

Sec.. 5 JUDGING

1. Local events only may be run with no judges. If this option is used, the following procedures must be used:
 - 1.A Option to be voted on and approved by a simple majority vote of the membership and posted on their web site at least two weeks prior to the event.
 - 1.B Any car(s) involved in a racing incident that goes dead on the track for any reason will receive a charged yellow and that car(s) will restart at the back of the pack.
 - 1.C Three Charged Yellows will be black flagged and scored a DNF.
 - 1.D The Race Director may make a flagrant unsportsmanlike conduct call that must result in a DQ for the event.

2. JUDGES

2. A. The following judging procedures shall be utilized at all QMA events:
2. B A judge is defined as a person assigned by local race authorities to enforce all appropriate racing rules and regulations during the running of a race (s) at a QMA event.
2. C At all QMA race events, there shall be 5 judges per race who will witness the race and be responsible for making all decisions on driving infractions. Per Article 3, Sec. 1 (2. B) of this rule book, the Regional Director has the discretion to allow for a lesser number of judges for region or club events not including States or Grand National Events.

2. D **HEAD JUDGE:** At all Grand National Events, the QMA National Board of Directors will appoint a Head Judge. This individual will be an experienced person in judging and may also act as a Lead Judge or regular Judge at local and regional events. At the Region and Club level, it is highly recommended that at each race event one Head Judge be selected to oversee the judging and scheduling of judges.

Duties of the Head Judge will include:

1. Be familiar with all judging rules.
2. Appoint the Lead Judge and Regular Judges for each race.
3. Brief all Lead Judges on proper judging procedures to be followed, and provide consistency to the program by promoting adherence to published QMA judging standards.

2. E. **LEAD JUDGE:** During each race on the track, one judge will be assigned or selected as the Lead Judge.

The duties of the Lead Judge include:

1. Be familiar with all judging rules.
2. Keep track of all Charged Yellow flag penalties during a race. A Judging Sheet is available on the judge's stand for writing down the Charged Yellows assigned to a car. This sheet is to be used to verify with the official head scorer in the event a driver needs to be removed from the race because of three Charged Yellows.
3. Have communication with the tower, Race Director, and flagger at all times.
4. During a race, the Lead Judge should also be in communication with the other judges to ensure accurate and consistent judging.
5. To provide input on a judging decision in the event of a yellow flag. If needed, explaining a rule to help clarify any questions regarding rules and procedures.
6. The Lead Judge is considered one of the judges of the race and should also participate in all decisions made when appropriate..
7. Make sure that all the judges for a race are in position before the race begins

3. ROLE OF REGULAR JUDGES

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

3. A. All judges are responsible for watching all cars on the track. Judges are not to be split into groups.

4. SELECTION OF JUDGES

- 4. A. Judges shall be selected from among the members attending the race event.
- 4. B. All judges must be QMA members in good standing and should be selected from a representative number of clubs attending the event. They must be 16 years of age or older and not a driver racing at the event.
- 4. C. Judges must be experienced members and should be well versed in all QMA racing rules and regulations.
- 4. D. Judges shall be selected for their knowledge of recognized racing rules, for their experience in the sport of Quarter Midget racing, and for their ability and desire to make fair, impartial, unbiased decisions during the running of the race.
- 4. E. If possible, judges should be selected and agreed upon and their consent received prior to the beginning of the event to facilitate the running of each race without delay.
- 4. F. Judges will not be handlers, owners, or family members of drivers entered in the same division at that event.
- 4. G. All novice handlers must be trained for judging prior to actually judging.
- 4. H. If the event does not have a Head Judge, the tower and Race Director will work together to assign the judges. At club races, the judges should all be QMA members. At Region level events, the judges should be selected from multiple clubs and should have no more than two from the same club. At Grand's events, the judges should be representative of the different regions, and no more than two should be from the same region.

5. AUTHORITY OF JUDGES

- 5. A. Judges will have the authority to assign responsibility for a yellow flag per Item 6 (Infractions) of this section. Judges will also have the authority to disqualify any driver for infractions listed in Item 12 (Reasons for Immediate Disqualification) of this section.
- 5. B. Judges have the option to put any car(s) to the rear that fails to keep the proper pace during a line up.
- 5. C. The authority of the judges begins with the cars entering the track, and / or hot chute and ends when cars arrive at the scales. The judges may disqualify a driver at any time before, during, or after the race.

- 6. **LOCATION OF JUDGES** All active judges for a given race shall be located together in a common central location providing optimum view of the entire racing surface.

7. INFRACTIONS

- 7. A. When a racing incident causes a yellow flag, the majority of the judges must determine whether or not a single car is 100 percent at fault for the incident. If full responsibility for the incident is not assigned, all cars that stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a Charged Yellow.
- 7. B. When a racing incident causes a yellow flag, if a majority of the judges determine that one driver was 100 percent at fault, that car will be moved to the back of the line up and be assigned a Charged Yellow. All other cars in the incident will retain their position as of the last green flag lap scored and will not be assigned a Charged Yellow.
- 7. C. As soon as the yellow flag is displayed for an on track incident, the flagger will begin to count from three laps to zero as a selected car crosses the start finish line. When the count reaches zero, the flagger will notify the Lead Judge and Race Director that the judging lap count has expired. If the judges have not announced their decision on responsibility for the incident, the Race Director will ask the Lead Judge for their decision. If a decision is not announced at this time, the Race Director will notify the Tower that all cars stopped on the track as part of that incident will be moved

- to the back of the next line up and be assigned a Charged Yellow.
7. D. If the judges determine with a majority vote that a driver(s) has committed a Flagrant Unsportsmanlike Conduct violation then the driver(s) will be immediately disqualified and scored with a DQ. This call can be made at any time. If under green flag the Lead Judge should notify the flagger and Race Director as soon as possible to show the black flag to that driver.
 7. E. If a car accumulates three Charged Yellows during a race the Lead Judge is to notify the Head Scorer. Once confirmed with the Head Scorer, the flagger will be notified and the driver will be Black Flagged off the track and scored with a DNF.
 - 7.F. The flagger shall not make any disqualification calls unless so directed by the judges of that race.
 - 7.G. The following driving infractions will result in a Charged Yellow:
 1. **Charging:** When the inside car has not established the right of way entering the corner and hits the outside car and causes an incident that results in a yellow flag. Right of way is established when the inside car has advanced at least up to the outside cars drivers helmet with his or her right front tire by the time the inside car reaches the "commit" line entering the turn. If this condition is not met, the inside car must give way to avoid a Charged Yellow.
 2. **Chopping:** If the outside car does not give way to an inside car that has established the right of way as described in the previous paragraph, and causes an incident that results in a yellow flag to be displayed, that car will be assigned a Charged Yellow.
 3. **Rough Driving:** When a driver runs over or into another driver in front of them or beside them while exiting the corner or on the straightaway causing an incident that results in the yellow flag to be displayed. (For example, spinning a car on the straightaway)
 4. **Racing Room:** When a driver will not give enough racing room to another competitor exiting the corner or on the straightaway, causing an incident that results in a yellow flag to be displayed (for example, when the inside car pinches the outside car into the wall)
 5. **Blocking:** This is when a driver intentionally changes lanes after exiting a corner to block a car from passing. If a car starts onto the straightaway in one pattern but then shifts over to another to block a pass, this is blocking and is cause for the judges to call for a yellow flag to be displayed. The offending car will be put to the back and assigned a Charged Yellow.
 7. H. The judges do not need to name the infraction to determine a driver is 100 percent at fault.
 8. **JUDGING SHEET:** The Lead Judge will be responsible for keeping records of infractions made during a race. Prior to the race, write down the race number and circle the class and division for that race. When a racing incident occurs and cars stop on the track, the Lead Judge should immediately write down the numbers of all car(s) that are stopped. After writing down the number of all car(s) involved in the incident, the judges will then make a decision on whether one car was 100 percent at fault or not. If there is not a single driver 100 percent at fault, all cars that stopped on the track as part of the incident will assigned with a Charged Yellow and a "Y" will be written next to that / those car's number(s). If the judges do assign a "Charged Yellow", only the offending car will receive a "Y" for that incident.
 8. A. A Judging Sheet will be provided to the Lead Judge for each race. All Charged Yellows must be recorded on a separate Judging Sheet for each race.
 8. B. All judges presiding over a race are required to sign the judging sheet.
 9. **COMMUNICATION**
 9. A. Judges must have a communication link; through the Lead Judge, via radio, with the Tower, Race Director, and flagger

9. B. Only the Lead Judge will convey all judging communications to the Tower, Race Director, and flagger, as needed
10. **MISCELLANEOUS**
10. A. Disqualification for a racing rule infraction at a States Race Event shall not affect the position of the driver on the QMA qualification sheets. This rule does not include Tech Suspensions.
10. B. No trophy or awards, other than participation awards, will be given to a driver for a race in which he or she received a disqualification (DQ) for Flagrant Unsportsmanlike Conduct.
10. C. If a car does not immediately leave the track when shown the black flag, the flagman will show the flag to the driver two more times on the next two laps. If the driver has still not exited the track, the race will be stopped with the red flag, and the disqualified car will be removed. The race will then be restarted from the last recorded lap.
10. D. During a red flag condition, no cars may be worked on or moved to be worked on until the medical personnel have cleared the medical status of the injured driver(s). Once the medical red has been cleared, or in the event of no medical red, the National Work Rule will apply. The judges may ask the handler(s) to step away from the car(s) / driver(s) or to one side so they can ensure that nobody is working on, moving, or touching a car or driver. (This is a DQ offense.)
10. E. A car that stops during yellow flag conditions and is not part of the incident that caused the yellow flag will retain its line up position as of the last recorded green flag lap.
10. F. Anytime a tail cone or other related body parts fall off a car, a yellow flag will be thrown and the car sent to the hot chute / designated area to put the tail cone or other related body parts back on. This car will receive a Charged Yellow unless the judges determine another car is 100 percent at fault for the tail-cone / part coming off. If so, the offending car will receive a Charged Yellow and also sent to the back and the car that lost the part will not be assigned a Charged Yellow. All cars will resume racing as long as it is not their third Charged Yellow and they make it back out before the green flag. They will restart at the back of the line-up. If the tail-cone or other related body parts fall off on the last lap of the race and the checkered flag has been thrown, they will be given a DNF regardless of how many Charged Yellows they have. The tail-cone or other related body parts may be put back on to cross the scales.
10. G. When a yellow flag is thrown in anticipation of a car or cars going dead on the track as a result of an incident on the track but the car(s) do not stop, a lineup will be created from the last completed lap and the race restarted, no cars will be sent to the back or assigned a Charged Yellow. This will be considered a Flagger Error.
10. H. Any driver infraction occurring after the checkered flag has been thrown is an immediate disqualification and will be scored as a DQ. Any incident that occurs in the hot chute or as cars are leaving the track that the judges by majority vote determine to be intentional or deliberate will result in a disqualification and scored as a DQ.
11. **RACE DIRECTOR AUTHORITY** The Race Director will have authority to disqualify a driver / car for the following reasons:
11. A. Loss of car related safety items under green flag conditions. This includes nerf bars, bumpers, shoulder bar, or fuel tank.
11. B. Loss or improper use of driver related safety items under green flag conditions. This includes helmet, gloves, neck collar, arm restraints, belts, etc.
11. C. Liberation of any fluids under any flag conditions onto the track surface without being repaired before returning to the track. (An engine smoking without actual fluids leaking onto the track is not a DQ, Race Director may call for a yellow or red flag to verify liberating fluids)
11. D. Signaling by Handler to Driver under green flag conditions.

- 11. E. Making adjustments or repairs during a refuel or emergency stop. (Cars may be worked on in the designated work area per National Work Rule on refuel stop or after a medical red is cleared on an emergency stop).
- 11. F. Damaged parts on a car that would be unsafe to any competitor that are not repaired before the race restarts.
- 12. Race Director disqualifications may not be protested.
- 13. **JUDGES AUTHORITY FOR IMMEDIATE DISQUALIFICATION.** The Judges will have the authority to immediately disqualify a driver / car for the following reasons:
 - 13. A. Loss of car related safety items under green flag conditions. This includes nerf bars, bumpers, shoulder bar, or fuel tank.
 - 13. B. Loss or improper use of driver related safety items under green flag conditions. This includes helmet, gloves, neck collar, arm restraints, belts, etc.
 - 13. C. Flagrant Unsportsmanlike Conduct. See Glossary.
 - 13. D. All 4 wheels under the speed breakers to gain an advantage (position or track distance) without relinquishing the gained advantage within one lap.
 - 13. E. Disobeying Flags – Doing this deliberately or flagrantly to cause an accident or to gain a position. (Jumping starts or passing under yellow without being told, after being warned at least one time).
 - 13. F. Signaling by Handler to Driver under green flag conditions.
 - 13. G. Car being operated in an unsafe manner. This includes excessive bicycling, stuck throttle, no brakes, etc.
 - 13. H. Unauthorized adjustments or repairs during a refuel or emergency stop. (See National Work Rule)
 - 13. I. Third Charged Yellow. This will be scored as a DNF.
 - 13. J. Out Late Line: For cars attempting to re-enter the race on restarts the following situations and rules will apply:

1. MADE THE LINE IN TIME

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

Rule for #1: Car will be allowed to return to the race and must fall to the back of the field before attempting to pass. Failure to fall to the end of the field before attempting to pass will result in an immediate DQ.

2. OUT LATE - NEXT LAP COMPLETED

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

Rule for #2: Car will not be allowed to return to the race and will be scored as a DNF.

3. NO ATTEMPT, - NEXT LAP CAUTION

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

Rule for #3: Unless this car has three Charged Yellows, the car will be allowed to rejoin the race and will restart at the rear of the field in the order they returned to the track.

4. ATTEMPT MADE, OUT LATE - NEXT LAP CAUTION CAUSED BY CAR OUT LATE

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

Rule for #4: Car will not be allowed to return to the race on subsequent restarts and will be scored as a DNF.

5. ATTEMPT MADE, OUT LATE - NEXT LAP CAUTION

Situation #5: Car is attempting to rejoin the field with the

nose of the car NOT past the designated out late line as determined by the judges before the green flag drops and a caution occurs before a lap is scored and is not due to the car entering the track late.

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

14. **PROTESTS:** Judges decisions cannot be protested.