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GLOSSARY

The following terms will be used throughout the QMA rulebook. The following terms have been standardized, and where present shall be defined as follows.

Class:	A portion of a racing event, which is defined by a particular motor choice or Novice status. For example: Novice, Honda 120, Super-Stock, Honda 160, Mod, B, AA, 1/2 and World Formula 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 race cars during practice and qualifying periods, and enter the race track for qualifying, practice and racing.
Pits/Pit Area:	Those portions of the racing facility where handlers perform work on, or park their racecars between races. This area may possibly include the scaling area, the fueling area, and other required areas.
Procedure Manual:	A binder distributed at the meeting with all QMA procedures, policies, duties, authorities, responsibilities and master forms. 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, or any other event that is run under the supervision of QMA.
Staging Lanes:	That portion of the racing facility where pending races are staged.
DOT:	Dead on the Track, car stops on the track and can no longer move under its own power.
DNF:	Car "Did Not Finish" the race.
Reference line:	The lines painted on the track to be used to aid in making the proper judgment call and to assist the driver as when to give room going into or coming out of the corner.
Work Area:	A designated work area is where 2 or more QMA members may assist with repairs. Due to track layouts this may be a portion of the hot chute/pits.

Rule book revised 03/09
QMA Website: www.quartermidgets.org

ARTICLE 1 NATIONAL MISSION STATEMENT

INTRODUCTION

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

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

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

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

The objectives are:

- uniform engine, car, racing and safety rules
- coordination of racing events
- maintain records of members addresses, track locations and capabilities
- publish a QMA Rulebook and send one copy to each member. QMA Procedure Manuals will be given to each NBOD/ Regional Director and one sent out to each club.
- make available insurance for drivers and tracks
- communications, for information and interpretations through Regional Directors
- 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 handlers have no voting privileges.

2 **Term of Office**

QMA Officers (must be current full club members and paid for next year) to run for two-year terms, with staggered elections. President, Safety Director, Treasurer, and Publicity Director taking office January 1st of odd numbered years and Vice President, Technical Director and Secretary taking office January 1st of even numbered years.

2. B Regional Directors (must be current full club members and paid for next year) to run for two-year terms, with staggered elections. Even numbered Directors take office on January 1 of even years and Odd numbered Directors take office on January 1 of odd years.

2. B (1) Regional Officers must be elected within their own Region thru QMA.

2. B (2) Only one position per immediate family, Regional Director and/or National Board of Director.

3 **Nomination Sequence**

3. A Nominees for all offices (current full club members and paid for next year) must send a resume (no letter of intent, resumes only) to the QMA National Office and to the QMA National Secretary home address in the back of this rulebook postmarked by October 15 of each election year. Regional Director to be notified of Regional nominees. Must be a paid QMA member for the next year to run for a QMA position.

3. B Ballots and resume for all positions will be mailed by the National Office to full club members who are current for the next year by November 5th each year with a copy of the regional mailing list going to the Regional Director.

3. C Returned ballots must be postmarked by November 30th of each year in QMA official envelopes. Only QMA official envelopes will be accepted.

3. D Announcement of results to be sent by the Auditor to the QMA National President or QMA National Vice President who will contact all candidates and notify the National Board of Directors and Regional Directors by Dec 15th. Results to be published in the Quarter reporter and on the QMA website:

www.quartermidgets.org

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.

2 All rule change proposals must be submitted on the official RCP form in type, must state page # of present rule, with present wording, proposed wording and reason for change along with solution to your RCP and adhere to the following procedure.

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 all Regional Directors and Club Presidents 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. An ERCP is when there is a danger of bodily injury and/or sudden lack of availability of parts or equipment, just these two items constitutes an ERCP!
2. H(1) Ballots must be returned within 30 days of date of mailing. QMA Board not obligated to wait beyond 30 days for replies. Results will be provided to QMA Board, Regional Directors 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.
- 4 There will be a 5 year moratorium on all rule changes in the Deco classes except for Emergency RCP's effective 2006.

Sec. 3 ANNUAL MEETING:

The National Meeting will be held the first Wednesday through Saturday of February of each year. The Tech seminar will be held on Saturday. No racing during a National Meeting.

- 1 Rule Change Proposals must be submitted according to the guidelines under section 2 of this article in order to be considered at the Annual Meeting.
- 2 Two representatives from each Region Board that are paid current regular members in good standing may be sent, by their Regional Board, to the Annual National Meeting with their Regions recommendations, changes, or additions to QMA rules. There will be one vote per Region.
- 3 All National rules or engine specification changes are to be made only at the Annual National Meeting with Regional Directors and National Board of Directors present. No other changes may be made until the next annual meeting except for emergency rule change proposals. See Emergency Rule Change 2.H.above.
- 4 Rule changes must be in print and distributed 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 Events will be approved by the National Board of Directors per the Grands Contract. In case of an emergency change it will be decided by the majority of the Board of Directors and the RD's present at the Event.

- 6 The Grand Nationals for the next year is approved by the Regional Directors/National Board of Directors during the Annual Meeting.
- 7 **Grands Bidding:** Any club bidding for a Grand National Event must send bid proposal which can include a CD/DVD, (No letters of Intent) sent to the National Office and the National QMA Secretary postmarked on or before October 15th of that year. Bid proposals will be mailed out with the RCPs to the QMA National BOD, Regional Directors and Club Presidents by the National Office and posted on the QMA Website. Same procedure will be followed as RCPs, clubs will vote at their regional meeting for the National Meeting. Clubs will NOT be allowed to give a presentation at the National Meeting. (If no proposals have been received by 10/15 of that year for one of the three Grand National Events, the QMA National Board of Directors must be informed of any club that is interested in bidding on the Grand National Event. A presentation then MUST be given by these clubs only (15 minute presentation) at the National Meeting to determine that Grand National Event). The Regional Directors in the East will vote for the Eastern Grands, plus one vote from the NBOD, the Regional Directors in the West will vote for the Western Grands, plus one vote from the NBOD. The Dirt Grands will rotate starting in 2009 with the East then the West, back and forth; the Dirt Grands will be awarded with a vote from the Regional Directors when in the East and the Regional Directors when in the West plus one vote from the NBOD. If no proposals are in when it is in their area, it will open up to the other area with all Regional Directors and one vote from the NBOD. Staying in the same order for the next year! The QMA National Board of Directors must be informed of any club that is interested in bidding for the Dirt Grands. A presentation then MUST be given at the National Meeting.
- 8 The President of Quarter Midgets of America shall be the presiding Chairman at the Annual Meeting.
- 9 All approved minutes from meetings of the National Board of Directors will be sent to the Regional Directors via mail or email within 14 days of the meeting. All approved minutes from meetings of the National Board of Directors will be published on the QMA members only website 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 provided free of charge to each new member upon joining QMA and after any reprinting. Additional copies are available for sale through the QMA National Office or are available at no charge by downloading from the QMA Website. Tech manuals for all approved engines are available on the QMA Website: www.quartermidgets.org
- 2 Additional supporting material such as QMA Flagging, Judging and Scoring manuals, etc. are available through your Club President or it can be downloaded from the Quartermidgets.org site.
3. Quarter Reporter is sent out to the membership quarterly, (4 times per year)!

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 and provided by QMA.

- 2 All insurance renewals will cover one calendar year (Jan 1–Dec. 31). Insurance is due 10/31 and late after 12/31. These forms must be kept on file at the club level. Clubs should automatically send payments before January 1st of each year. Memberships will not be processed until insurance and charters are paid (Club checks only). All clubs are to have their members sign K&K forms (parent/waiver) at time of renewal. K&K forms will be mailed out from the National office with their applications by August 31st.
- 3 Insurance carrier will issue verification of all paid insurance to QMA National Office. Any insurance questions can be addressed thru the 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 an alternate handler of QMA.
- 7 (1) Flagger and Pit Stewart must be 16 years of age.
- 8 Anyone issued a QMA card will have insurance until the QMA card expires or the QMA card is revoked by the QMA Board of Directors.
- 9 **ANY MEMBER IN GOOD STANDING IS ALLOWED TO RACE AT ANY CLUB OR EVENT IN QMA.**
- 10 All QMA members must show picture ID's or proof of (gold copy) membership application, must sign the QMA Release & Waiver Form at each QMA Event. (Drivers and handlers).
- 11 One offsite and one adult race per calendar year. Form must be filled out and submitted to National Safety Director and K&K for approval prior to the event.

Sec. 7 QMA MEMBERSHIPS

- 1 Regular family membership dues are \$75.00 (US funds) annually. Renewals are due October 31 of each year and become delinquent after December 31. Only club checks are acceptable. (Definition: Dues are paid when dues and application are received by QMA National Office.)
1. A A regular membership is defined as husband, wife or couple cohabitating (clubs to use driver's license as verification) and all drivers/non drivers under the age of 21 yrs of age of that immediate family that live in the same household. Upon their 21st birthday, they must join QMA as a Regular or Alternate member.
1. B Alternate handlers are not included in a family membership. (They must obtain an Alternate Handler membership, \$25.00). No voting rights as an Alternate handler.
- 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 (club officer or secretary), to be processed immediately to the QMA National Office. You must be 18 years of age or older to sign a QMA application and join QMA on your own. If you are under 18 years of age but at least 16, you can sign up with your parent(s) and you will receive a yellow alternate handler card. NO ONE under 18 years of age can sign a legal document and therefore they cannot join QMA on their own.

- 3. A Clubs 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 1 x 1 picture with their application (first time) all drivers and/or those under 21 must have a Birth Certificate on file at the National Office. No copies of photo driver's license will be accepted for picture ID.
- 3.C Non racing charter members will receive a red badge. Non Racing Charter members cannot race. They must obtain a regular membership or alternate handler's membership with current year in order to race.
- 3.D Badges must be checked at sign-ins weekly and check present year.
- 3.E Novice driver cards are orange and 1st year out of the Novice Division (12 months) will receive a purple driver's card.
- 4 All persons owning a Quarter Midget race car and planning to participate in Quarter Midget racing, must be a member, in good standing, with a Quarter Midget Club affiliated with QMA.
- 5 Replacement driver cards - A fee of \$2.00 will be charged for replacing a QMA driver card, and this is to be sent to QMA National Office. A fee of \$5.00 will be charged for replacing a QMA ID and these will be sent to QMA National Office.
- 6 All Club, Regional and National BOD, Officers and Head of Positions must be a regular QMA member and 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' race 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.

Sec. 9 HALL OF FAME INDUCTEES:

See the Hall of Fame Procedures on the QMA website. Regional (one per year per region) and National Hall of Fame Inductees. The Hall of Fame inductee(s) both Regional/National will be announced at the National Meeting as the last agenda item. Permanent Hall of Fame Committee, Chairperson, Karen Autunno-Edmiston, Chris Gancarz, Dave Preston, Michelle Barzee and Rich Tisone. The current QMA Publicity Director will assist with the committee.

ARTICLE 3
LOCAL ADMINISTRATIVE
GUIDELINES AND PROCEDURES

Sec. 1 CLUB CHARTER

- 1 All Clubs receiving a QMA charter agree to abide by all rules and regulations, and racing procedures of QMA at all events. See 2.A below.
- 2 All member Clubs of QMA are to comply with all specifications and rules as printed in the QMA 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, you must have judges. Not to include States or Grand National Events.
- 3 All Quarter Midget Clubs affiliated with Quarter Midgets of America must have a permanent mailing address. The permanent mailing address can be a post office box or it can be an address used for, and as, the Clubs track location.
- 4 Club charter 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.) Effective 2009, Club Charter form (copy) must be signed by Club President and sent with the check to the QMA National Office due Oct 31 and delinquent after Dec 31.
4. A All Racing and Non Racing Charter applications will be sent out by 1/1 of that year and must be sent back with your club rules, by laws, racing procedures, schedules and a copy of your Track Safety Sheet to the QMA Vice President for review (Track Safety Sheet will be reviewed and approved by the QMA Safety Director). Once the charter required materials are completed and approved, the QMA National Office will mail your club charter certificate. 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 if they wish to race. See QMA Procedure Manual or quartermidgets.org site for Non Racing Charter guidelines.
- 5 Each Club bidding for the next year's Grand National Event is required to include in their proposal a statement to the effect that the host Club's Board of Directors will remain in office during the National year as assurance to the membership of QMA that all agreements and proposals will be fulfilled as stated in the Grands contract.
6. Any Club interested in bidding to host a Grand National Event must send bid proposals which can include a CD/DVD, (no letters of intent) to the QMA National Office and QMA National Secretary postmarked on or before October 15th. Bid Proposals will be mailed out with the RCP's to the QMA National BOD, Regional Directors and Club Presidents by the National Office and posted on the QMA Website. Same Procedure will be followed as RCP's, clubs will vote at their Regional Meetings for the National Meeting.

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 drivers and their families and motivate them to become part of our QMA family. The following are the guidelines that the clubs must adhere to for conducting a Promotion Day:

- 1 Charge a minimal fee (\$10-\$50) for each prospective driver.
- 2 Use the red restrictor plate and a positive stop on the throttle. Both must be used (goal is to be under 10 mph).
- 3 The parents must read and sign the QMA waiver 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 and procedures 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. The Code of Conduct list will be distributed by the National Secretary monthly or as they occur.

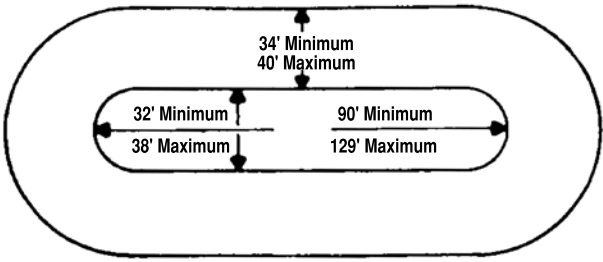


Diagram 3-1: Track Layout

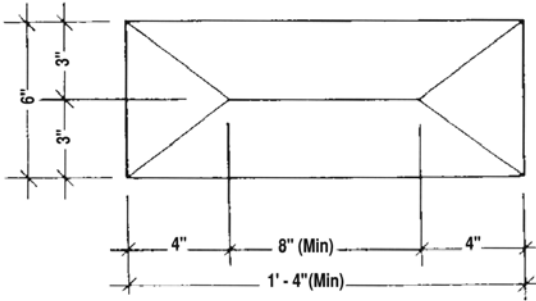


Diagram 3-2 Speed-breaker Detail

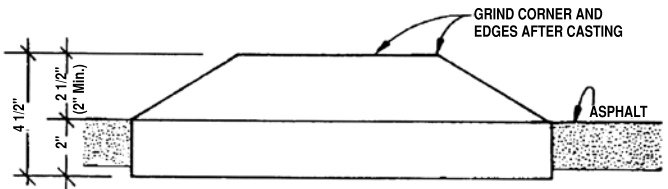
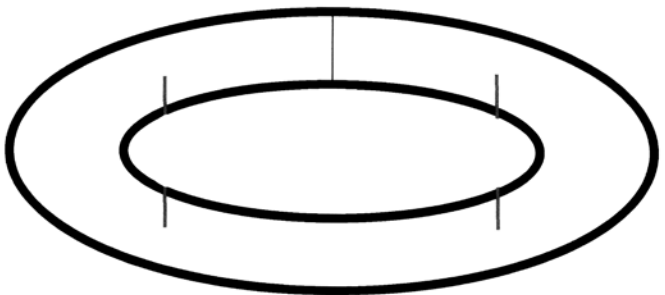


Diagram 3-3 Speed-breaker Elevation



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.

Sec. 5 TRACK CONSTRUCTION (Permanent Track)

- 1 All new tracks must be constructed per the specifications in Diagram 3-1. Blue prints must be submitted to your Regional Director and National Safety Director for review and final approval from the NBOD.
- 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.
- 10 All NEW tracks must have an approved soft wall design that absorbs and dissipates energy when struck by a car beginning January, 2008.
10. A Definition of Soft Walls are posted on the QMA website. Soft walls will be mandatory for all Grand National Events, effective 1/1/10.

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
No Spec Tire allowed in QMA
- 4 **Weight**
Quarter Midgets: Minimum 160 lbs.
Half Midgets: Minimum 170 lbs.
- 5 **Wheelbase**
(Measured center to center of axle. Both sides must be within specifications.)
Quarter Midgets:42" minimum, 56" maximum
Half Midgets:50" minimum, 56" maximum
- 6 **Wheel Tread**
(Measured center to center of tires.)
Quarter Midgets:28" minimum, 34" maximum
Half Midgets:32" minimum, 36" maximum

Sec. 2 CAR CONSTRUCTION

1 Axle

- 1. A Axle, axle hubs, or axle nuts may not extend beyond the outer edge of the wheel rim.
- 1. B All rear axles will be made out of aluminum, titanium or steel only.

2 Battery

- 2. A All wet-cell batteries, which are mounted in the cockpit area must be enclosed and vented out of the cockpit area.
- 2. B All batteries must be securely mounted to prevent loss during operation.
- 2. C Battery and electronic ignition equipment not allowed on or in cars in Honda and World Formula classes.

3 Belly Pan

- 3. A The pan must extend from the front axle to the firewall.
- 3. B The ground clearance shall not exceed 3.5".
- 3. C The belly pan must be constructed in such a manner as to comply with Article 4, Sec. 2, Page 18, Rule 13B.
 - D(1) Aluminum : minimum thickness .040"
 - D(2) Steel : minimum thickness 0.025"
 - D(3) No open holes in belly pan.

4 Body Section

- 4. A All cars must have a body which completely covers the driver's legs, a tail section, and a housing which covers the engine. The tail section can be the engine housing.
- 4. B The body and tail section will not have any sharp edges.
- 4. 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).

5. C No plastic brake lines allowed.
- 6 **Bumpers**
6. A All cars must have front and rear bumpers.
6. B (1) All cars must have double bumpers with two connecting tubes welded in place.
6. B (2) All bumpers (front and rear) must not extend beyond three inches past the side main frame rail.
6. B (3) Any design that does not meet this spec, must be approved by the National Tech and Safety Director. A detailed drawing must be sent to the National Tech and Safety Director. These bumpers must carry their letter of approval for verification at all events.
6. C The bumper tubes (front and rear) shall be mounted over each other with a maximum of 15 degrees rake as measured from the vertical. They shall have at least two inches radius bend on the ends and be mounted to the frame of the car in order to prevent hooking or lifting. 1st Offense: Warning (48 hours to fix), 2nd offense DQ from class.
6. D The tubes should be no closer than two inches apart.
6. E The bumpers will be strong enough to be used by the handler to lift the car, must be fastened with 2 bolts, one on each side, and must be approved by the Safety Committee.
6. F Bumpers will be of metal construction. Titanium and/or composite materials shall not be used.
6. G Front and Rear bumpers to be bolted and bolts must be 6/32 to max 10/32 grade 5 or better. Minimum tubing wall thickness of .049"
- H Minimum tube thickness of .049"
- 7 **Drive**
- Quarter Midgets:**
7. A Drive must be direct, no clutches allowed.
- Half Midgets:**
7. B Drive may be either direct or clutched.
- 8 **Drive Chain**
8. A 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 All cars must run right rear drive/left wheel is optional.
- 10 **Engine**
10. A **NOVICE CLASS:**
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. A(7) Honda 120
10. B **HONDA 120 CLASS:**
10. B(1) Honda GX120K1HX2* and HX2 6
10. B(2) Honda GX 120J1HX2
10. B(3) Honda GX 120 GCAHK-10085093 and up
10. C **SUPER STOCK CLASS:**
10. C(1) Continental AU7R
10. C(2) Continental 717
10. C(3) Detroit Engine DE7R
10. C(4) Deco Grand DE2R
10. C(5) Deco Grand DE7R,
10. C(6) Deco #300
10. D **HONDA 160 CLASS:**
10. D(1) Honda GX160K1HX2* and HX2 6
10. D(2) Honda GX 160J1HX2
10. D(3) Honda GX 160 GCACK-1120414 and up
10. E **MODIFIED, B, AA CLASS**
10. E(1) Continental AU7R

- 10. E(2) Continental 717
- 10. E(3) Detroit Engine DE7R
- 10. E(4) Deco Grand DE2R
- 10. E(5) Deco Grand DE7R,
- 10. E(6) Deco #300
- 10. F **HALF MIDGET: HALF MIDGETS MUST COMPLY WITH THE FOLLOWING SPECS.**
- 10. F(1) 4 Cycle, Single Cylinder
- 10. F(2) 253 CC maximum displacement
- 10. F(3) No blowers or fuel injection
- 10. F(4) Single Crankshaft
- 10. F(5) No Water Cooled Engines
- 10. F(6) No Free Spinning Flywheels
- 10. G **WORLD FORMULA CLASS:**
- 10. G (1) Briggs and Stratton World Formula
- 10. H **ALL CLASSES:**
- 10. H(1) Air cooled only and no external liquid cooling devices
- 10. H(2) No blowers or fuel injection
- 10. H(3) No freewheeling type flywheels. Definition of type flywheel: they are the type whose fins continue to rotate after engine has been shut down.
- 10. H(4) Gearbox is not considered part of the engine; therefore, any type of gearbox may be used, except for Honda 120 and Honda 160, which must use stock gearbox and gear.
- 10. H(5) No Water Cooled Engines Allowed in any QMA Class.
- 10. H(6) No External Cooling Devices of any kind allowed in any QMA Class.
- 10. H(7) Modifications to existing QMA engine tech manuals will be updated and be approved by the QMA National Tech Director and changes will be sent to the Regional Tech Directors, National Board of Directors, Regional Directors and posted on the QMA website. Changes adopted by the National Tech Director are subject to annual RCP's and Emergency RCP's. Any special or new engine platform for QMA will be submitted to the QMA National Tech Director and Regional Tech Directors for review. All new engine platforms will be adopted into QMA through the normal RCP or ERCP process.
- 11 **Engine Housing**
- 11. A All cars are required to have a catch can if the engine is vented. All breathers, engine vents and catch cans are to be placed under the engine housing or tail section. (In case of an accident this would help prevent oil from flowing onto the driver.)
- 11. B The frame cannot be used as a catch can.
- 11. C Carburetors are to be completely within the engine housing covered in such a way as not to protrude.
- 11. D Due to today's smaller tail section, the carburetor may have to be covered with a bubble or scoop, securely attached to the tail section. The bubble or scoop must either be completely closed or rear-facing so as to not capture air.
- 12 **Exhaust System**
- 12. A The exhaust system must extend outside of engine compartment.
- 12. B Any exposed portions of the exhaust system shall not be higher than the rear tire.
- 12. C No portion of the exhaust system may extend outside of a straight edge extending from the rear edge of the rear tire and the extreme rear of the rear bumper, must be intact at the scales.
- 12. D Forward exhaust pipe (including mufflers) shall not extend outside of the nerf bar.
- 12. E All QMA Quarter Midgets and Half Midgets will run a 4 to 8 horsepower Briggs & Stratton Part 3294599 or 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. Muffler rule: hard tight, turn back out, anything more than 1/2 turn - DQ.

- 12. F Honda 120, Honda 160, WF 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 46 12B.
- 12. I All quarter midgets and half midgets, all exhaust must pass thru the muffler, any exhaust that is tampered with is a 30 day DQ.

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 The frame for any new cars built after 3/1/2000 must be manufactured from SAE4130. Effective 1/1/2009 all cars must be manufactured from seamless, cold-drawn, SAE 4130, Chrome Moly (chromium molybdenum) tubing.

15 **Fuel**

- 15. A Honda 120, Super Stock, Honda 160, Mod, B, and World Formula: 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 fittings must be automotive type. Fuel linings must be attached with any positive stop clamps.
- 16. B All fuel lines must be made from flexible hose and should be rated for the appropriate fuel (Gasoline/Methanol). 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. Steel braided hose or slip on is allowed, this is not a cooling device.
- 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 Only Aluminum fuel tanks are permitted.
- 17. E Fuel tanks cannot be replaced during a race, penalty is DQ from that race.
- 17. F All aluminum fuel tanks will have a minimum wall thickness of 0.050".
- 17. G Maximum fuel tank size 140 ounces.

18 Fuel Pumps

18. A NOVICE, SUPER STOCK, HONDA 120, HONDA 160:

No fuel pumps of any type allowed.

18. B Modified, B, AA, WF 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 rear tires, but must not extend beyond the outside edge of the tires. This will be checked with a straight edge at each wheel while the wheel is parallel with the frame.

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. Bolts must be 6/32 to max 10/32 grade 5 or better. Minimum tubing wall thickness of .049"

20 Radius Rods

20. A Radius rods, steering rods, and track locating rods will be constructed only 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.(Example – Wish Bone).

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

21 Roll Cage

21. A All front and rear roll cage upright (vertical bar) must form a Cockpit to completely enclose the drivers shoulders and head when the driver is sitting upright. Effective 4/1/2005 all new manufactured chassis must be a down-tube design extending from the top of the roll cage to approximately the front bumper. No bolt on halo extension bars are allowed above roll cage. Welded on extensions or "halo" bars that are added above the original roll cage top may not be used as the measurement point for the helmet clearance requirement of 1". Effective 1/1/2009 all roll cages must be manufactured from seamless, cold-drawn, SAE 4130, Chrome Moly (chromium molybdenum) tubing.

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. The measurement will be made from the lowest bar on the halo to the top of the helmet. Driver must be in car at Safety Inspection.

21. D Roll cages that exceed 34" from the top of the bottom frame rail to the top of the roll cage must use a minimum 7/8" O.D tubing and have a minimum wall thickness of .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. D(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. D(2) Existing roll cages in use as of April 1, 1984 that are over 34" must add the support bars, but are not required to change the diameter of the roll cage. Also, roll cages in use as of April 1, 1984 that are made of .058" stainless steel are legal for continued use.
- 21. E Sidebars are optional, if installed must be a minimum of 5/8" O.D tubing and have a minimum wall thickness of 0.049" and securely fastened to the cage.
- 21. F All roll cages are to be inspected and approved by the National Tech Director and National Safety Director. See New Car Construction Approval Process on the QMA.org site.

21. G 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.
- 22. H Two year replacement.
- 22. I Shoulder belts must not be retained by shoulder loops or epaulettes on the driver's suit.
- 22. J SFI Belt 1-3/4 Minimum
- 22. K Rotary Cam Lock mechanism will not be allowed after 1/1/10.
- 22. L Seat Belts will not be allowed to pass through the firewall.

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. 8 – 32 to 10 – 32 grade 5 or higher steel bolt. Flat plate bolting of the shoulder bar to the nerf bar is acceptable and securely fastened to the cage.
- 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 MUST have an additional switch mounted on top and recommended to be mounted on the right side of the roll cage to allow easy access for trainers, corner workers, or handlers. Must be operational to stop the engine. The extra switch must be removed upon graduation from Novice class.

28 **Weights**

- 28. A No loose weights.
- 28. B No weights are to be added or fastened to the inside or outside of any nerf bars, front or rear bumpers or shoulder bars. No weights shall be fastened to the roll cage.
- 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. Main frame rails are considered to be straight and parallel from the front to rear of the car.
- 28. D All lead weights must be covered.

29 **Windshield**

- 29. A No windshields on cars.
- 29. B No mirrors on a car.

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 and the read out display shall not be operated nor be in the sight of the driver.
- 30. B No in car video cameras in a car during a race.

31 No composite wheels.

32 All metal specifications listed in the manual are subject to industry standards and tolerances.

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 3.3/5 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 SA2000 or newer Helmet or SFI 24.1 or CMR2007 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 Drivers of "AA" and Half Midgets using alcohol are required to wear SFI 3.3 rated Head Sock under their helmet.
 4. G Visors must be down when practicing, hot lapping, and under green flag conditions.
 4. H Helmet hooks are not allowed.
 4. I No external decorative covering allowed on helmets or face shields.(example: Skull Skins or similar products). This does not preclude paint or vinyl graphics as long as they do not cover the face shield.
 - 5 **Jackets & Suits**
 5. A All upper-body clothing must be securely fastened.
 5. B Jacket or Suit must provide full coverage from neck to waist and extend completely to the gloves.
 5. C All Jackets or Suits must have a minimum SFI rating of 3.2A/1 or higher.
 - 6 **Neck Collar**
 6. A A neck collar is mandatory.
 6. B Neck Collar made of Nomex or equivalent is mandatory with a recommended rating of SFI 3.3, effective 1/1/09 this will be mandatory.
 - 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, flagman and others in hot chute, work area, staging area, racing surface, scaling and fueling area.
 8. B Flat bottom shoes only, no use of "heelys" or shoes with wheels on the bottom allowed while in the car).
 - 9 **Hans or Hutchins device**
 9. A Hans device may be used without Neck Collar.
 9. B Hutchins device requires Neck Collar.
 - 10 **BRAKE PEDAL**
 10. A A full brake pedal or positive heel stop is mandatory to prevent the foot from pushing through the pedal.

Sec. 4 MISCELLANEOUS - SAFETY/TECH

- 1 Modifications of any car construction specification for a Quarter Midgets or Half Midget necessary for a physically disabled child must be approved by the National Safety Director on a case by case basis.
- 2 No decorative or distractive lights or any non essential racing items (i.e. flags, stuffed animals, license plates, etc.) allowed on any QMA race car, 1st offense – warning, 2nd offense – DQ per race season.
- 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. Recommended: No lifting cars up on their nose in the hot chute (safety reasons).

6 TIRE RULES:

6. A Tire Treatment - it is prohibited to apply tire treatments or chemicals on any tires, except for cleaning with water.
First Offense: 30 days Family Suspension, 2nd Offense: 1 year Family Suspension and 3rd offense is Lifetime Family Suspension.
6. B Approved tester will be Portable Tire Prep Monitor, JTR Eagle.
6. C Tire tester will be used at all asphalt tracks in 2008. Anything over 80 ppm (maximum reading) will result in a DQ from race. Dirt tracks reading will be determined at the event by the Tech Director.
6. D No plastic wrap, factory wrap or any other material left solely on mounted tires outside your trailer at all QMA tracks or events.
6. E QMA Tire Procedure – see Procedure Manual or available on the quartermidgets.org site.
6. F 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.
6. G Tire Protest Rule
 1. Tire protests will be from within the same division and class only (Example: Jr Honda may only protest Jr Honda). Only competitors in the same division may make a protest on a tire. Only one protest per race event per handler per class may be submitted. No protesting Novice.
 2. Any tire may be protested for \$250.00 (cash only) per tire. No protest related inspection will be started prior to the funds being posted with the proper official.
 3. Any protest must be announced to the Race Director or his/her designee, before the end of the race/qualifying that the protested tire is participating in before the checkered flag falls. The car with tires being protested will go over scales and directly to impound immediately after the race/qualifying has ended. Once the car has been impounded, a completed QMA Tire Protest Form and \$250.00 (cash only) must be submitted to the Race Director or his/her designee immediately.
 4. Once filed with the Race Director or his/her designee, a tire protest may not be withdrawn.
 5. The Race Director or his/her designee, will give the protest money to club until the protested tire has been tested for legality.
 6. The protested tire will be removed from the car, dismounted, marked and sealed in a QMA approved plastic bag by the Club Tech Director or his/her designee, as soon as the car comes across the scale and the protestee will receive \$50.00 for the tire.
 7. The protested tire will immediately be taken into custody by the

- Club Tech Director or his/her designee. Tires must remain in possession of assigned tech officials throughout the entire process. Tires must be sent to the lab the next business day.
8. Both the Protester and the Protestee will be present for signature certification of all tires taken. The bag will be sealed with tape and the protester and protestee will sign across this seal.
 9. Tires will be tested for contamination via Gas Chromatography-Mass Spectroscopy (GC-MS)
 10. All tire testing results will be sent to the National Tech Director and National Safety Director. Results will then be forwarded to the appropriate Regional Director who will notify the Club President where the tires were confiscated and the findings will be published on the Club website.
 11. Any tire that fails QMA tire testing procedures and laboratory testing subjects the driver and handler to the following suspensions; 1st offense- 30 day suspension; \$250.00 fine and forfeit event finish. 2nd offense- 1 year suspension, \$250.00 fine, and forfeit event finish. 3rd offense- Lifetime suspension, \$250.00 fine and forfeit event finish. Suspensions will be for the Driver and Handler, also referred to as a "Family Suspension", and are to be effective upon receipt of QMA approved laboratory results by the Regional Director.
 12. If the tires are found to be legal, the balance of the protest monies (paid by the Protester) will be used to pay for the lab costs. If the tires are found illegal, the tire protest fines will be used to reimburse the Protester.
 13. Testing of protested tires MAY NOT be waived by any party.
 14. Multiple protests on any tire will not be accepted. Only the first protest will be honored.
 15. Destroying or withholding of tires or any other lack of cooperation in this protest process or inspection process will be interpreted as an admission that the tires are illegal and will subject the driver and handler to the conditions set forth in item number 11.
 16. Protestee has the right to admit guilt. If the Protestee chooses to admit guilt before the protested tire is confiscated, he/she is verbally accepting the suspensions set forth in item number 11. All money will be returned to the Protester and the tire in question is still confiscated and sent to the National Tech Director.
6. H QMA National Tire Rule Enforcement Procedures are available on the QMA website or the Procedure Manual.

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 26.
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" ONLY.
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", WF "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 160, Mod, B, AA, WF a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of a lower classes or obtain the unanimous approval of the Novice Committee with the final approval from your Regional Director before competing in these classes. In addition, you must be the appropriate age to run these classes before competing. (The QMA Move up Form must be completed and signed by parents of child, Club President, Novice Director, Regional Director and sent to the National Office).

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 26.
1. C Any driver who will turn nine during his local Club season/Club schedule has the option of moving up to and racing in the Senior division at all local, States and National events, at any time prior to his ninth birthday. Once he has made this decision and raced in the Senior division, he will not be allowed to return to any Junior division for any reason. If this option is used QMA driver card will be documented immediately.
1. D Four cars or more entering a division will constitute a class. If less than four enter this division, it may be combined with other division in its class at the option of the Race Director, but excluding the Junior Division and you can never run Junior and Senior at the same time. (Except for Novice Only).
1. E Drivers who turn 9 during a racing season must move on their birthday. Exception: If you qualify for an event when you are 8, you may finish the event. Driver must move after the conclusion of the event.

2 **Division Jumping**

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

2. C Light and Heavyweight: Among those classes divided by weight only, there may be enough drivers to justify this division in some areas and it will be optional to the Race Director whether the class is to be divided or not. The lightweight division is to be considered open to all drivers, the heavy weight restricted as to weight. Drivers may enter one division per class only. Per scoring procedures heavy classes start in front of light classes.

CLASS	DIVISION	DRIVER AGE	DRIVER WEIGHT(min)	COMB. WEIGHT(min)	CAR WEIGHT(min)
Novice	Junior	5-8	N/A	250 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	275 lbs.	160 lbs.
Honda	Heavy	8-16	100 lbs.	325 lbs.	160 lbs.
Super Stock	Junior	5-8	N/A	250 lbs.	160 lbs.
Super Stock	Senior	9-16	N/A	275 lbs.	160 lbs.
Mod	Light	7-16	N/A	270 lbs.	160 lbs.
Mod	Heavy	7-16	100 lbs.	325 lbs.	160 lbs.
Honda 160	Light	8-16	N/A	270 lbs.	160 lbs.
Honda 160	Heavy	8-16	100 lbs.	325 lbs.	160 lbs.
B	Light	8-16	N/A	270 lbs.	160 lbs.
B	Heavy	8-16	100 lbs.	325 lbs.	160 lbs.
AA	Light	9-16	N/A	270 lbs.	160 lbs.
AA	Heavy	9-16	100 lbs.	325 lbs.	160 lbs.
Half	Junior	11-17	N/A	350 lbs.	170 lbs.
World Formula		9-16	N/A	340 lbs.	160 lbs.

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

CLASS	DIVISION	MAIN	LOWER MAINS
Novice	Junior	25	20
Novice	Senior	25	20
Honda	Junior	30	25
Honda	Senior	40	35
Honda	Heavy	40	35
Super Stock	Junior	30	25
Super Stock	Senior	40	35
Modified	Light	40	35
Modified	Heavy	40	35
Honda 160	Light	40	35
Honda 160	Heavy	40	35
B	Light	40	35
B	Heavy	40	35
AA	Light	40	35
AA	Heavy	40	35
Half	Junior	40	35
World Formula		40	35

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

ARTICLE 6 ENGINE PROGRAM

ARTICLE 6 A HONDA ENGINE 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 \$600.00 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.
- 5 The claimed engine will be tagged/marked and sealed as soon as it car comes across the scale.
- 6 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.
- 7 Inspection of claimed engine MAY NOT be waived by any party.
- 8 Both claimer and claimed have the option to be present at the time of inspection.
- 9 Any claim that is withdrawn will be assessed a \$50.00 fee that will be paid to the host club.
- 10 Multiple claims on an engine will be decided via a lottery system. Owner, handler or family member cannot claim his/her own engine.
- 11 Claimed party will retain air filter, exhaust system and throttle linkage.
- 12 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.
- 13 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.
- 14 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.
- 15 Note: Reference to Confiscation due to Wear Limits in "Engine Block Internal Rules" of both Honda Manuals.

Sec. 2 HONDA SUSPENSIONS

- 1 Handler(s) and driver(s) 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. 1st Offense is 6 months, if 2nd or 3rd within a year you must follow 1.B or 1.C for suspension.

6 All membership suspensions must be sent to the National Tech Director within 5 Business Days, National Tech Director will send to both QMA National Office and QMA National Secretary. National Secretary will send out monthly or as they occur to the Regional Directors who will notify their Clubs. 5 Business days does not include weekends/holidays!

7 **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 B

DECO/CONTINENTAL & 1/2 CLASS SUSPENSION RULES

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 both QMA National Office and QMA National Secretary. The National Secretary will send out monthly or as they occur to the Regional Directors who will notify all Clubs. 5 Business days does not include weekends/holidays.

ARTICLE 6 C WORLD FORMULA

Sec. 1 WORLD FORMULA CLAIMER RULE

- 1 One claim per race event, per handler, per class.
- 2 Engines may be claimed for \$1,750.00 and this will include the gearbox but not the exhaust, 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.
- 5 The claimed engine will be tagged/marked and sealed as soon as it car comes across the scale.
- 6 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.
- 7 Inspection of claimed engine MAY NOT be waived by any party.
- 8 Both claimer and claimed have the option to be present at the time of inspection.
- 9 Any claim that is withdrawn will be assessed a \$50.00 fee that will be paid to the host club.
- 10 Multiple claims on an engine will be decided via a lottery system. Owner, handler or family member cannot claim his/her own engine.
- 11 Claimed party will retain exhaust system.
- 12 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.
- 13 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 WF Suspensions Program.
- 14 Any teched or claimed WF 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.
- 15 Note: Reference to Confiscation due to Wear Limits in "Engine Block Internal Rules" of WF Manuals.

Sec. 2 WORLD FORMULA SUSPENSIONS

- 1 Handler(s) and driver(s) guilty of having a WF 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 WF class.
 1. B Second offense within one year of first infraction – one-year suspension for handler and driver from participating in the WF class.
 1. C Third Offense within two years of last infraction – suspended for life from QMA.
 1. D 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/they 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 Refusal of tech or claim shall be interpreted as an admission that the engine is: illegal and a suspension from the World Formula class will be immediate with all awards, qualifications being revoked and with a 6 month suspension. 1st Offense is 6 months, if 2nd or 3rd within a year you must follow 1.B or 1.C for suspension.
- 5 All membership suspensions must be sent to the National Tech Director within 5 Business Days, National Tech Director will send to both QMA National Office and QMA National Secretary. National Secretary will notify Regional Directors who will notify all Clubs. 5 Business days does not include weekends/holidays!

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 a club shall present the drivers birth certificate to the Secretary of the club and the “official age” of the driver shall be entered in the permanent records of the club. Copies of these records shall be forwarded to the QMA National Office and the Regional Director.
- 3 In an effort to obtain the greatest benefit from participation in organized Quarter Midget racing, Novice handlers should read Article 3, Sec 2 of this rulebook, entitled “Novice Program Committee”.
- 4 The Club President will receive from the National Office an orange novice drivers card and a log book. The President will issue the log book and an orange Novice Driver’s Card good for a period of three months, only for drivers six years old or older. Once they graduate from novice, they will be mailed from the National Office their drivers purple card.
4. A Drivers not yet six will be issued a Novice Card good until their sixth birthday plus three months.
4. B The driver’s age will be entered on the Novice Card.
4. C Extensions of the Novice Card shall only be granted when the handler has completed a Novice Extension Form and it has been

approved by a signature from their Novice Director, their Club President and their Regional Director. Any novice extension forms that are approved must be forwarded to the National Office by the Regional Director.

4. C (1) Extensions will be for no more than two months at a time, if needed.
4. D Novice parents will receive from the National office, their picture ID badges, a rulebook and a novice procedure guidelines. The novice drivers will receive a welcome coloring book.
- 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 Honda or Stock engine only.
- 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.
3. A Any alteration to Jr. or Sr. Novice Restrictor Plates – 1st Offense automatic 30 day suspension. 2nd offense will be 1 year suspension.
3. B All other QMA rules and penalties apply to the novice class.
- 4 Novice Class participants will be required to install a restrictor plate on their carburetor per Article 10, "restrictor plate program".
4. A A Club may have the option to remove the restrictor plate, to create a 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. See table Chart Page 26 5-1. Senior Novice unrestricted weight 275.

- 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 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.
- 2.A Novices who want to race a Super Stock/Honda 120 class at a Grand National Event MUST qualify at a State Race event as a novice or in a Super Stock/Honda 120 class, in order to race a Super Stock/Honda 120 class at a Grand National Event.
- 2.B A driver graduating from Novice must race one club race in Super Stock/Honda 120 class before competing at a Grands National Event in that class.
- 2.C EXCEPTION: If a new Novice family joins the Club after the State Race Event, the driver(s) will be allowed to participate at the National Grands as an Exhibition only. A Novice Driver may not race as a Novice at the National Exhibition level for more than one season.
- 3 Novices at the Grands:
 - 3.A Exhibition events only
 - 3.B Minimum one practice session
 - 3.C No qualifying
 - 3.D Line up drawn by number
 - 3.E All participants to receive equal awards, preferably trophies.
 - 3.F Practice and racing on same day (to be designated on each Grands schedule).
 - 3.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 (QMA Home Club) the driver's logbook shall be validated and the Novice Card shall have written on it (in ink) the date of graduation.

- 4. A The Regional Director shall be notified of all graduating Novices by their Club President. The Regional Director will then notify the National Office and a Purple Driver's Card will be issued by the National Office to the driver and sent to the family.
- 4. B The validated Novice Card will be accepted in Stock and Honda classes until a new purple card is sent by the National Office to the driver.
- 5 On the first day of competition in the Super Stock/Honda 120 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.
- 6. A A Novice must race one club race in Super Stock/Honda 120 class before competing at a Grand National Event in the Stock/Honda 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 people except drivers in their cars that enter the track or hot chute areas must be a minimum of sixteen years of age. i.e. handlers, flagmen, corner man etc. Must be a QMA member.
- 1. B In Quarter Midget classes, the age limit is 17 years old, (you may not participate AFTER your 17th Birthday).
- 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, Clubs will be allowed to use electronic scoring. Moscore is the official program for QMA. Electronic scoring if used, will be in addition to all normal scoring procedures. Location of transponders are, from the front bumper to the front of the transponder, 40 inches minimum to 44 inches maximum, either left or right side, no greater than 6 inches from bottom of frame rail to top of transponder within the nerf bar. Electronic scoring will be mandated beginning with the 2008 Eastern and Western Grands (revised) and with the Dirt Grands beginning in 2009. (If not in proper location, after qualifying or racing, it is a DQ offense at scales).
- 2. D It will be the responsibility of the Host Club holding a National or other Qualifying event approved by QMA to furnish 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 or the fuel tank. After fueling, tank will be sealed. This seal will not be tampered with or broken. If seal is broke or no seal, results will be a DQ. When more fuel is needed, Officials will break the seal, fill the tank and reseal. Drivers can not be in the car during fueling.
- 2. G All clubs hosting a Grand National Event will have track records open.
- 2. H **QUALIFYING FEES:**
Below is listed the maximum pit fee to be charged at all States qualifying Championships and the National Championship. Also listed is the amount to be sent to QMA per sign in (each entry).

Table - Qualifying Race Fee Structures			
	Max. pit fee to be charged	Amt. to be retained by Hosting Club	Amt. to be sent to QMA*
States Champion	\$40.00	\$29.00	\$11.00
National	\$40.00	\$25.00	\$15.00

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

- 2. I Hardship waivers must 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. All hardship money paid at Grand National Events must be payable to QMA, (certified check or money order only). All hardship money will be paid to all QMA State Race clubs within 30 days of the last Grand National Event. A novice cannot pay a hardship fee, they must run a State Race to move up to a competitive class.
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 42, 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. If you qualify without your tailcone, you must scale without your tailcone and make weight, if under weight, result is a DQ.
1. E Cars leaving the track must do so with caution. Driving through the pits, hot chute or scale/scale area is prohibited; penalty is a DQ from race by any race official.
1. F No foreign matter, such as gum, candy, etc. shall be allowed in driver's mouth while he/she is in the car. Mouthpieces are allowed.
1. G The possession or use of intoxicating beverages or illegal drugs by a driver, car owner, mechanic, pit attendant, spectator or official anywhere in the track, pit or parking area will be strictly prohibited. Any driver, car owner or mechanic, who, at any time or any place, causes a scene or disturbance before the public, shall be escorted from the event.
1. H No radios and/or radio communication with the drivers is allowed during a race or event practice, EXCEPT the one-way Raceceiver Model W1600 ONLY which is to be used by a designated track official to drivers. DQ for event.
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. (6 months suspension from class).
1. J No change or adjustments to car or engine settings may be made to any Quarter or Half Midget race car by any method, while it is on the racing surface. Methods specifically include, but are not limited to, driver actuated and remote controlled. Additionally, no device, system or other method capable of making changes to these settings will be installed, permanently or temporarily in any car. This includes practice sessions occurring on a scheduled race day.
1. J(1) Components that incorporate, as part of their design predetermined and predictable changes to that component will be allowed. (Example: temperature or load sensing shock absorber valves or integral temperature sensitive carburetor fuel metering devices.) No changes or adjustments can be made to car or engine settings to any Quarter or Half Midget race car by any method, while it is on the racing surface. Interpretation and enforcement of these guidelines is the responsibility of the senior safety official in attendance at the event.
1. J(2) Chassis or engine components that because of their required placement and normal use or function are within reach of the driver will be allowed. These may not be adjusted while the car is on the racing surface. (Example: shock absorbers with the normal knobs are allowed, however, a larger knob 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, see Judging Procedures.
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 a race and no more than four handlers may work on any one car in the hot chute.
- 1. P Four Corner workers are necessary for each race. All Corner workers are to be located at the outside of each turn or at least two at each outside end of the track. No corner workers are allowed in the infield and are the only people allowed on the track in the event of a caution during a race.
- 1. P (1) All pit locations must be located outside of the track wall or fencing.
- 1. Q All clubs are required to have at least five canisters of Fuel Buster or equivalent available for fire fighting any time cars are on the track. There shall be no smoking allowed in the hot chute, staging area, judging stand, flag stand, work areas, racing surface, scale and fuel area.
- 1. R Double sign-in prohibited. A double sign-in is interpreted as "Signing in a driver two or more times in the same class or division".
- 1. S A car that has been pushed around the track by handlers can only pass the flag stand twice; thereafter the car must go to the designated work area before returning to the track surface.
- 1.S (1)Only in a 1/2 class under red you can use an electric starter to start the car.
- 1.S (2)No Four Wheelers or motorized vehicles will be used to push start any car.
- 1. T Once a car qualifies or pushes off from the staging area for the first race you must run the same car (chassis) for the entire event.
- 1. U A proof of loss statement must be sent to the National Safety Director within 30 days of all incidents.
- 1. V The Race Director must be in the hot chute with the handlers during a racing event.
- 1. W Fuel tanks cannot be replaced during a race, penalty is DQ from that race.
- 1. X All AA & Half midget classes only, they shall be given NO MORE than 2 fuel stops after the initial green flag at any QMA sanctioned event (Qualifier, States, or Grands). Maximum fuel tank size 140 ounces.

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 approaching or protesting to any official other than the Race Director, can be suspended for the race day. If any additional disciplinary action is necessary the Code of Conduct Procedure must be followed.
- 2. C (2) The protest must reference the racing rule or scoring procedure that was not followed by the race officials, (must use the QMA Protest Form).

Sec. 3 GENERAL RACING PROCEDURES

- 1 **Flagging** - see flagging procedures. Flagger must be 16 years old and a QMA member.
- 1. A Flag person's position to be located on flag stand on the outside of the track.
- 1. B A halfway flag signal 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 38 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 After the countdown of warm up laps, use only the following procedure:
Three waves of the green flag followed by a checkered flag. (Optional: two waves of the green flag followed by a white and a then a checkered).
- 3. C If a driver has completed their qualifying times and has not left the track, the black flag can be waved.
- 3. D The use of Air Filters during qualifying at any QMA event is illegal. The Sr Tech Official reserves the right to allow Air Filters at any Event that it is deemed necessary.

4 Racing

- 4. A Pylons will not be used at any time during racing.
- 4. B 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. 25. The alternate car will be removed from the line up and double file initial start will follow. The alternate car will return to the standby position until the initial green flag falls.
4. D(2) If a car from the original line-up is officially disqualified or scratched prior to warm up for any reason by the handler, the alternate car (x car) will be allowed to enter the track and participate in the warm up. Cars not going through the safety check from the pit stewards prior to the start of warm up will not be allowed to enter the track and race. In order to be officially scratched, the handler MUST notify the Race Director or tower prior to warm-up.
4. E Once the green flag is displayed to begin the race, it should remain displayed until another flag is required.
4. F The yellow flag is to be displayed whenever a car(s) 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 Flagger's 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 the 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 Flagger's discretion, if under green flag two or more cars become hooked together and do not become unhooked – the yellow flag will come out followed by 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, after initial double file green.
 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. There shall be NO MORE than 2 fuel stops after the initial green flag at any QMA sanctioned event (Qualifier, States, or Grands). Maximum fuel tank size 140 ounces.
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 and will be black flagged but scored as DNF.
4. S **Disqualifications**
 4. S(1) If a car is disqualified during a race, and does not immediately leave the track when shown the black flag, the Flagger will show the flag two more times (on the next two laps). If the car still has not exited the track, the race will be stopped (red flag) and the disqualified car will be removed. Then the race will be restarted from the last recorded lap.
 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 State Championship qualifying event shall forfeit awards for the event, but is qualified to participate and compete at the Grand National Events. Refusal of technical inspection at a States race will result in loss of qualification to attend a Grand National Event. All suspension rules apply.
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". Car must have appropriate engine for that class in car to attempt to qualify. A qualified car must have legal engine for that class that it is attempting to qualify.
- 2.J If holding multiple events on states race weekend, the states race must be completed before beginning other race events. An attempt must be made. Grands format must be followed!
- 2.K All track records are open during a State Race Event.
- 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 alternate from any track with a dirt track from East to West starting in 2009. East in 2009, West in 2010, etc.
3. B The last week of June that ends in the month of July and the last full week of July are to be the two weeks for the Eastern and Western Nationals. The Dirt Nationals will be the first full week of August. 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 Dates and locations of Grand National Events will be published in this manual and the QMA website, and the Quarter Reporter.
3. D Grands Completion: The last Sunday of the event is the rain date only if the grands can not be completed by daybreak on Monday (unless there is a zoning curfew) the event will be officially over and the classes that are not completed will have no champion. The awards may be given out based on qualifying times.
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 Only
3. E Disciplinary Occurrences at any Grand National Event will be brought for a hearing before the Regional Directors and National

Board of Directors in attendance and to the QMA Board of Directors at the National event for disciplinary action. If any disciplinary action is deemed necessary, the member (owner, handler, and /or driver) will be barred from all future participation at that event.

Depending on circumstances additional disciplinary actions (forfeiture of any awards at the Grand National Event or suspension from participation in future QMA events) may be imposed on the member or members.

3. F All tracks that are hosting the 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. G 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 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. I If the handler chooses, he may take his car out of the hot chute to a designated work area in close proximity to have additional members assist with repairs.

5. **States, Grands, Timing Format (optional for Local Events)**

5. A Practice and timing will be done in the order of sign-in numbers, (first to sign-in is last to qualify) no changes allowed, no changing of classes once practice has started for the event.. If car is not in position or unable to time in the proper order the car will be awarded a "no time".

5. B Timing is back to back only.

5. C Handler is not allowed on track, he may stand next to the Race Director who has communication with the flagger & tower to change the number of warm up laps wanted before the car enters the track or to put the driver "on the clock" at any time prior to the finish of the warm up laps. If handler doesn't state otherwise, it is assumed 5 warm up laps for regular qualifying.

5. D Car handlers are not to signal the driver under green flag. This is a disqualification offense. (Race Director's Authority)

5. E Handler will be allowed on the track to turn gas on or restart the car that has spun. No working on the car or a DQ by the Race Director.

5. F If car spins/goes DOT during warm up laps the handler may enter the track to restart, but number of warm up laps will continue from the lap that the car spun out.

5. G If the car leaves the track, blows engine or breaks after one time

on the clock, he is finished, that car will only have one time. Also if a car leaves the track for a blown engine or breaks before any time is taken, this car will be awarded a "No Time". If the car goes DOT/SPINS before completing all timing laps, he may be restarted and allowed to complete all the remaining timing laps.

- 5. H In case of an identical time in qualifying, the second fastest lap will be used as the tie breaker to determine the qualifying position.
- 5. I The driver qualifying the car is the only one eligible to drive it in the event for which it is qualified.
- 5. J 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 for 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 events:
 - 1. A 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 (s) at a QMA event.
 - 1. B At all QMA race events, a minimum of three (3) but preferable five (5) judges per race, including the head judge, shall witness the race and be responsible for making all decisions on driving infractions. Per Article 3, Sec 1 (2.B) of the rulebook, it states that at the discretion of the Regional Director, the number of Judges may be adapted to fit local events. This does not include States or Grand National Events.
 - 1. C The number of judges will vary from club to club and region to region. At the Grand National Events, 5 judges are always used. At the club level, many clubs will only have three judges, and 5 judges are used at State Races.
 - 1. D **HEAD JUDGE**: at all Grand National Events, the QMA National Board of Directors selects an individual to be a head judge. This individual is an experienced person in judging, and has the ability to be consistent throughout the entire event. At the Region and Club level, it is highly recommended that at each race event, that one head judge be selected to be in charge of all the races. While it will be difficult for this person to always be on the judge's stand

because of his/her driver will be racing, having one head judge throughout an event will provide consistency to the program. Each club should have a head judge and a committee of head judges to head judge each class or division running during the racing event. This would provide consistency within that class or division.

1. E Duties of the Head Judge:

1. Be familiar with all driving rules.
2. Assign the judges for each race.
3. Brief all judges on proper judging procedures being followed, and will provide consistency to the program by describing how judging has been conducted throughout the event. For example, rough driving can be called if a driver forcefully runs into another car. If judges are making this rough driving call on the second infraction, meaning they are allowing a driver to run into another car one time, but the second time they are making a call on the driver, the head judge will inform other judges of this when they come up on the stand for the first time. The head judge needs to continuously tell the judges how calls are made throughout the racing event so there is consistency.
4. Keep track of all DOT's and Calls during a race. A Judging Sheet is available on the judge's stand for writing down DOT's and Calls. This sheet is to be used to verify with the official head scorer in the event a driver needs to be disqualified because of 2 calls or 3 DOT's.
5. Have communication with the tower, Race Director and flagger at all time. Communication is important if a call is made during a green flag, for a flagrant driving infraction or other disqualification infraction.
6. During a race, the head judge needs to be in constant communication with the other judges to communicate with them the car (s) that they are to follow (while following packs), or how the judging will be conducted
7. Inform the other judges after a racing incident the different calls that can be made. If needed, explaining a rule to help clarify a situation.
8. The head judge does not make any calls during a race unless he/she does not agree with the decision. It is the majority of the judges that witnessed a racing incident. That decision stands.

2 **JUDGING SHEET:** The head judge will be responsible for keeping track of all DOTs and Calls made during a race. Prior to the race, write down the race number and circle the class and division of the race. The rules state that all judges are to sign the judging sheet after the race, but sometimes it is easier to sign before the race as you wait for the other judges or the next race to come on the track. When a racing incident occurs and cars go DOT, the head judge should immediately write down all cars that are DOT as well as all cars that were involved in the incident that did not go DOT (this can be anywhere on the judging sheet). Not all cars that are involved in an incident always go DOT, if a judge has a question on which car was involved in the incident, writing the car numbers down right away, will eliminate confusion (always write down the cars that don't go DOT first, as they will be the ones hardest to identify later, the DOT's are not going anywhere quickly). After writing down all cars involved in the incident, the judges then make a decision on whether there is a call or not. If there is not a call, and the judges call this a racing incident, all cars that went DOT receive a DOT so write DOT on the line next to the car number. If a call is made on a car, do one of the following:

2. A If the car went DOT, then in the line next to the car number write DOT and a call. For a call either write, "call" and then what the call was, or just write what the infraction was. All other cars that went DOT get their spot back in the line-up (do not write anything by

their number). Remember, a car going DOT that has a call made on them, get both a call and a DOT.

- 2. B. If the offending car did not go DOT, then only write call or the infraction on the line next to their number. (Always try to write down what infraction was made).
- 2. C. If a car receives two calls, or three DOT's (including those in which a call was made at the same time), the head judge is to notify the Head Scorer. Once confirmed with the Head Scorer, the driver will be black flagged off the track.

2. D. **ROLE OF OTHER JUDGES**

The judges shall enforce all appropriate racing rules and regulations during the running of an event. They shall witness the race and be responsible for making all decisions on driving infractions.

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. They must be 16 years of age or older and not a driver racing at the event.
- 4 C. Judges must be experienced members and should be well versed in all QMA racing rules and regulations.
- 4 D. Judges shall be selected for their knowledge of 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, sisters, brothers, etc..) of drivers entered in the same class/division at that event and must be a QMA member.
- 4 G. All novice handlers must be trained for judging prior to actually judging.
- 4 H. Depending on the event, the selection of the judges is done by the tower or by the head judge. The selection of the judges will be from the members attending the race event. At club races, the judges should all be club members. At Region events, the judges should be selected from multiple clubs. All judges on the judge's stand should not be from the same club. This will eliminate a handler's feeling that one or more driver (s) are being favored (or picked on) because all judges are from a certain club. At Grand's events, the judges should be representative of the different regions, and all judges on the stand should not be from one Region. When five judges are on the stand, the maximum number of judges from one Region or club (Region and/or Grands Events) should be two.

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.
- 5 C. Judges have the option to put any car(s) to the rear that fails to

keep proper pace. (ie. When the flagger needs help in controlling the race).

- 5 D. The authority of the judges begins with the cars entering the track and ends when cars leave the track. The judges also need to be aware of events that occur in the hot chute which is part of the track. A driver coming off the track may intentionally hit another car (or worse) in the hot chute or exiting area of the track because of some event that occurred during the race. The judges have the authority to disqualify a driver at any time before a race, during the race or after a race.

6 **Time**

- 6 A. Judges authority for a race will commence with the cars entering the track and terminate when the cars are 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 head judge for each race.
- 7 B. QMA will supply a sample sheet for use by the judges. (Judging Sheet must be used for each race).
- 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. Optimum view means a location where you are high enough to see cars going into and out of the corners. At no time should cars driving on the race track, block the view of a judge from seeing the racing surface. It is possible for a judges stand to be too low that the judges do not have a clear picture of two cars driving side by side going into a turn. Without having a high enough location, the judges cannot make an accurate call or determination of an incident. 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 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 disqualifications or calls that are agreed upon by the judges shall be processed through the Head Judge to the Flagger, Race Director 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 DOTs 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 black flagged and scored as a DNF.
- 11 B. A car (or cars) going DOT that are involved in an accident and a call is made on only one car (or cars), the non-offending car (or cars) will retain their position as of the last green flag lap scored

and are not charged with a DOT. The offending car (or cars) are scored with a chargeable DOT and a call if they went dead on the track. If they did not go DOT and a call is made on a car (or cars) they are charged with a call only.

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 not to display the yellow flag.
 - 12 C. Judges have the option to put any car(s) to the rear that fails to keep proper pace. See Judging Procedures.
 - 12 D. A car is allowed 3 DOTs or 2calls before they are black flagged. 3 DOT's are scored with a DNF and 2 calls are scored with a DQ.
13. At any time cars are on the track they are subject to black flag calls.
14. 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.
15. Only the official flagman may use the Black Flag. Flags numbered 0-X shall be used by the flagman at all QMA sanctioned events.
16. 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). The judges have the right to ask the handler(s) to step away from the car (s) / driver (s) or to one side so they can observe that nobody is working, moving or touching a car or driver. This is a DQ offense.
17. **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.
18. Anytime a tail-cone or other related body parts fall off a car, a yellow flag will be thrown and the car sent to the hot chute/designated area to re-place the tail-cone or other related body parts. 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 or other related body parts fall 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 or other related body parts may be replaced to cross the scales.
19. If a car is rolling and obviously going dead on the track and the

flagman throws the yellow flag for a safety reason 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. When a yellow flag is thrown in anticipation of multiple cars going dead but the cars do not stop, unless a call is made the cars will restart at the rear of the pack and will not be charged with a DOT. No precautionary yellows.

20 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.

21 **Race Director Authority**

21 A. The Race Director will have authority to immediately disqualify a driver/car 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 any fluids under green flag. DQ
4. Liberation of any fluids under yellow or red flag conditions onto the track, without being repaired before returning to the track. DQ
5. Signaling by Handler to Driver. (Under green flag conditions)
6. 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.)
7. Unsafe or damaged parts on car under yellow or red. DQ

21 B. Race Director disqualifications may not be protested.

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.
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 - Doing this deliberately or flagrantly to cause an accident or to gain a position. This rule also applies to passing the designated line when the green flag is thrown, you 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. (Jumping starts or passing under yellow without being told, after being warned at least one time and then being put to the tail for driving in a rough or dangerous manner, cause for DQ).
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) Excessive biking is defined as when both left side tires lift up higher than 12 inches (the height of the right rear tire) for more than two consecutive turns or laps.
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 between yellow flag conditions or more than one time during a green flag run. 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.

14. **Out Late Line:** For cars attempting to re-enter the race on restarts the following situations and rules will apply:
1. MADE THE LINE IN TIME

Situation #1: Car is attempting to rejoin the field; car is under its own power with the nose of the car past the designated 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.

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 up to the middle of the left side nerf bar (drivers helmet) 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 center of the drivers 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-aways. 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 an 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.
5. **Car being operated in an unsafe manner:** (Excessive bicycling, stuck throttle, no brakes, etc.) Excessive biking is defined as when both left side tires lift up higher than 12 inches (the height of the right rear tire) for more than two consecutive turns or laps.
6. **Calls during Practice:** This is rarely done and calls should be made at this time. Practice is just that practice. It is not a time for racing and to see who is the fastest. Incidents occur during practice, and a way to control that is to make a call and have the guilty driver (100% at fault) start at the back of the line up.

** Calls made during practice are not a chargeable call. If a flagrant call is made, the driver is disqualified.*

** Once practice has ended (initial warm up is over) and the flagger tells the cars to line up, all calls made after this time, are a chargeable call (see scoring procedures, page 9)*

7. **Calls during yellow:** Again, this is rarely done and calls should be made if any incident occurs during yellow. Judges can disqualify a driver during yellow. Yellow flags are shown during a race because of some incident or safety concern on the track. The ultimate responsibility of the racing surface falls on the flagger. However, under the rules, judges need to be aware of what is occurring during a yellow. In many cases, especially with the older drivers or drivers involved in an incident or went DOT, as soon as the yellow flag is thrown or they are under power again, the drivers feel that they should get behind the care they were following as soon as possible. They will speed around the track and pass other cars to get into their position. These are reason for Disqualification. Passing under yellow, disobeying the flagger, and driving in an unsafe manner are all reasons for immediate disqualifications. Also in some divisions, the drivers do not slow down during yellow flags. Corner workers are out on the track trying to start a car, and other drivers are driving way to fast at this time. The head judge should notify the flagger that the cars are going to fast and the judges may disqualify drivers for disobeying the flags or driving in an unsafe manner. Calls under yellow are considered a chargeable call. If the car with the call also went DOT, the car is also charged with a DOT.
8. **Calls under green flag:** For a fragrant call under green the driver is automatically disqualified. Calls can be made under green if the judges feel that the incident was intentional or deliberate. A car does not have to go DOT on the track for a call to be made under green. If a call is made during green flag racing, the head judge radio's the tower and the flagger that a car is being disqualified, and the flagger will black flag that cars off. If the car does not come off the track after being shown the black flag twice, the race will be red flagged, to remove the offending car.
9. **Calls after the checkered flag has been displayed.** All call(s) made after the checkered flag has been thrown are immediate disqualifications. If during the last lap of the race, three cars tangle coming out of turn 4 and 2 cars go DOT and one crosses the finish line and the flagger throws the checkered, the race is over and any calls made as a result of the incident will result in that car being disqualified. Similarly, any incident that may occur in the hot chute or as cars leaving the track and the judges feel that it was intentional or deliberate, all call is made and the car is disqualified.
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."
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.

ARTICLE 9 INSPECTIONS

Sec. 1 SCHEDULE OF INSPECTIONS

- 1 All cars should have their oil inspected per Article 9, Sec. 4, page 48 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 52.

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 26).
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 Weight**

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

3 **Combined Weight**

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

3. B For combined weight drivers should be sitting or standing in cockpit.

3. C No weights will be carried loose in cars/or on the driver.

4 **Weight**

4. A The official weights for each class are shown in Table 5-1, page 26.

Sec. 3 APPROVED PROCEDURE FOR FUEL TESTING

1 Use the Digitron DT-15 or DT-47FT tester or the Precision Fuel Testing System. You can use both or either (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.

7. A Specific Gravity testing is another option.

8 MANUFACTURED BY:

DIGITRON

N 8102 FREY A ST.

SPOKANE, WA 99207

509-467-3128

PURCHASE FROM:

818-334-0334

9 **Fuel Procedures**

9. A **(Highly Recommended)** Track fuel can be defined as fuel purchased from the track or a designed fuel station. 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.

9. B(1) After all approved procedures for fuel testing (see above) have been checked and fuel additives are suspected, it is required that a sample of the fuel be put in an approved sample bottle. The approved bottle must be sealed immediately and sent to the National Tech Director in the next 24 hours for laboratory testing.

B(2) You will also need a sample of the base line fuel in an approved sample bottle, which also needs to be sealed immediately, and

sent with the suspicious fuel sample to the National Tech Director within the next 24 hours for laboratory testing.

B(3) If laboratory results confirm that the fuel has additives or is illegal, the penalties listed below #10 must be followed. Handler will also be held responsible for cost of laboratory testing if fuel is found to be illegal.

10 Anyone found using illegal fuel or fuel additives when track fuel is provided are penalized as follows:

10. A First offense 30 days Family Suspension from all events.

10. B 2nd offense 1 year Family Suspension from all events.

10. C 3rd offense Lifetime Family Suspension.

Sec. 4 APPROVED PROCEDURE FOR OIL TESTING

1 Use the "Snap-On" model EELD 101 tester or CPS Model LS790B (used on Sensitivity 2, mandatory). (These are the only approved models 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 after oil is changed.

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/ SAFETY INSPECTION PROCEDURE

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

1 Qualifying

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

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

1. C If repairs or maintenance are necessary that require the breaking

of seals or an engine needs to be changed approval must be obtained prior to starting any work. All work must be done under the supervision of the Tech Director or his assistant. Engine must be resealed immediately after the work is completed.

2 Technical/Safety 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. A(1) See Sec. 1. A above, all technical and safety rules are the responsibility of the handler!
2. B Engine and car may not be removed from the impound area unless directed to do so by the Technical Director of the event!
2. C If the car needs to be raced in another class or division handler must make sure weights and seals are checked prior to leaving the scale/impound area.
2. C(1) If a restrictor plate has to be removed and or added it must be done in the presence of the Tech Officials and resealed. Removed restrictor plate must remain in the possession of the Tech Official until the engine is inspected.
2. D No one may enter the impound area for any reason without first obtaining Tech approval.
2. E Any car may be disqualified at the Tech Area for 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 Family Suspension from all events. Second Offense 1 year Family Suspension from all events, Third Offense will be a lifetime Family 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 with in 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. If a handler wants a second opinion on a Tech DQ, all shipping and handling charges will be paid for by the protesting party. If Tech appeal is won by the member, National Tech will send parts/items back to the member for free.

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. Effective January 1 2007 all QMA Restrictor plates will have the QMA logo on them, except Deco Novice Plates, use Gold color restrictor plate.
 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 disqualified.
6. A Any alternations to Jr or Sr Novice Restrictor plates – 1st Offense Automatic 30 day suspension, 2nd offense will be 1 year suspension.
- 7 Failure to use proper restrictor plate in any designated classes or any alteration of restrictor plate is cause for immediate DQ and applicable suspension with the Honda or Deco Suspension Program.

Sec. 2 DECO

- 1 Only one QMA approved .375" (3/8") restrictor plate for DECO engines racing in Novice class will not have QMA logo, Gold color restrictor plate.
- 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.
- 3 Jr. Stock is required to run a restrictor plate on the exhaust side and is mandatory. If no restrictor plate or if tampered with will be a DQ. The plates are available from the QMA National Office.

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)	Red3125" (5/16")
Sr. Novice (Honda).....	Blue.....	.4375" (7/16")
Jr. Honda.....	Blue.....	.4375" (7/16")
Jr/Sr Stock (Deco) w/Tillitson - Model HL357.....	Black.....	.660
JR/SR NOVICE DECO HP PUMPER #680-7500	PURPLE.....	.375 (3/8)
JR/SR NOVICE DECO WALBRO	GOLD375 (3/8)
JR DECO EXHAUST NO QMA LOGO	SILVER.....	.500

ARTICLE 11 APPENDIX A BOARD OF DIRECTORS: 2009

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REGIONAL DIRECTORS: 2009

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APPENDIX C
QMA MEMBER CLUBS
(By Region) (D) indicates a DIRT Track
(A) indicates an ASPHALT Track

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Region 2

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 Wayne Wilson wilsonracing@optonline.net
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OAKLANE RACING CLUB(A) Trumbauerville, PA 610-749-0342
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April Hansard
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APPENDIX D GRANDS SITES

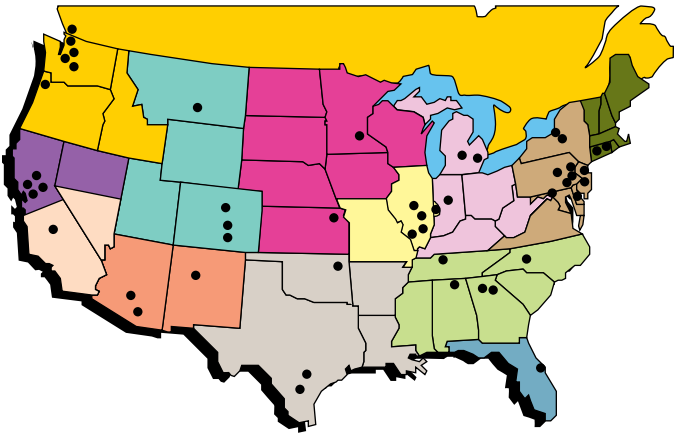
2009

Langley Langley, AB-Can Western Grands June 28th - July 4th
 Huntsville Huntsville, AL Eastern Grands July 19th - 25th
 Terre Haute Terre Haute, IN Dirt Grands August 2nd - 8th

2010

Mini Indy, IN Eastern Grands June 26th - July 3rd
 River City, TX Western Grands July 24th - July 31st
 Capital, CA Dirt Grands August 7th - August 14th

QMA Track Locations



APPENDIX E QMA SERVICE PROVIDERS AND ADDRESSES

QMA National Office:

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QMA National Office
PO Box 150150
Tulsa, OK 74115
1-877-QMA 9519
Fax: 1-877-371-2178
memberservices@quartermidgets.org

Insurance:

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

Certified Public Accountant:

Mr. Bill C. Wilson
2390 West Main Street
Greenfield, IN 46140
1-317-462-2869

TECH ADVISORY COMMITTEE 2009 WITH TECH DIRECTOR:

Dave Preston

Jerry Mostek
George Crouse
Tim Hornberger
Bobby Barzee

TECH COMMITTEE 2009:

All Tech Directors from each Region

A Special Thank you to all who put the time and effort into this rulebook and a thank you to the National Board of Directors, National Office and Regional Director's for reviewing this edition of the rulebook!

*If anyone finds any Errors or Gray Areas,
Please get this information to
Michelle Barzee, QMA National Vice President*