May 1, 2019

UPDATED: This document is to further clarify the helmet clearance procedure and serves as an update to the April 2, 2019 clarification. The first 2 sections outline the current QMA wording regarding the procedure. The final paragraph outlines the procedure in more detail to allow for consistent application of the rule:

**Current Rulebook Wording**

22. (C) There shall be no less than 1” clearance between the top of the driver’s helmet and the bottom of the top cage bars, three inches is recommended. The driver must be in the car at the Safety Inspection and it must be checked off on the safety inspection sheet. Please see the website and/or the Procedure Manual for the Helmet Clearance Measuring Procedure and the Pit Steward Procedure.

**Current Safety Document Wording**

Helmet Clearance Procedure
Clearance will be checked by the safety director and/or his/her designee.

- The driver must be strapped in, with all safety gear in place and race ready.
- There shall be no less than one-inch clearance between the top of the driver’s helmet and the bottom of the top cage bars, three inches is recommended.

**Helmet Clearance Procedure Clarification**

Clearance will be checked by the safety director and/or his/her designee.

- The driver must be strapped in, tight belts, with all safety gear in place as if they were pushing off to race.
- NO EXCESSIVE SLOUCHING.
- With the driver in place as stated above, there shall be no less than one-inch clearance between the top of the driver’s helmet and the bottom of the top cage bars through a full range of motion; three inches is recommended.

**NOTE:** Even if a driver's helmet clearance passes the original measurement procedure, the safety director can still fail a driver in that car if he/she witnesses a driver racing in a position that now puts them under the aforementioned 1" clearance specification.

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