEN JUDGING AND MAKING CALLS, IS TO BE CONSISTENT. IF YOU, AS A JUDGE, FEEL A CALL NEEDS TO BE MADE, THEN MAKE THE CALL. IT IS UP TO YOU AS A JUDGE TO MAKE THE APPROPRIATE CALL. IT IS UP TO THE MAJORITY OF ALL THE JUDGES SEEING THE INCIDENT TO MAKE THE APPROPRIATE CALL.

1 **Methods of judging.** Making the right call is important to having a fun race for everyone. A judge that is able to watch the incident occur, as it occurs, is vital in making the right call. The best method for judging a race is to watch the fewest number of cars around the entire racetrack. This method is called "Watching Packs."

A **Watching packs:** This is the preferred method of judging and if done correctly, results in better, more accurate calls. This method relies on good communication. First, the head judge must be constantly talking to the judges, informing them which cars to follow, and secondly, the judges have to be able to hear the head judge during the race. This is hard at times when there are 10 noisy cars on the track. Under this method of judging the judges are split into two groups (two judges to a group), with each group watching 4 or 5 cars (depending on division racing). Some say that one group is watching the lead pack and the other group is watching the tail group. This is rarely the case. Initially, when the race begins, one group (set of judges) is watching the first 4 or 5 cars, the second group (set of judges) is watching the last 4 or 5 cars. However, once the race starts, and cars begin to pass and lap each other, you are basically watching cars in a variety of different positions. In most cases the judges won't know which cars are in which place. To judge packs, the head judge HAS to tell the two groups of judges which cars to follow. When the race begins and a car in the back moves toward the front and the front cars fall back, the head judge constantly is telling the judges on his/her left and right which cars to follow.

Example: Many times during a race, cars will get strung out around the track. In a 10-car race, you may have 1 or 2 cars that are ahead of the rest of the cars. The head judge could watch these two cars, and tell the other judges to split the pack up. Therefore, the judges are only watching 3 or 4 cars. The benefit of this method of judging is that a judge is only watching 5 cars maximum during the race, and they are watching the same cars all the way around the track, seeing the incident occur initially, and not after it is almost finished. The Head Judge is important in this method to tell the judges which cars to follow.

2 **Making the right call:** As previously stated, making the right call is important to having a fun event for everyone. The following will help you in making the right call. Each track is to have a reference line which is approximately 10'-12' back from the apex of the corner. In other words 18' back from the center of the arch of the corner. This reference line is to assist the judges in making an accurate call.

3 **Judges calls cannot be protested.** A driver must be 100% at fault, if not, then there should not be a call.

*** The most important points in making a good and accurate call is knowing the rules and what the correct call is. The one thing to remember is that one car must be 100% guilty or at fault, and the other car(s) must be 100% innocent. If not, there is a no call and all DOT cars go to the back of the pack.

Quarter midget racing is for the kids. We all want the kids to have fun and be competitive. However, QMA also has rules to keep the competition safe, fair and equal among all participants. All of us as judges will make a mistake. We are all human and WE WILL make mistakes. In other sports, you have professional judges, umpires and referees. They make mistake too. That is why the NFL has instituted the instant replay. NFL referees also have to make split second decisions. However the coaches have the ability to throw in a flag and have a review of the play. There will be mistakes and all that is asked is that, as a judge, you be fair, consistent and follow the rulebook. You do the best that you can.

Do the best you can, and have fun racing.

Thank You,

**For any questions or clarifications please contact Region 2
Director Michelle Barzee.**

ARTICLE 9 INSPECTIONS

Sec. 1 SCHEDULE OF INSPECTIONS

- 1 All cars should have their oil inspected per Article 9, Sec. 4, page 45 in the staging lane prior to entering the track for qualifying and racing.
- 2 All cars shall return from the track through the inspection area to be sealed immediately following qualifications.
- 3 All cars shall return from the track through the inspection area to be measured and weighed immediately following qualifying and all races.
- 4 All cars shall return from the track through the inspection area to be checked for fuel additives immediately following qualifying and all races per Article 9, Sec. 3, page 45.

Sec. 2 WEIGHING PROCEDURES:

1 Drivers Weight

1. A A driver's weight will not matter except in heavy divisions, in which the driver must weigh a minimum of 100 pounds. The minimum weights for the car and driver's combined weight will be used at all races (see Table 5-1, page 23).
1. B Drivers in a heavyweight division 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, and safety equipment, no weighted belt buckles. There will be no weights in pockets or concealed in or under clothing (racing gear and shoes will be included in the total combined weight).

2 Car Weights

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

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 23.

Sec. 3 APPROVED PROCEDURE FOR FUEL TESTING

- 1 Use the Digitron DT-15 or DT-47FT tester (these are the only approved models 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 -/+ 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
- 9 **Fuel Test Procedures (Recommended)**
Clubs to specify one location for Purchase of Fuel within a close proximity to racing facility. Identify one mid range octane Fuel (Suggested =89 octane) Clubs publish location & Octane for the season on race schedules & Promo Materials. Clubs must also purchase one gallon or more of same for each event for comparative sample. Alternative Track Fuel: Track to supply all fuel at nominal fee.
- 10 Any found using illegal fuel, fuel additives when track fuel is provided:
 10. A First offense 30 days from all events.
 10. B 2nd offense 1 year Suspension from all events.
 10. C 3rd offense Lifetime Suspension.

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

Tech officials have the right to tech any or all cars in any class at their discretion. Tech officials follow the same chain of command as all officers of QMA-as follows: Local –Regional-National. I.E. Regional tech officials can tech at any event in their region and National Tech Officials can tech at any event in QMA. National Tech Director is final authority on all tech issues.

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. C If the car needs to be raced in another class or division handler must make sure weights and seals are checked prior to leaving the scale/impound area.
- 2. C (1) If a restrictor plate has to be removed and or added it must be done in the presence of the Tech Officials and resealed. Removed restrictor plate must remain in the possession of the Tech Official until the engine is inspected.
- 2. D No one may enter the impound area for any reason without first obtaining Tech approval.
- 2. E Any car may be disqualified at the Tech Area for liberation of safety items as specified in Judging rules.
- 2. F Any form of exhaust wrap can be removed for the purpose of tech inspection.

3 Engine Technical Inspection

- 3. A When instructed by a Technical Inspector the Handler will remove the engine and bring it to the Tech bench. It is the Handlers responsibility to have the tools necessary to remove and disassemble the engine. The Handler should have the necessary

storage containers for the disassembled engine components as time may prohibit reassembling.

3. B The engine will be inspected by the Technical Inspector according to the QMA manual for the engine being inspected. The appropriate Tech sheet should be used if possible. If during inspection a component is found to be illegal the inspector will get a second opinion. If the second opinion concurs the engine will be declared illegal and the car and driver will be disqualified. If the second opinion does not concur, the senior inspector in attendance should be consulted. The senior Tech Officials decision will prevail.
3. C If any engine is disqualified the rules for that class must be strictly followed and the appropriate forms filled out.
3. D No engine will be released from tech until Senior Tech inspector has signed off for release.
- 4 **Suspension Procedure for Illegal Fuel**
4. A Anyone found using illegal fuel or fuel additives when track fuel is provided, discipline will be as follows: First Offense 30 day suspension from all events. Second Offense 1 year suspension from all events, Third Offense will be a lifetime suspension from all events in QMA.

Sec. 6 PROTEST PROCEDURE

- 1 If the Handler does not agree with the findings of the Tech Director of the race he/she must fill out the appropriate appeals forms within 15 minutes from the time the handler is notified. During these 15 minutes the engine must remain in possession of tech officials. The Handler always has the right for an appeal from either Regional or National Tech.

ARTICLE 10 RESTRICTOR PLATE PROGRAM

Sec. 1 GENERAL

- 1 Restrictor plates shall be utilized in the following divisions:
 1. A Junior Novice
 1. B Senior Novice
 1. C Junior Honda
 1. D Junior and Senior Stock – Tillitson carb
- 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.
- 7 Failure to use proper restrictor plate in any designated classes or any alteration of restrictor plate is cause for immediate DQ and applicable suspension with DECO or Honda Suspension Program.

Sec. 2 DECO

- 1 Only one QMA approved .375" (3/8") restrictor plate for DECO engines racing in Novice class.
- 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 division will run the following restrictors at all times.
 - 1. A Junior Novice = .3125" (5/16"), Senior Novice = .4375" (7/16)
 - 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. A If the restrictor plate is removed for racing Sr. Honda 120 division, then you are allowed to run two stock gaskets on a temporary basis.

QMA Restrictor Dimensions

Division	Color	Restrictor
Jr. Novice (Honda)	Red	.3125" (5/16")
Sr. Novice (Honda)	Blue	.4375" (7/16")
Jr. Honda	Blue	.4375" (7/16")
Jr/Sr Stock (Deco) w/Tillitson - Model HL357	Black	.645
JR/SR NOVICE DECO HP PUMPER #680-7500	PURPLE	.375 (3/8)
JR/SR NOVICE DECO WALBRO	GOLD	.375 (3/8)

**ARTICLE 11
APPENDIX A
BOARD OF DIRECTORS: 2005**

PRESIDENT:

Jim Fiser
734 South Braun
Lakewood, CO 80228
(P) 303-980-4212
Cell 443-386-9283
E-mail president@quartermidgets.org

VICE PRESIDENT:

Charlie Cagle
3675 Cagle Lane
Loomis, CA 95650
(P) 916-652-6847
Cell 443-386-9296
E-Mail: vpresident@quartermidgets.org

SECRETARY:

Patty Abbott
19365 Angling
Livonia, MI 48152
(P) 248-777-8306
Cell 443-386-9294
(F) 248-777-9423
E-mail: secretary@quartermidgets.org

TECH:

Glenn Lewis
36 Diane Drive
Honey brook, PA 19344
(P) 610-273-3696
Cell 443-386-9297
E-Mail: tech@quartermidgets.org

TREASURER:

Kim Kendall
6302 Frederick Road
Baltimore, MD 21228
(P) 410-788-5299
Cell: 443-386-9295
(F) 410-747-2011 (att: Kim)
E-Mail: treasurer@quartermidgets.org

PUBLICITY DIRECTOR:

Tawyna Bacchetti
525 NE Amanda Place
Hillsboro, OR 97124
(P) 503-547-5607
Cell 443-386-9299
E-mail: publicity@quartermidgets.org

SAFETY:

Bob Burgess
330 Clearfield Avenue
Franklinville, NJ 08322
Cell 443-386-9298
E-Mail: safety@quartermidgets.org

**APPENDIX B
REGIONAL DIRECTORS: 2005****REGION 1****CT,MA,ME,NH,RI,VT,**

2 Tracks

Bill Stergios

PO Box 217

Candia, NH 03034

(P) 603-483-0247

Cell 603-540-8556

E-mail: eightballprop@comcast.net

REGION 2**DE, MD, NJ, NY, PA, VA**

9 Tracks

Michelle Barzee

8414 Quadrant Lane

Baldwinsville, NY 13027

(P) 315-622-2324

E-mail:BARZEERACE@AOL.COM

REGION 3**AL, GA, NC, SC, MS, TN**

3 Tracks

Scott Tankersley

7470 Bannister Road

Cumming, GA 30040

(P) 770-403-0294

(F) 770-663-4058

E-mail: stankersley@cooksonelectronics.com

REGION 4**IN, KY, MI, OH, WV**

8 Tracks

Dave Mikels

3243 North Patton Drive

Indianapolis, IN 46224

(P) 317-388-8402

E-mail: tlmikels@earthlink.net

REGION 5**IL, MO, IN**

5 Tracks

JR Van Gilder

11440 S. Daniel Street

Terre Haute, IN 47802

(P) 812-894-3342

E-mail: SVGMOTORSPORTS.AOL.COM

REGION 6**AR, KS, LA, OK, TX**

4 Tracks

Riley Rees

2222 Northwest Huxman Road

Topeka, KS 66618

(P) daytime 785-582-4645

(P) nighttime 785-582-4395

(F) 785-582-0563

E-mail: RDR@NETWORKSPPLUS.NET

REGION 7**IA, MN, NE, ND, SD, WI**

1 Track

Dan Sawatzky

1426 Highview

Eagan, MN 55121

(P) 651-686-5424

E-mail: DSAWATZKY@DATARECOGNITIONCORP.COM

REGION 8**CO, MT, UT, WY**

4 Tracks

Jeff Baker

1935 Diamond Drive

Longmont, CO 80504

(P) 303-485-9337

E-mail: BRATRACING2000@YAHOO.COM

REGION 9**BC CAN, MT, OR, WA**

6 Tracks

Jim Muck

17225 26th Ave. SE

Bothell, WA 98012

(P) 425-485-9702

E-mail: MUCK_JIM@YAHOO.COM

REGION 10**Northern CA, NV**

4 Tracks

Scott Benning

68 E. Younger Ave.

San Jose, CA 95112

(P) 408-292-5086

(F) 408-292-1146

Cell 408-799-5345

E-mail: sbenn61641@AOL.COM**REGION 11****SOUTHERN CA**

2 Tracks

Mike Williams

PO BOX 1508

Shafter, CA 93263

(P) 661-399-8955

(F) 661-399-1701

E-mail: MDWMILLER2@CS.COM

REGION 12**AZ, NM**

4 Tracks

Robert Schaefer

18828 N. 94th Ave

Peoria, AZ 85382

(P) 623-566-4155

(F) 623-362-4081

E-mail: ASCPHX@AOL.COM

REGION 13**FL**

3 Tracks

Curt Sullivant

3215 Deer Chase Run

Longwood, FL 32779

(P) 407-444-0476

(F) 407-444-0476 (call first)

E-mail: CSULLIVANT@CFL.RR.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 401-568-2355 ... MARK MEINVILLE
Web: www.customqmc.com
 CT SILVER CITY East Hartford 860-568-4497 ... MATT SABO
Web: www.silvercityquartermidgets.com

Region 2

WEB: www.region2qma.com

DE BLACKBIRD (D) New Castle 302-832-7769 RICK BURNS
Web: www.bqmrc.com
 MD HAGERSTOWN (D) Hagerstown 301-791-1805 CAROLYN KOONTZ
Web: www.hqmc.net
 NJ GARDEN STATE Wall 609-971-8790 JILL FORRESTER
Web: www.gsqmc.com
 NJ SOUTH JERSEY (D) Atco 609-871-6453 RICH ALSPACH
Web: www.sjqma.com
 NY OSWEGO COUNTY Fulton 315-342-2724 JIM BERNYS
Web: www.ocqmc.com
 NY SYRACUSE Syracuse 315-834-9129 LARRY TAYLOR
Web: www.syracusequartermidgets.com
 PA DOYLESTOWN Honey Brook 610-942-2044 ANDREA CUMMENS
Web: www.dqmrc.com
 PA MONTGOMERY COUNTY (D) Phoenixville 610-970-1399 DAVE LAISE
Web: www.mcqmc.com
 PA OAKLANE RACING CLUB Trumbauerville 215-721-9843 JOE JOSKO
Web: www.oaklaneqmc.org

Region 3

WEB: www.qmaRegion3.org

GA MUSIC CITY Nashville 615-304-3672 GREG STEAHAM
Web: www.musiccityquartermidget.com
 NC NORTH CAROLINA QMA Salisbury 704-663-1854 BARRY DAVIS
 GA NORTH GEORGIA Cumming 770-403-0294 SCOTT TANKERSLEY
Web: www.NGQMA.com

Region 4

WEB: www.r4qma.com

IN CENTRAL INDIANA Indianapolis 317-244-3423 JEFF MATTHEWIS
Web: www.miniindyspeedway.com
 IN KOKOMO Kokomo 765-455-0432 TODD SHAFER
Web: www.kokomoquartermidgetclub.org
 MI CAPITOL Holt 517-694-1148 GLENN FOUNTAIN
Web: www.capitolquartermidgets.com
 MI MI MIDGET RACING ASSOC...Waterford 810-323-4113 JOHN STATON
Web: www.michiganmidgets.com
 OH BUCKEYE Columbus 614-402-6227 DALE HALL
Web: www.buckeyequartermidget.com
 OH MAC-O-CHEE Plain City 937-653-5425 AJ TROYER
Web: www.macocheeqmra.com
 OH MIAMI VALLEY Xenia 937-885-2666 NICK POE
Web: www.mvqmra.com
 OH NORTHWEST OHIO Ottawa 419-855-4053 STEVE HANKISH
Web: www.nwoqmra.org

Region 5

WEB: www.qmaregion5.com

- IL ABE LINCOLN (D) Lincoln 217-735-4649 TIM HICKS
Web: www.alqma.com
IL METRO ST. LOUIS (D) St. Louis 314-428-4103 KENNY BONNELL
Web: www.mslqmra.com
IL CHRISTIAN COUNTY QMA(D)...Taylorville 217-824-6971 ... TONY VERARDI
Web: www.ccqma.com
IN TERRE HAUTE (D) Terre Haute 812-894-3342 JR VANGILDER
Web: www.THQMA.com
IL I-70 QMA Greenville 636-271-0955 PAUL RICE
Web: www.I-70qma.com

Region 6

- KS TOPEKA Topeka 785-582-4395 RILEY REES
Web: www.topekaqma.com
OK TULSA Tulsa 918-486-1482 MIKE VANDIVER
Web: www.tulsaquartermidgets.com
TX LONE STAR Bulverde 210-366-0070 RALPH HERNANDEZ
Web: www.LSQMA.org
TX RIVER CITY Austin 512-573-4929 WAYNE ILTIS
Web: www.rcqma.com

Region 7

- MN MINNESOTA Elko 952-892-6827 DAN OSTDIK
Web: www.mqmra.com

Region 8

- CO PIKES PEAK Colorado Springs...719-266-1142 JIM FORD
Web: www.ppqma.com
CO ROCKY MOUNTAIN Denver 970-304-9062 DELORES JOHNSON
Web: www.rmqma.com
CO SOUTHERN COLORADO Pueblo 719-647-0733 JAY ADKINS
Web: www.scqma.com
MT MAGIC CITY Billings 406-373-0992 EARL DOWELL
Web: www.montanaquartermidgets.com

Region 9

Web: www.Region9qma.com

- BC LANGLEY Aldergrove 360-855-1503 RANDY GEARY
Web: www.lqma.ca
OR PORTLAND Aloha 360-425-1932 MARK WESTRICK
Web: www.pqmra.com
WA I-5 (D) Elma, WA 253-840-2844 TED HARTMAN
Web: www.I-5qmc.com
WA LITTLE WHEELS Graham, WA 360-893-8353 KEVIN LARSON
Web: www.little-wheels.org
WA WASHINGTON Everett, WA 425-485-2263 ED SPENCER
Web: www.wqma.com
WA RACING RASCALS Wapato, WA 509-488-0677 JOHN HAWLEY
Web: www.yakimaraingrascals.com

Region 10

- CA AMERICAN Sacramento 707-257-8485 TOM BICKFORD
Web: www.aqma.org
CA BAYLANDS San Jose 209-543-8971 DAN STONE
Web: www.geocities.com/baylandsqma
CA CAPITOL (D) Rio Linda 916-451-3022 STEVE LIGHTFOOT
Web: www.capitolqma.com
CA TRI-VALLEY Pleasanton 925-449-9420 SCOTT BAILEY
Web: www.tvqma.org

Region 11

- CA GOOD TIMES Madera 559-325-0609 DALE HALL
Web: www.goodtimesqm.com
CA POMONA VALLEY Pomona 818-993-6775 SAL ROSE
Web: www.pzqmra.com

Region 12

- AZ VALLEY OF THE SUN QM Phoenix 602-954-8738 TODD STOKES
Web: www.vsqmahomestead.com
AZ TUCSON Tucson 520-867-0130 ROY FRANCO
Web: www.tuscohquartermidgets.com
NM ROAD RUNNER Albuquerque 505-259-4912 BOBBY JACKSON
Web: www.roadrunnerqma.com
NM RIO GRANDEQMA El Paso 915-494-5889 CARLOS AHUMADA

Region 13

WEB SITE: www.qmaregion13.com

- FL MID-FLORIDA Orlando 407-699-8898 ... SHEILA WHITE
Web: www.midfloridaqmra.com
FL TAMPA BAY Tampa 813-986-4047 ... GARY SIMS
Web: www.tampabayqmra.com
FL NEW SMYRNA QMRA New Smyrna 386-423-3954 ... BETTY GERTSCH
Web: www.littlenewsmyrna.com

APPENDIX D GRANDS SITES

2005

Western Grands

July 2nd – July 9th
Portland QMA
Portland, OR

Eastern Grands

July 23rd – July 30th
North Georgia QMA
Cummings, GA

Dirt Grands

Aug 6th – Aug 13th
Terre Haute QMA
Terre Haute, IN

2006

Eastern Grands

June 25th– July 1st
Garden State
Wall, NJ

Western Grands

July 22nd – July 29th
Topeka
Topeka, KS

Dirt Grands

Aug 5th – Aug 12th
I-5
Elma, WA

QMA Track Locations



APPENDIX E QMA SERVICE PROVIDERS AND ADDRESSES

QMA National Office:

United States Auto Club
4910 West 16th. Street
Speedway IN 46224
866-QMA-4569
317-248-9778
Fax 317-247-0123
Qma_usac2@iquest.net

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
71 Harrison Ave.
Branford CT. 06405-3607
203-483-8115

**A Special Thank you to
Michelle Barzee, Rulebook Chairperson
with assistance from Kim Kendall, Curt Sullivant,
Safety Director Bob Burgess and Tech Director Glen Lewis
for putting the time and effort
into this rulebook!**

*Thank-you to the Regional Directors and National Board of Directors
for reviewing this edition.*

**THANK-YOU TO ALL FOR THE HARD WORK PUT INTO
THIS EDITION!**

If anyone finds a (Gray Area) or some Errors
Please Follow the chain of command
to get the information to the
Rulebook Committee