



Technical Inspection Procedures

Some or all of these procedures may be used at National and Local events.

QUALIFYING

1. All technical and safety rules are the responsibility of the handler:
For Example : weight / car, driver and combined
Tread and wheel base
Nerf bars, bumpers, ect
2. It is the handler's 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.
3. 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.

Technical Inspection After Race

1. After racing, cars finishing in a transfer or awards position must be weighed and have the engine seals checked. Cars finishing in announced position must be placed immediately in the designated impound area.
2. Engine and car may not be removed from the impound area unless directed to do so by the Tech Officials.
3. No one may enter the impound area for any reason without first obtaining Tech approval.

Engine Technical Inspection

1. When instructed by a tech Inspector, the handler should remove the engine and bring it to the tech bench. It is the handler's responsibility to have all 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.
2. The engine will be inspected by the Tech Inspector according to the QMA manual for 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 senior inspector in attendance should be consulted. The senior tech official's decision will prevail.
3. If the engine is disqualified. The rules for that class must be strictly followed and appropriate forms filled out.

Protest Procedure

If the handler does not agree with the findings of the Tech Inspector, he must write a protest to the Race Director within 15 minutes. The engine must remain in the possession of the Tech Officials. This protest will be handled by the Officials present at the race meet (Race Director, Club President, Regional or National Officers) . The handler always has the right for a second opinion from either National or Regional Tech, but the decision of the local officials will not be changed

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