

National Judging Procedures

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

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

Reasons for immediate DQ:

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

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

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

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