

QMA Judging Revision

February 19, 2010

Executive Summary

The 2010 QMA Judging Committee was charged with the responsibility to update our organizations judging procedures to match goals agreed upon at the 2010 National Meeting. The goals are:

- Simpler rules to promote consistency
- More responsibility on the drivers to promote better racing
- Easy to understand, easy to enforce
- Speed up the race day by not letting judging decisions delay races

The QMA NBOD and 13 Regional Directors worked together at the meeting to create a framework of concepts that would become the foundation for new judging procedures described in this document.

The first major change was the combination of what used to be labeled “calls” and “dots” into a single category now labeled “Charged Yellows”. Now if a driver receives a third “Charged Yellow” they will black flagged from the race and receive a DNF.

The new process will also simplify who receives Charged Yellows. All cars that stop on the track as part of an incident that causes a yellow flag will receive a Charged Yellow and be moved to the back, unless the judges determine that a single car was 100 percent at fault for the incident. In the latter case, only that car will receive the Charged Yellow and moved to the back of the next line up.

This means the judges no longer have to determine which cars stopped before the yellow and which cars stopped after. If they stopped as part of that incident and no car was assigned with 100 percent responsibility they go the back and get the Charged Yellow. Any car that piles into that same incident would be in the same category.

The same racing rules apply with regards to what constitutes an infraction such as Charging, Chopping, Racing Room, and Rough Driving. But now when assigning 100 percent responsibility for an incident the judges do not specify what the actual type of infraction is, just who the responsible driver is.

In addition, we will also no longer be splitting the judges into groups to watch packs or corners. All judges on the stand are responsible for watching and judging the entire race. To assign 100 percent responsibility a majority of the judges on the stand will need to agree. An important point of this process is that judges are looking for 100 percent responsibility of one driver. If the judges are weighing which driver is *most* responsible then that must mean no driver is 100 percent at fault and the Charged Yellows shall be assigned to all the cars that stopped, not one.

To help make sure the process is moved along, there is now a time limit for how long the judges have to make a decision. After the yellow waves, the flagger will count down the next 4 laps (from 3 to 0) and let the Race Director and Lead Judge (new term) know that lap count is done. The Race Director will ask for a decision from the judges, if there isn't one yet then the Race Director will let the Tower know that all the cars that stopped are going to the back and will be charged with a yellow.

In addition, what used to be called Defensive Driving is now “Blocking”, is more clearly defined, and will now result in the judges calling for a yellow flag and the offending driver will be moved to the back and received a Charged Yellow. Similarly, the liberating fluids section has been cleaned up with a process defined to make the steps more clear.

What used to be called Flagrant Rough Driving is now included in the new category Flagrant Unsportsmanlike Conduct with better distinction between what that includes and the regular Rough Driving type infraction.

While this may seem like a long list of changes, the new process gives the judges the tools needed to make fair and quick decisions based on a more simple process. Drivers should quickly learn that cleaner driving will lead to more finishes. The results should be better racing, more consistent decisions, faster programs, and less conflict.