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GLOSSARY

The following terms have been standardized, and where present shall be defined as follows:

Chain of Command:	<i>Term used to describe communication path starting with local members, then to Club President, ending with National Officer or Board. Any information from the National Board of Directors will go through the Club Presidents, and then the members.</i>
Charged Yellow:	<i>Term used to describe a penalty assigned to drivers who stop on the track as part of an incident or have been determined by the judges to be 100 percent at fault for the cause of the incident.</i>
Class:	<i>A portion of a racing event, which is defined by a particular motor choice or Novice status. For example: Novice, Honda 120, Animal, Honda 160, B, ½, Mod. World Formula and World Formula are classes.</i>
Division:	<i>The subdivision of any or all classes based on age or weight as specified in this rule book.</i>
DNF:	<i>Car “Did Not Finish (DNF)” the race.</i>
DOT:	<i>(Dead on the Track), when a car stops on the track and can no longer move under its own power.</i>
Event:	<i>An event is a series of races that may include qualifying and a full range of classes. For example: A Grand National Race is an “Event”.</i>
Excessive Biking:	<i>When both left side tires lift up higher than approximately 4 inches-for three consecutive turns.</i>
Flagrant Unsportsmanlike Conduct:	<i>Any action that is intended to cause harm to another person, or damage to property, or facility. Any inappropriate display of anger or temper, (for example: fighting, intentionally crashing into other cars or ramming into them, or obscene gesture).</i>
Good Standing:	<i>Used to describe any member that has paid all local and national dues, fees, fines, etc., and has completed all duties required by the club and organization; and is not currently serving a suspension. (NOTE: Level 1 warning, tech suspension, and probation does not affect the member’s status)</i>
Hot Chute:	<i>That portion of the racetrack where handlers perform work on their race cars during practice and qualifying periods, and enter the racetrack for qualifying, practice and racing.</i>

Immediate Family:	<i>Defined as husband, wife or couple cohabiting (clubs to use driver's licenses as verification) and all drivers/non-drivers under the age of 21 years of age of that immediate family that live in the same household.</i>
Lineup:	<i>On a single file restart, a lineup is formed when the front bumper is in line with the rear bumper of the car in front of it.</i>
Pit Steward:	<i>Volunteer responsible for staging cars and drivers prior to their race. This includes checking for the car numbers, safety gear, brake function, and transponders if being used.</i>
Pits/Pit Area:	<i>Those portions of the racing facility where handlers perform work on or park their race cars between races. This area may possibly include the scaling area, the fueling area, and other required areas.</i>
Procedure Manual:	<i>Procedural manual contents will be posted to the QMA Website.</i>
Race:	<i>A race is defined as the running of a given heat, feature, within a given class/division. For example: The Jr. Honda B Main is a "race".</i>
Racing Surface:	<i>Track surface and area within the confines of the walls of the track.</i>
Reference line:	<i>The lines painted on the track to be used to aid in making the proper judgment call and assist the driver as when to give room going into or coming out of the corner.</i>
Request For Change (RFC):	<i>All request for change proposals must be submitted through the official online RFC form, they must state page # of with present wording, along with proposed wording, and the reason for change along with a solution to your RFC.</i>
Sanctioned Event:	<i>Any race, be it a local Club race, Regional event, Grands, or any other event that is run under the supervision of QMA or its rules.</i>
Staging Lanes:	<i>That portion of the racing facility where pending races are staged.</i>
Tire Scrubbing:	<i>Purposely turning the steering wheel left and right to move the car back and forth before the green flag is thrown.</i>
Work Area:	<i>A designated work area is where 2 or more QMA members may assist with repairs. Due to track layouts this may be a portion of the hot chute/pits.</i>

ARTICLE 1

NATIONAL MISSION STATEMENT

INTRODUCTION

The purpose of Quarter Midgets of America (QMA) is to create and maintain a clean, safe, healthy sport, which may be enjoyed by all family members in a close relationship with good sportsmanship toward all.

To teach the younger generation about the proper handling of mechanical devices, coordination, self-reliance, alertness, and ability to handle motor-driven vehicles.

To impress upon the younger generation, the idea of fairness, generosity, good sportsmanship, and a sense of responsibility, without envy of others.

To develop, direct, and promote the objectives of associated sanctioned Quarter Midget Clubs and their members on a National basis.

The objectives are:

- Uniform engine, car, racing and safety rules
- Coordination of racing events
- Maintain records of members' addresses, track locations and capabilities
- Publish a QMA Rule book and send one copy to each family. The QMA Procedure Manuals will be available to each club.
- Make available insurance for drivers and tracks
- Communications, for information and interpretations through the National Board of Directors
- Preside at an annual meeting of QMA
- The Board of Directors and Representatives will coordinate QMA activities

THE GOAL

The goal of QMA is to build and strengthen the Association through unification by conforming to rules and regulations under one jurisdiction.

ARTICLE 2

NATIONAL ADMINISTRATIVE GUIDELINES AND PROCEDURES

Sec. 1 ELECTIONS

1. Voting by Membership

1. (A) In the matter of any item requiring a vote by the membership, special or otherwise, proposed to the general membership by QMA, each family holding a regular membership will be entitled to one vote.
1. (B) It is the responsibility of the Election Committee (which will consist of 2 non-running National Board Members to provide instructions and means for electronic voting to each regular member in good standing by way of an Independent Third Party.

1. (B) (1) The Election Committee will verify the National master mailing list and furnish it to the Independent Third Party to use to verify and count votes.

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1. (B) (2) The Independent Third Party must provide the passwords/codes for electronic voting.

1. (B) (3) *The Election Committee is to receive the results from the Independent Third Party and furnish a final report to the National Board.*
1. (C) *No member, regardless of Directorship or Chairmanship assigned, can have more than one vote. Family membership cannot split their votes. One vote per family membership.*
1. (D) *No Club will be permitted to vote as a block – only individual electronic ballots will be considered valid.*
1. (E) *"Write-in" votes cannot be accepted as valid votes.*

Term of Office

2. (A) *QMA Officers (must be a current full club member and paid online for next year) to run for two-year terms, with staggered elections. President, Safety Director, Treasurer, and Publicity Director will take office January 1st of odd numbered years and Vice President, Technical Director and Secretary will take office January 1st of even numbered years.*

Nomination Sequence

3. (A) *Nominees for all offices (current full club member and paid online for next year) must send a resume electronically to the QMA National Secretary by September 15th of each election year. You MUST be a paid online QMA member for the next year to run for a QMA position. (Definition: Dues are paid and membership is valid when a completed membership application and all QMA and club dues are paid, all appropriate documents are received and approved by local and National Secretary. ** Please note that clubs are still required to process required signature pages and send to the National Secretary within 15 days of receipt as per Article 2, Section 7, 3.A*
3. (B) *The Election committee will contact all candidates and QMA National Board on November 15th with the results of the election. Results to be published to the membership and public after notification to the candidates and board.*
3. (C) *All Quarter Midget Clubs are to hold their election of officers at the same time of year, no later than December 1. The results of the election must be forwarded by Dec 15 to the QMA National Secretary.*

Sec. 2 REQUEST FOR CHANGE SCHEDULE

1. *Each club may submit all club approved RFC's.*
2. *All requests for change proposals must be submitted on the official RFC form in type, must state page number of the present rule, with present wording, proposed wording, and reason for change along with a solution to your RFC and adhere to the following procedure. Engine platforms and spec tires will not be accepted through the RFC process.*
 - 2(A). *RFCs are drafted by QMA members and are provided to the Club President and the Club Secretary no later than August 15th to be voted on by the Club membership.*
 - 2(B). *Upon majority approval by the Club, the RFC's are forwarded electronically to the National Secretary and the National President, by a Club officer, no later than September 15th.*
 - 2(C). *The National Board of Directors will be allowed to submit 3 RFCs. They will be sent electronically to the National President by August 15 and to the National Secretary by September 15. They must follow the same procedures as Club RFCs.*

2(D). The National President will assign numbers to the RFCs and they will be reviewed in conjunction with the National Secretary to make sure all are accounted for. The National Secretary will send copies electronically of all official RFCs to all Club Presidents by **October 1st**.

2(E). RFCs received each year will be finalized at the Annual Meeting by the National Board of Directors and Club Presidents in attendance via the following options:

2(E)(1). Immediate rejection or implementation via majority vote of those present.

2(E)(2). Placed on a ballot for membership vote following guidelines for membership votes where required by By-Laws.

3. **Emergency Request for Change.** An ERCP is when there is a danger of bodily injury and/or sudden lack of availability of parts or equipment, just these two items constitute an ERCP.

3(A). Any rule change made on an emergency basis throughout the year must be voted on using a 30-day process with the chain of command followed for review and input from clubs ending with a vote of the National Board of Directors and Club Presidents during a scheduled call for that purpose.

3(B). Changes applicable to any Grand National format can be made no less than 30 days prior to the beginning date for the Event. If at the event a situation does arise, a decision will be made by a quorum of all National Board of Directors and Club Presidents present.

Sec. 2 ANNUAL MEETING:

The National Meeting will be held the second Monday and Tuesday in November of each year. No racing during the Annual National Meeting.

1. Request for Change forms must be submitted according to the guidelines under Article 2, Section 1, Request for Change Schedule on Page 5 in order to be considered at the Annual Meeting.
2. QMA will pay for flight and hotel accommodations for National Officers, Club Presidents or their delegates to attend the Annual National meeting to represent their clubs.
3. All National rules or engine specification changes are to be made only at the Annual National Meeting with Club Presidents and National Board of Directors present. No other changes may be made until the next annual meeting, except for emergency rule change proposals. See Article 2, Section 1, Item 3 Emergency Request for Change on Page 7.
4. Rule changes must be distributed in the short sheet to the membership by **January 1st** to take effect for the current year. Emergency rule changes are the exception; general membership must be notified by email.
5. The timing and racing format for the Grand National Events will be approved by the National Board of Directors per the Grands Contract. In case of an emergency change it will be decided by the majority of the Board of Directors and the Club Presidents present at the Event.

6. *Grands Bidding. Any Club bidding for a Grand National Event must submit electronically a bid proposal to the National Secretary time stamped on or before November 1st of the year of the vote. Each Club that will be bidding for the next year's Grand National Event is required to include in their proposal a statement to the effect that the host Club's Board of Directors will remain in office during the National Event year as assurance to the membership of QMA that all agreements and proposals will be fulfilled as stated in the Grands contract. Bid proposals will be reviewed and voted on by the National Board of Directors and Club Presidents. The impact of location and timing of all events must be considered in addition to all other standard criteria. The intent of these provisions is to provide the most positive racing experience for all competitors, as well as to encourage maximum participation.*
7. *The President of Quarter Midgets of America shall be the presiding Chairman of the Annual Meeting.*
8. *All approved minutes from meetings of the National Board of Directors and Annual Meeting will be made available within 7 days of the meeting upon request.*

Sec. 3 QMA PUBLICATIONS

1. *This rule book is provided free of charge to each new family upon joining QMA and after any reprinting. Additional copies are available through the National Secretary or are available by downloading from the QMA Website. Tech manuals for all approved engines are available at www.quartermidgets.org.*
2. *Additional supporting material such as QMA Safety, Judging and Scoring manuals, etc. are available by download at www.quartermidgets.org.*

Sec. 4 INSURANCE

1. *It is the responsibility of the National Board of Directors to secure insurance coverage for QMA clubs. In 2026, club Insurance will be paid for by QMA National. Clubs will be given a minimum of 90-day notice should payment structure change.*
2. *All insurance renewals will cover one calendar year (Jan. 1 - Dec. 31). Charters are due 10/31 and late after 12/31. These forms must be kept on file at the club level. Clubs should automatically send payments before January 1st of each year. Memberships and insurance cannot be processed until charters are paid. All clubs are to have their members sign the signature page that is emailed out from the National Secretary.*
3. *Insurance Carrier will issue verification of all paid insurance to National President. Any insurance questions must be addressed thru the National President.*
4. *Before the insurance company will pay any claim, a claim form must be obtained from a Club Official and filled out. When it is completed, it is to be returned to the Club Official who will then sign it and forward it to the National Secretary. The National Secretary will then verify the cause and date of the accident with Club Official and forward original claim form to the insurance agent and National Safety Director for disposition. All claims must be sent to the National Secretary via the above procedure within 30 days.*
5. *You must be a member of a QMA Club and QMA to get Drivers'/Handlers' accident insurance. Accident insurance covers all drivers and handlers who are regular members, event members or an associate handler of QMA.*

6. Race Director, Flagger and Pit Steward must be at least 16 years of age.
7. Any member in good standing may race at any club or event in QMA as long as no form of suspension is in force.
8. All QMA members must verify their QMA membership with the Club Secretary and must sign the QMA Release & Waiver Forms at each QMA Event. (Drivers and handlers).
9. Clubs are limited to two off-site events and one Retired Drivers Race (**anyone participating must be a QMA member**) per calendar year. The form must be filled out and submitted to the National Safety Director and the National Secretary minimum of **two weeks** in advance of the event. The National Secretary will submit to insurance carrier for approval prior to the event.

Sec. 5 QMA MEMBERSHIPS

1. Regular Family Membership dues are \$200.00 (US funds) annually.
 - 1(A). Dues are paid and membership is valid when a completed membership application and all QMA and Club dues are paid, all appropriate documents are received and approved by the Club Secretary and the National Secretary. ** Please note that clubs are still required to process signature pages and send them to the National Secretary within 15 days of receipt.
 - 1(B). For new members, QMA membership dues paid after September 1st will cover the remainder of the current year as well as the following year.
 - 1(C). An annual Regular Family Membership is defined as husband, wife or couple cohabiting (clubs to use driver's licenses as verification) and all drivers/non-drivers under the age of 21 years of age of that immediate family that live in the same household. Upon their 21st birthday, they must join QMA as a Regular or Associate member.
2. Single Person Handler are not included in a family membership. The Single Person Handler Membership fee is \$100 (US funds) annually.
 - 2(A). A Single Person Handler is defined as a single Individual 18 years of age or older. No club level voting rights as an Single Person Handler.
3. Alumni and Associate Handlers are not included in a family membership. The Alumni and Associate Handler Membership fees is \$50 (US funds) annually.
 - 3(A). Alumni and Associate Handlers are defined as a single Individual 18 years of age or older. No voting rights as an Alumni or Associate Handler.
4. Minor Volunteer Memberships is defined as a 16-18 year old minor plus one Parent or Legal Guardian. The Minor Volunteer membership fee is \$100. No voting rights as a Minor volunteer.
5. Event Family Membership dues are \$40 (US funds) per club race event. The clubs keep all event membership fees. (**Please Note: A copy of all event membership applications must be turned in to the National Secretary**). Event Regular Family Memberships will be accepted at Club Races.
 - 5(A). An Event Family Membership is defined as husband, wife or couple cohabiting (clubs to use driver's licenses as verification) and all drivers/non-drivers under the age of 21 years of age of that immediate family that live in the same household. Upon their 21st birthday, they must join QMA as an Event Regular or Event Associate member.

5(B). There is a limit of 3 Event Memberships per calendar year. After 3 have been used, the family must join a QMA club to race at a QMA club. All copies of Event Membership forms must be turned into the National Secretary and Club Secretary.

6. Grand National Event Family Membership dues are \$150 (US funds) to Quarter Midgets of America. A Grand National Event Family Membership is valid to run all Grands Events. Grands Event Family Membership has no voting rights at the National or Local levels. (Please Note: Grands Event Family Memberships must be done online).

A Grand National Event Family Membership is defined as husband, wife or couple cohabiting (clubs to use driver's licenses as verification) and all drivers/non-drivers under the age of 21 years of age of that immediate family that live in the same household. Upon their 21st birthday, they must join QMA as an Event Regular or Event Associate member.

7. Event Associate Handlers are not included in a Family Membership. The Event Associate Handler Membership fee is \$20 (US funds) per event. The clubs keep all Event Associate Handler Membership fees. (Please Note: A copy of all event membership applications must be turned in to the National Secretary). Event Associate Handler Memberships will be accepted at Clubs and Grand National Events.

7(A). Event Associate Handler is defined as a single Individual 18 years of age or older. No voting rights as an Event Associate Handler.

8. Local clubs have the option to decline Event Memberships.

9. All handlers under 21 must have a Birth Certificate on file with the National Secretary. Copies of photo of driver's license will not be accepted for picture ID. A Copy of the Event Membership application to be submitted to the National Secretary.

10. Non-racing charter to include the option of racing privileges at all QMA tracks. Insurance requirements must be met and policy in force with QMA Insurance provider. Periodic written progress reports pertaining to the development of the new track must be submitted to and be approved by the National Vice President.

Minimum reporting frequency is to be semi-annually.

11. Membership must be verified at sign-ins at each event to verify that the presenter is a current QMA member.

12. All Club and National Officers and Heads of positions must be current Regular QMA members in good standing. If their term of office spans multiple years, membership dues must be paid before January 1st of each year of their term.

Any member who presents a bad check to QMA and does not make the check good within 30 days of notification will be suspended from further racing until the check is made good. QMA Bad Check Policy and Procedure will be used in the recovery of funds due to returned checks and can be obtained through the QMA web site or by requesting a copy through the National Secretary.

Sec. 6 SCHEDULES

1. A copy of each Club's planned racing schedule is to be furnished to the National Secretary and the National Vice President. No races shall be scheduled in conflict with the Annual National Meeting dates or a Grand National Event held in your Region.

Sec. 7 HALL OF FAME INDUCTEES:

See the Hall of Fame Procedures on the QMA website. Regional (one per year per region) and National Hall of Fame Inductees. The Hall of Fame inductee(s) both Regional/National will be announced at the National Meeting as the last agenda item. Permanent Hall of Fame Committee, Chairperson, Karen Autunno-Edmiston in conjunction with the National Board of Directors.

ARTICLE 3

LOCAL ADMINISTRATIVE GUIDELINES AND PROCEDURES

Sec. 1 CLUB CHARTER

1. All Clubs receiving a QMA charter agree to abide by all rules and regulations, and racing procedures of QMA at all events. See Article 3, Sec. 1, Rule 2(A) below.
2. All QMA sanctioned member Clubs must comply with all specifications and rules as printed in the QMA Rule Book and appropriate technical and procedure manuals.
 - 2(A). In order to accommodate local conditions, Clubs may request to the National Board of Directors to deviate from standard QMA racing procedures at local events. This includes areas such as practice, qualifying, length of race, starting order, racing numbers, judging, and off-site fuel.
 - 2(B). At the discretion of the QMA clubs the number of Judges may be adapted to fit regional/local events. At the discretion of the National Race Director, the number of judges may be adapted to fit National Events.
3. All Quarter Midget Clubs affiliated with Quarter Midgets of America must have a permanent mailing address. The permanent mailing address can be a post office box or it can be an address used for, and as, the Club track location.
4. Club charter form (copy) must be signed by the Club President and sent with dues of \$150.00 (US Funds) to the National Secretary. Charter and payment are due annually by Oct. 31 of each year.
 - 4(A). All Racing and Non- Racing Charter Applications must be completed online. Once the charter required materials are completed and approved, the National Secretary will send your club's charter certificate.
 - 4(B). In order for a club to have voting rights at the National Meeting, club charter must be paid in full for the following year.

Sec. 2 THE NOVICE PROGRAM COMMITTEE

1. Each Club of Quarter Midgets of America shall have a Novice Committee staffed by Club Race Director, Club President, Club Technical Director, Club Safety Director, and Club Novice Instructor.
 - 1(A). If one of the committee members is absent, an alternate should be picked at a given race day.
2. Duties of The Novice Committee
 - 2(A). To monitor the progress of each driver in the Novice class.
 - 2(B). If it is the opinion of the committee a driver is capable of graduating into the Honda class, the committee shall notify the Handler verbally, sign the move up document and duly note it in the Novice logbook.
 - 2(C). The decision to graduate a driver into the competitive (Honda) class rests with the Novice Committee.

2(D). The Novice Committee shall render all possible aid to the Novice handler:

2(D)(1). Advising on the purchase of cars, engines and other equipment to help avoid pitfalls.

2(D)(2). Checking legality of engines purchased during the Novice training in the event that a Novice handler has purchased an illegal engine and this fact is discovered by the Novice Committee, the owner will be advised that he has one race day to bring the engine up to legal specifications.

2(D)(3). It is required that a Novice driver participate in at least three events before graduating to a competitive (Honda) class at the discretion of the Novice Committee.

2(D)(4). During the three-event probationary period after move up, a Novice may be returned to the Novice class at Novice Committee discretion.

Sec. 3 QMA CLUB PROMOTION DAY

The purpose of the Promotion Day is to provide an approved method that allows prospective new drivers to participate in the QMA experience without the need to purchase a Quarter Midget race car. The hopes are that this experience will be a positive one for the prospective drivers and their families and motivate them to become part of our QMA family. The following are the guidelines that the clubs must adhere to for conducting a Promotion Day: (please see QMA website for procedure).

1. Charge a minimal fee (\$10-\$50) for each prospective driver.
2. Use the red restrictor plate and a positive stop on the throttle. Both must be used (goal is to be under 10 mph).
3. The parents must read and sign the QMA waiver on behalf of their children.
4. The ride must not be more than 10 laps.
5. One car on the track at a time.
6. No one may be on the track or in the restricted areas while the car is running except a QMA Club Official.
7. There must be a kill switch located on the top of the roll cage along with an adequate remote kill switch that can remotely slow or stop the car (the RES126VX by 3built.com is an example). No car allowed on the racing surface without the above being used.
8. The cars used may belong to the club or an individual but must be in good safe working order.
9. The driver must be at least 4 years & 6 months of age and no older than 15 years to be able to participate in this program.
10. **The National Secretary must be notified of all scheduled promotional day, no less than two weeks before the event.**
Promo day request form is located on the QMA web site.

Sec. 4 TRACK CONSTRUCTION (Permanent Track)

Please refer to the Procedure Manual and/or Document page for Track Construction procedures.

ARTICLE 4

EQUIPMENT SPECIFICATIONS

Equipment Dimensions and Specifications for All Quarter and Half Classes: Please refer to the Procedure Manual and/or Document page for Tech dimensions and specifications.

Sec. 1 EQUIPMENT DIMENSIONS AND SPECIFICATIONS

All specifications apply to Quarter and Half classes unless otherwise specified.

1. Dimensions

1(A). Height

1(A)(1). Quarter midgets: 50" maximum, including roll cage

1(B). Length

1(B)(1). Quarter Midgets: 84" maximum

1(B)(2). Half Midgets: 76" minimum, 88" maximum

1(C). Tire Size (as branded by the manufacturer)

1(C)(1). Front: Maximum 11" diameter

1(C)(2). Rear: Maximum 12 1/2" diameter

1(D). Weight

1(D)(1). Quarter Midgets: Minimum 160 lbs

1(D)(2). Half Midgets: Minimum 170 lbs

1(E). Wheelbase (Measured center to center of axle. Both sides must be within specifications.)

1(E)(1). Quarter Midgets: 42" minimum, 56" maximum

1(E)(2). Half Midgets: 50" minimum, 56" maximum

1(F). Wheel Tread (Measured center to center of tires.)

1(F)(1). Quarter Midgets: 28" minimum, 36" maximum

1(F)(2). Half Midgets: 28" minimum, 36" maximum

2. CAR CONSTRUCTION

2(A). Axle

2(A)(1). Axle, axle hubs, or axle nuts may not extend beyond the outer edge of the wheel rim.

2(A)(2). All rear axles will be made out of aluminum, titanium or steel only.

2(B). Battery

2(B)(1). All wet-cell batteries, which are mounted in the cockpit area must be enclosed and vented out of the cockpit area.

2(B)(2). All batteries must be securely mounted to prevent loss during operation.

2(B)(3). Battery and electronic ignition equipment not allowed on or in cars in the Honda and Briggs classes.

2(C). Belly Pan

2(C)(1). The pan must extend from the front axle to the firewall.

2(C)(2). The ground clearance shall not exceed 3.5".

2(C)(3). The belly pan must be constructed in such a manner as to prevent fuel from entering the cockpit.

2(C)(3)(a). Aluminum: minimum thickness 0.040"

2(C)(3)(b). Steel: minimum thickness 0.025"

2(C)(3)(c). No open holes in the belly pan.

2(D). Body Section

2(D)(1). All cars must have a body which completely covers the driver's legs, a tail section, and a housing which covers the engine. The tail section can be the engine housing.

2(D)(2). The body and tail section will not have any sharp edges.

2(D)(3). Round the edges of the body and tail section inward, not outward for extra protection.

2(D)(4). There will be no sharp corners – such as square corners. Make all corners and edges rounded in shape so as not to cut - if in an accident.

2(D)(5). The majority of the bottom of the tail cone shall be no higher than the top of the bumper when normally installed. Access holes are allowed.

2(D)(6). If the belly pan or the body does not enclose the front end it must be enclosed by using heavy screening or metal sheeting meeting the following specifications.

2(D)(6)(a). **Screening**
Minimum material: Metal wire
Minimum material dimension: 0.048"
Maximum mesh dimension: 1/2" spacing

2(D)(6)(b). **Metal sheeting**
Minimum material thickness: 0.048"
Maximum hole diameter: 1/2" (if perforated)

2(D)(7). There will be no fenders, spoilers or air deflectors on roll cage, body, engine housing or tail section.

2(D)(8). Any radical changes in body, tail section, or side panels must be submitted for approval to the QMA Technical Director and QMA Safety Director.

2(D)(9). All cars must have side panels on both sides of the cockpit and engine compartment. There must be a 2" min. diameter hole in the right side to access the fly-wheel for seal painting the nut. (96 hours to fix).

2(D)(10). Maximum height of the body is 28 inches as measured from the bottom of the lower frame rail (hood and tail cone).

2(D)(11). The side panel must extend a minimum of 6", to a maximum of 22" in height, as measured from bottom of lower frame rail. **Side panels will include everything from front bumper to rear bumper.**

2(D)(12). Sail Panels on either side of the cockpit may extend to top of the roll cage and may not extend forward past a cross plane (established by the seat back. They must be supported on all edges by steel frame members.

2(D)(13). Visors are permitted, 3" max height measure from the bottom of the front halo cage bar and must remain between uprights or wrap around the outside of the down tube tightly. (recommended dzus buttons or zip ties). All visors are subject to review by the QMA Technical Director and QMA Safety Director.

2(D)(14). All QMA members' cars are required to have a QMA and Vega Tire Sticker on the exterior right side of the car or they cannot pass a safety inspection and will not be allowed to qualify or race.

2(D)(14)(a). Safety stickers and required decals to race from another quarter midget organization will be allowed.

2(E). **Brake**

2(E)(1). Brake to be activated by a foot pedal. **Any design that does not meet this spec, must be approved by the National Tech and Safety Director.**

2(E)(2). A minimum of one-wheel brake is required, located on the rear axle, sufficient to lock the drive wheel(s).

2(E)(3). No plastic brake lines allowed.

2(F). Bumpers

2(F)(1). All cars must have front and rear bumpers.

2(F)(2). All cars must have double bumpers with two connecting tubes welded in place. (96 hours to fix)

2(F)(3). All bumpers (front and rear) may not extend beyond the side of the main lower or upper frame rails. The main frame rails must be straight from front to the back of the car. And the bumper must hook inside the main frame rails. No bumper parts past the outer edge of the main frame rails. No addition of material in front of or behind the main bumper hoop. Example - no gussets, no extra bars for reinforcement or anything extra on the bumper.

2(F)(4). **Any design that does not meet this spec, must be approved by the National Tech and Safety Director.** A detailed drawing must be sent to the National Tech and Safety Director. These bumpers must carry their letter of approval for verification at all events.

2(F)(5). The bumper tubes (front and rear) shall be mounted over each other with a maximum of 15 degrees rake as measured from the vertical. They shall have at least two inches radius bend on the ends and be mounted to the frame of the car in order to prevent hooking or lifting.

2(F)(5)(a). 1st Offense: Warning (96 hours to fix)

2(F)(5)(b). 2nd offense DQ from class.

2(F)(6). The tubes should be no closer than two inches apart.

2(F)(7). The bumpers will be strong enough to be used by the handler to lift the car, must be fastened with 2 bolts, one on each side, and must be approved by the Safety Committee.

2(F)(8). Bumpers will be of tubular metal construction.

Titanium and/or composite materials shall not be used.

2(F)(9). Front and Rear bumpers to be bolted and bolts must be 6/32 to max 10/32 grade 5 or better. Minimum tubing wall thickness of 0.049"

2(G). Drive Chain

**Chains and sprockets must not be exposed to the driver or handler while race car is in motion. **

2(G)(1). Quarter Midgets: Drive must be direct, no clutches allowed.

2(G)(2). Half Midgets: Drive may be either direct or clutched.

2(H). **Drive Wheel:** All cars must run right rear drive/left wheel is optional.

2(I). Engine

2(I)(1). **NOVICE CLASS**

Honda 120

2(I)(2). **HONDA 120 CLASS**

Honda GX120K1HX2* and HX2 6

Honda GX 120J1HX2

Honda GX 120 GCAHK-10085093 and up

2(I)(3). **ANIMAL CLASS**

Briggs and Stratton Animal

2(I)(4). **HONDA 160 CLASS**

Honda GX160K1HX2 and HX2 6*

Honda GX 160J1HX2

Honda GX 160 GCACK-1120414 and up

Honda GX 160 UT-2 HX2 GCBPT and up

2(I)(5). *MODIFIED, B CLASS*

Continental AU7R

Continental 717

Detroit Engine DE7R

Deco Grand DE2R

Deco Grand DE7R,

Deco #300

2(I)(6). *WORLD FORMULA CLASS*

Briggs and Stratton World Formula

2(I)(7). *MODIFIED WORLD FORMULA*

Briggs and Stratton World Formula

2(I)(8). *HALF MIDGET: HALF MIDGETS MUST COMPLY WITH THE FOLLOWING SPECS*

-4 Cycle, Single Cylinder

-253 CC maximum displacement

-No blowers or fuel injection

-Single Crankshaft

-No Water-Cooled Engines

-No Free Spinning Flywheels

-All Briggs World Formula/Animal based engines must use scatter shield per QMA drawing.

2(I)(9). *ALL CLASSES*

2(I)(9)(a). Air cooled only and no external liquid cooling devices

2(I)(9)(b). No blowers or fuel injection

2(I)(9)(c). No freewheeling type flywheels. Definition of type fly-wheel: they are the type whose fins continue to rotate after the engine has been shut down.

2(I)(9)(d). Gearbox is not considered part of the engine; there-fore, any type of gearbox may be used, except for Honda 120, Honda 160 and Animal which must use the stock gearbox and gear.

2(I)(9)(e). No Water-Cooled Engines in any QMA Class.

2(I)(9)(f). No External Cooling Devices of any kind in any QMA Class.

2(I)(9)(g). Modifications to existing QMA engine tech manuals will be updated and be approved by the QMA National Tech Director and posted on the QMA web site.

2(I)(10). *All new engine platforms will be adopted through the National Tech Committee. RFC's will no longer be accepted for engine platforms.*

2(J). *Engine Housing*

2(J)(1). All cars are required to have a catch can if the engine is vented. All breathers, engine vents and catch cans are to be placed under the engine housing or tail section. (In case of an accident, this would help prevent oil from flowing onto the driver.)

2(J)(2). The frame cannot be used as a catch can.

2(J)(3). Carburetors are to be completely within the engine housing covered in such a way as not to protrude.

2(J)(4). Due to today's smaller tail section, the carburetor may have to be covered with a bubble or scoop, securely attached to the tail section. The bubble or scoop must either be completely closed or rear-facing so as to not capture air.

2(K). Exhaust System

2(K)(1). The exhaust system must extend outside of the engine compartment.

2(K)(2). Any exposed portions of the exhaust system shall not be higher than the rear tire.

2(K)(3). No portion of the exhaust system may extend outside of a straight edge extending from the rear edge of the rear tire and the extreme rear of the rear bumper, must be intact at the scales.

2(K)(4). Forward facing exhaust pipes (including mufflers) shall not extend outside of the nerf bar.

2(K)(5). All QMA Quarter Midgets and Half Midgets will run a 4 to 8 horsepower Briggs & Stratton Part 3294599 or equivalent. No holes in muffler baffles. Inside seam of baffle must be straight edged. (Note: Some seams may not be parallel in baffle) It is OK to weld a washer or nut on the flange for a place to apply safety wire. **NOTE:** See 2(K)(7) for Animal class exception.

2(K)(6). Honda 120, Honda 160, WF, Animal classes must utilize a tailpipe and muffler conforming to specifications published in the appropriate tech manuals. You cannot cut off the threaded inlet if it is to be used in a Honda. Muffler rule: hand tight, turn back out, anything more than 1/2 turn - DQ.

2(K)(7). Animal classes may use "candy cane" exhaust with RLV #4100 muffler.

2(K)(8). All quarter midgets and half midgets, if any part of the exhaust system comes off during any race, **the car may be brought in under yellow for repair but must be repaired with no leaks by fall of the checker flag. If not repaired properly this will be a DQ at the scales.**

2(K)(9). All quarter midgets and half midgets, all exhaust must pass thru the muffler, any exhaust that is tampered with will result in a 30-day suspension.

2(K)(10). It is recommended that all exhaust pipes are wrapped with "header wrap" or "heat sleeves." For example - Thermo Tech, Long Acre and/or DEI.

2(L). Firewall

2(L)(1). A metal firewall is required between the driver and the fuel tank.

2(L)(2). The firewall and belly pan must be constructed so as to prevent fuel from entering the cockpit.

2(L)(3). Allowable materials for firewalls are listed below:

Aluminum: Minimum thickness: 0.048"

Steel: Minimum thickness: 0.025"

2(L)(4). No open holes in firewall. No "duct" tape. The hole must be filled with pop rivet or bolt to prevent any "melting of duct tape."

2(L)(5). Only exception is if the desirable shoulder seatbelt angles are needed to go through the firewall, they must be completely enclosed from the engine compartment with the same firewall thickness or thicker and no sharp edges that can damage the seatbelts.

2(M). Frame: The frame for any new cars built after 3/1/2000 must be manufactured from SAE 4130. Effective 1/1/2009 all cars in QMA must be manufactured from seamless, cold-drawn, SAE 4130, Chrome Moly (chromium molybdenum) tubing, extending forward from the top of the roll cage to approximately the front bumper (down-tube design).

2(N). Fuel

2(N)(1). Honda 120, Honda 160, B, WF, Animal: Gasoline, automotive type only; no white or aviation, no additives.

2(N)(2). Half: Straight methanol or gasoline, no additives.

2(N)(3). Two throttle return springs are required on all Honda engines.

2(O). Fuel Lines

2(O)(1). All fuel fittings must be automotive type. Fuel line must be attached with any positive stop clamp.

2(O)(2). All fuel lines must be rated for gasoline/methanol use and be in good condition. No clear vinyl/PVC type tubing. A fire-resistant sleeve or stainless braided fuel line must be used outside any fuel lines. Fire-resistant cover must be one piece, not a wrap. The cover must fit well and be in good condition.

2(O)(3). No cool cans or other device for cooling the fuel in any class. No device used to reduce the temperature or remove energy from the fuel system, including dry ice in the fuel tank.

2(P). Fuel Filters: Fuel filters must be of a metallic type of material. Aluminum or Steel only. No glass or plastic filters allowed. The filter may NOT exceed 1.5 inches in diameter and 3.0 inches in length.

2(Q). Fuel Tanks

2(Q)(1). All fuel tanks must be vented below the belly pan or per USAC Rule 706 (The tank lid hole must be plugged) (Rollover cap allowed)

USAC Rule 706 FUEL SYSTEM:

USAC approved vented fuel cap with a rollover valve is highly recommended for use at all 2020 USAC National .25 Midget Touring Events and all other USAC sanctioned Events. The existing vent line must be removed and plugged at the fuel tank. An overflow hose must be connected to the overflow tube fitting on the side of the fuel cap. The overflow tube must be routed as straight and direct as possible to an exit through the body of the car, a maximum of (2) two inches. The exit must be located at the left rear area of the car, in front of the left rear tire and no more than (1) inch above the belly pan. The exit must be labeled "fuel" with a bright contrasting color.

NOTE: The approved fuel caps are designed to prevent uncontrolled fuel leakage in the case of a rollover whereas the car remains upside down. IT IS NOT a leak proof cap as it provides fuel system venting as well. The overflow tube serves the function of directing excess fuel out of the engine area in the case(s) of tank over fill, thermal expansion, minor angle inclinations

and the likes.

- 2(Q)(2). No pressurized tanks.
- 2(Q)(3). All fuel tanks must be securely mounted to the frame as not to move inside the tail section. If hose clamps are used minimum of two.
- 2(Q)(4). Only Aluminum fuel tanks are permitted. Minimum wall thickness of 0.050".
- 2(Q)(5). Tanks may be anodized, painted or bare aluminum only. No other exterior finishes are allowed on fuel tanks.
- 2(Q)(6). If the fuel cap comes off on the racing surface for any reason, it is an automatic DQ.
- 2(Q)(7). Fuel tanks cannot be replaced during a race; penalty is DQ from that race.
- 2(Q)(8). Only one fuel tank may be used.
- 2(Q)(9). Maximum fuel tank size 140 ounces.
- 2(Q)(10). No plastic fuel shutoff valves. Metal type only (brass, aluminum, steel) plastic handle on a metal type valve is acceptable.

2(R). Fuel Pumps

- 2(R)(1). Honda 120, Honda 160: No fuel pumps of any type allowed.
- 2(R)(2). WF, Animal, and Half Midgets: Vacuum type fuel pump, which will automatically deactivate if the engine stops, (vacuum operated only), Maximum allowable pressure: 3 PSI.

2(S). Nerf Bars

- 2(S)(1). All cars must be equipped with nerf bars (side bumpers) at the front of the rear tire to prevent tires hooking or locking together.
- 2(S)(2). Nerf bars must extend outward to a minimum of the center of the rear tires, but must not extend beyond the outside edge of the tires. The outside edge will be checked with a straight edge from the rear tire to the front tire on each side of the car with the wheels parallel to the frame of the car.
- 2(S)(3). Nerf bars will be of steel construction. Titanium and/or composite materials shall not be used.
- 2(S)(4). Left and right nerf bars to be bolted with min. #6-32 to max #10-32 bolts grade 5 or better. Minimum tubing wall thickness of 0.049." Solid steel nerf bars are allowed on the left side ONLY.

2(T). Radius Rods

- 2(T)(1). Radius rods, steering rods, and track locating rods will be constructed only of aluminum. Titanium and/or composite materials shall not be used.
- 2(T)(2). A rod end adapter into which the Rod-end bearing is threaded may be constructed from non-ferrous material; however, the maximum length of adapter is 1 1/2".
- 2(T)(3). Bird cages, torsion bars, and sway bars are excluded from the aluminum construction requirement, however, titanium and/or composite materials shall not be used.

2(T)(4). The definition of an axle radiusing device is as follows: an axle locating device that is fixed on the axle-end and with bearing on the chassis attaching end (for example: a wishbone).

2(T)(5). An axle radiusing device must be made of aluminum unless approved by the National Safety Director.

2(T)(6). There is no length limit on an aluminum radiusing device.

2(U). Roll Cage

2(U)(1). All front and rear roll cage uprights (vertical bar) must form a cockpit to completely enclose the driver's shoulders and head when the driver is sitting upright. Effective 4/1/2005 all new manufactured chassis must be a down-tube design extending from the top of the roll cage to approximately the front bumper. No bolt on halo extension bars are allowed above the roll cage. Welded on extensions or "halo" bars that are added above the original roll cage top may not be used as the measurement point for the helmet clearance requirement of 1". Effective 1/1/2009 all roll cages for all QMA cars must be manufactured from seamless, cold drawn, SAE 4130, (minimum wall thickness 0.058") Chrome Moly (chromium molybdenum) tubing, extending forward from the top of the roll cage to approximately the front bumper (down-tube design).

2(U)(2). No wings or other aerodynamic features are permitted on the roll cage.

2(U)(3). 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.

2(U)(4). Roll cages that exceed 34" from the top of the bottom frame rail to the top of the roll cage must use a minimum 7/8" O.D. tubing and have a minimum wall thickness of 0.058". Also roll cages exceeding 34" must have two rear support bars that attach to the roll cage not more than four inches from the top of the roll cage, and extend downward towards the rear of the car, and must be mounted to the rear part of the frame or frame superstructure.

2(U)(4)(a). Support bars shall be constructed from a minimum of 5/8" O.D. tubing and have a minimum wall thickness of 0.049". Support bars may be bolted or welded to the roll cage and frame or frame superstructure, but holes cannot be drilled in the roll cage for the purpose of bolting the support bars to the roll cage.

2(U)(4)(b). Existing roll cages in use as of April 1, 1984 that are over 34" must add the support bars but are not required to change the diameter of the roll cage. Also, roll cages in use as of April 1, 1984 that are made of 0.058" stainless steel is legal for continued use.

2(U)(5). All roll cages are to be inspected and approved by the National Tech Director and National Safety Director. See New Car Construction Approval Process on the QMA site.

2(U)(6). Helmet hooks are not allowed.

2(V). **Safety Belts**

2(V)(1). All cars must have a web type safety belt with a quick release buckle. The safety belt must be securely fastened to the frame. Pull up lap belts are recommended.

2(V)(2). Drivers will be required to use-safety belts at all times.

2(V)(3). The safety belt should be located so that the pressure is across the drivers' hips.

2(V)(4). Metal to metal fittings at the quick release is preferred. 23.

2(V)(5). A dual shoulder harness (five-point safety belt) or strap is mandatory and must have a quick release fastener approved by the Safety Committee.

2(V)(6). The shoulder harness/straps shall be worn securely across the right and left shoulders.

2(V)(7). No restraining device of any kind is to be used to keep the driver's head or body outside the roll cage, with the exception of attaching both shoulder straps to the left upright bar of the cage.

2(V)(8). Four year replacement

2(V)(9). Shoulder belts must not be retained by shoulder loops or epilates on the driver's suit.

2(V)(10). SFI 16.1 Belt 1-3/4" required or 16.2 for drivers under 100lbs

2(V)(11). The use of cam lock belts will be allowed.

2(W). **Shoulder Bar**

2(W)(1). A left side shoulder bar will be mandatory on all cars, and must meet the following specifications:

2(W)(1)(a). SAE 4130 Minimum diameter: 5/8" O.D. Minimum wall thickness: 0.049"

2(W)(1)(b). Stainless: Minimum diameter: 5/8" O.D. Minimum wall thickness: 16 gauge - 0.065"

2(W)(2). The shoulder bar must be securely fastened to the nerf bar and roll cage upright at the firewall. The shoulder bar may be welded, mounted with split clamps or nerf style spuds. If spuds are used, the bar must be retained by #6-32 to #10-32 grade 5 or higher steel bolts. No clevis, rod ends, cotter keys, or hose clamps may be used. Flat plate bolting of the shoulder bar to the nerf bar is acceptable and securely fastened to the cage.

2(W)(3). The shoulder bar must be securely fastened within the following area: nerf end: - between the left most point of the nerf bar and a point four inches inboard of the left most point. Cage end: the shoulder bar must extend at least as high as the top of the tail cone.

2(X). Steering

2(X)(1). No cables are allowed for steering systems.

2(X)(2). The steering system must be designed so the drivers' legs cannot impair right or left steering.

2(X)(3). A car sitting on the ground with or without the driver must have steering that does not go past center in either direction, so that it will not lock in one position.

2(Y). Steering Wheel

2(Y)(1). All steering wheel hubs must be padded.

2(Y)(2). Steering wheel shall not be constructed of titanium and/or composite materials.

2(Y)(3). No Data acquisitions allowed on the steering wheel.

2(Z). Shock Absorbers: Any type shock absorbers are permitted.

2(AA). Switch

2(AA)(1). A functional on/off ignition kill switch is required.

2(AA)(2). The kill switch is to be located so that it will be operated from inside the drivers' compartment.

2(AA)(3). It is mandatory that the switch be located in the upper left portion of the drivers' compartment or on the steering wheel.

2(AA)(4). The driver's knee should not be able to contact the switch or its mounting bracket.

2(AA)(5). Attention should be paid to installation so that sharp edges and pinch points do not exist.

2(AA)(6). The switch must be installed so that when the handle is down or to the rear the ignition is off.

2(AA)(7). No more than one ignition kill switch is allowed.

Exception: cars running in the novice class MUST have an additional switch mounted on top of the roll cage and recommended to be on the left side to allow easy access for trainers, corner workers, or handlers. Switch must be operational to stop the engine. The extra switch must be removed upon graduation from Novice class.

2(BB). Weights

2(BB)(1). No loose weights.

2(BB)(2). No weights are to be added or fastened to the inside or outside of any nerf bars, front or rear bumpers or shoulder bars. No weights shall be attached to the roll cage.

2(BB)(3). Weights must be securely bolted within the cockpit or kickout area and may not be any higher than 5" as measured from the bottom of the belly pan. Weight may not be attached to any fiberglass. Weights must be nut and bolted to the belly pan, no pop rivets or other types of fasteners. If weight is in the kickout, it must be fastened to the frame or belly pan. The kickout belly pan must be securely attached to the frame using bolts or dzus type fasteners.

2(BB)(4). All weights attached to the belly pan must be secured with bolts and a minimum of 1.5" fender washers so the head of the bolt does not tear through the belly pan. Two bolts are required if ballast is 6" or longer in length or width.

2(BB)(5). All weights must be completely covered by neon or white tape or paint. All lead must be taped.

2(CC). Windshield

2(CC)(1). No windshields on cars.

2(CC)(2). No mirrors on cars.

2(DD). Measuring, Sensing, and Sending Devices

2(DD)(1). All data acquisition, measuring devices, in car video cameras shall be mounted securely within the roll cage or down tubes and the readout display shall not be operated nor be in the sight of the driver.

2(DD)(2). All metal specifications listed in the manual are subject to industry standards and tolerances.

2(DD)(3). No portion of the transponder will be less than 40 inches back as measured from the front bumper, either left or right side, no greater than 6 inches from the bottom of the bottom frame rail to top of the transponder body.

2(EE). Wheels: No composite wheels.

2(FF). New Car Construction Approval Process (applies to all QMA cars)

2(FF)(1). Communicate with National Safety Director the intent to build a newly designed car for use in QMA.

2(FF)(2). Submit materials list in compliance with QMA rules to the National Safety Director.

2(FF)(2)(a). Obtain approval to proceed from the QMA Safety Director.

2(FF)(3). Submit detailed pictures and/or drawings of the chassis.

2(FF)(3)(a). Obtain approval to proceed from the QMA Safety Director.

2(FF)(4). Submit photographs of completed car to the QMA Safety Director

2(FF)(4)(a). Obtain final approval in writing from the QMA Safety Director.

2(FF)(5). The QMA National Safety Director will coordinate approval with the QMA National Technical Director at each step in the process.

2(GG). Tires

2(GG)(1). Effective 1/1/2025 through 12/31/2025 for all QMA events, the required right-side tire for all classes except novice shall be the **VEGA MCM tire** (See tire spec information sheet for sizes). **The RFC process will no longer be used to change the spec tire.**

2(GG)(2). All future spec tire proposals must be submitted to the **NBOD by the tire manufacturers by September 1st** for review to be presented at the National meeting. All spec tire changes will take effect January 1st of the following year.

2(GG)(3). All race cars participating in a QMA event will display a **VEGA decal**, on the exterior right side of the car.

2(GG)(4). Both VEGA MCM White and Yellow are allowed on dirt tracks

2(GG)(5). Only the front left tire can be treaded on both dirt and asphalt tracks.

2(HH). **Front Suspension:** No rocker arm, bell crank, or cantilever type suspension is allowed. If rear torsion bar suspension or a rear sway bar is used, the bottom of the rear shocks may be mounted to the arm that connects the birdcage to the torsion/sway bar. All shocks and springs must be mounted from the chassis down to the axle, birdcage, and/or rear torsion/sway bar in a manner that keeps the shock and spring in an upright position; no greater than a 30- degree angle from 90 degrees. The shock and spring will be on a vertical plane from the chassis to the axle, birdcage, and/or rear torsion/sway bar arm; to which the bottom of the shock is connected.

Sec. 2 DRIVER'S SAFETY EQUIPMENT

There will be no degrading of any driver's safety equipment requirements, this includes but is not limited to Helmets, gloves, suits, etc.

1. Arm Restraints

- 1(A). Arm restraints are mandatory for all drivers (when driving a quarter midget race car) and will be used in conjunction with the seat belt quick release for minimal egress in the event of an accident.
- 1(B). Arm restraints are fastened securely to the driver's forearms, (between the wrist and the elbow), never at or above the elbow.
- 1(C). The arm restraint should be adjusted so that it is short enough to keep the driver from reaching just two or three inches above the steering wheel.

2. Face Shield

- 2(A). Clear, amber or photochromic (designated by manufacturer) must be worn after dusk or when track lights are on.
- 2(B). Tear offs are optional at dirt tracks.

3. Gloves

- 3(A). Two-layer Nomex or equivalent gloves are mandatory.
- 3(B). Gloves must completely cover the hands and fingers.
- 3(C). Driver's gloves require an SFI 3.3/5, 2-layer.

4. Helmet

- 4(A). Drivers will wear a well fitted, full face, professional type crash helmet of the type which is one-piece from the forehead to the base of the skull and similarly covers the ears and chin area.
- 4(B). **Helmets approved for use in QMA must be rated SFI 24.1/2020 or newer or SA2020 or newer. Note – SA/SFI24.1-2010 helmets approved for Ride Day only.**
- 4(C). Helmet shall be in good condition (no exterior cracks, evidence of impact or deteriorating interior lining/shock absorbing material).
- 4(D). All hair will be under the helmet or inside jacket/.driver's suit when driving a quarter midget. Failure to do so will result in the driver being pulled off the track, having an opportunity to fix the hair, receive a CY and put to the back.
- 4(E). Helmet shall be inspected by track safety at the start of the racing season (as a minimum).
- 4(F). Drivers of **Modified WF and Half Midgets** using alcohol are required to wear SFI 3.3 rated Head Sock under their helmet.

4(G). Visors must be down when practicing, hot lapping, and under green flag conditions.

4(H). Helmet hooks are not allowed.

4(I). No external decorative covering allowed on helmets or face shields (Example: Skull Skins or similar products). This does not preclude paint or vinyl graphics as long as they do not cover the face shield.

5. Suits, Jackets and Pants

5(A). All upper-body clothing must be securely fastened.

5(B). Jacket or Suit must provide full coverage from neck to waist and extend completely to the gloves.

5(C). All suits, one-piece or two-piece, must carry the minimum SFI rating of 3.2A/1. A one or two-piece driving suit, with a minimum SFI approved (3.2A/1) must be worn by all drivers. Jeans are no longer approved.

5(D). Pants must be waist to ankle length and not allow exposed skin. (Socks that are long enough to cover the entire length of the lower leg to prevent skin exposure).

5(E). No patches for repairs or holes in suits will be allowed.

6. Neck Collar

6(A). A neck collar is mandatory.

6(B). Neck Collar made of Nomex or equivalent is mandatory with a SFI tag required,

6(C). A neck collar is not required if the approved SFI Head and Neck Restraint System does not mandate one. For example, a "HANS" system.

7. Head and Neck Restraint Systems

7(A). Must meet the 5-year regulations set forth by SFI.

8. Safety Belts

8(A). All cars must have a web type safety belt with a quick release buckle. The safety belt must be securely fastened to the frame. Pull up lap belts are recommended.

8(B). Drivers will be required to use them at all times.

8(C). The safety belt should be located so that the pressure is across the drivers' hips.

8(D). Metal to metal fittings at the quick release is preferred.

8(E). A dual shoulder harness (five-point safety belt) or strap is mandatory and must have a quick release fastener approved by the Safety Committee.

8(F). The shoulder harness/straps shall be worn securely across the right and left shoulders.

8(G). No restraining device of any kind is to be used to keep the driver's head or body outside the roll cage, with the exception of attaching both shoulder straps to the left upright bar of the cage.

8(H). Four year replacement

8(I). Shoulder belts must not be retained by shoulder loops or epaulets on the driver's suit.

8(J). SFI 16.1 Belt 1-3/4 required or 16.2 for drivers under 100lbs

8(K). The use of cam lock belts will be allowed.

9. Shoes

9(A). Shoes are required that completely cover the feet for all drivers, handlers, associate handlers, flagman and others in hot chute, work area, staging area, racing surface, scaling and fueling area.

9(B). Flat bottom shoes only, no use of Crocs, "Heelys" or shoes with wheels on the bottom allowed while in the car.

10. Brake Pedal

10(A). A full brake pedal or positive heel stop is mandatory to prevent the foot from pushing through the pedal. When using an "extended pedal", if the pedal mount is within 2 Inches of the axle, then a heel stop is not required.

11. Seats

11(A). If using a "seat," it MUST be bolted to the frame, not the belly-pan or firewall.

Sec. 3 MISCELLANEOUS - SAFETY/TECH

1. Driver's line of sight must be over the dash while racing. This will be enforced during all races. Failure to do so will result in a warning for their first offense, second offense is a DQ per Race Director.

2. Modifications of any car construction specification for a Quarter Midgets or Half Midget necessary for a physically disabled child must be approved by the National Safety Director on a case-by-case basis

3. No decorative or distracting lights or any non-essential racing items (i.e. flags, stuffed animals, license plates, etc.) allowed on any QMA race car.

3(A). 1st offense – warning (Driver/Handler)

3(B). 2nd offense – DQ per race

4. High Pressure Compressed Gas Cylinders must remain in trailers or in tow Vehicles.

5. There will be no jugs or cans of fuel in the Hot Chute after refueling.

6. There will be no burning of spilled fuel on paved racing surfaces.

6(A). For dirt tracks, it is recommended that all cars and drivers be moved to the hot chute prior to burning of the fuel from the racing surface.

7. Recommended: No lifting cars onto their nose in the hot chute.

8. A tail cone is required when more than a single car is on the track. Cars still must make weight requirements while crossing scales.

9. TIRE RULES:

9(A). Tire Treatment - it is prohibited to apply tire treatments or chemicals on any tires, except for cleaning with water.

9(B). Recapped tires are prohibited on the right side.

9(C). Anyone found using illegal tire treatments or recapped tires (on right side) will be penalized as follows:

9(C)(1). First Offense: 30 days Family Suspension,

9(C)(2). 2nd Offense: 1 year Family Suspension.

9(C)(3). 3rd Offense is Lifetime Family Suspension.

Note: Family is a driver/handler signed in at the event.

9(D). Tire tester may be used at all race events. Dirt track reading will be determined at the event by the Tech Director.

9(E). QMA Tire Procedure – see Procedure Manual or available at www.quartermidgets.org.

9(F). Tire Warmers and Heat Guns - Tire warmers, hot boxes, tire covers or any device to warm tires is not allowed in the staging and hot chute area.

Please see procedural manual or document page on the website for Tire Protest and Confiscation Procedure.

ARTICLE 5 CLASS AND DIVISION STRUCTURE

Sec. 1 CLASSES

1. Class Definition

1(A). Class is defined as a race program by engine type and rules.

1(B). **In Quarter Midget classes, the age limit is 17 years old. Drivers who turn 17 during the race year can finish the current calendar year (Dec. 31st).** Specific ages and weights for classes are found in Table 5-1 on Page 28.

1(C). A driver shall not be allowed to run more than **five** Quarter Midget classes per event and a Half class.

1(D). **No mixing of classes at National Events.** There is to be no Quarter Midgets with Half Midgets. This means that cars with modified engines entered as modified should not run with cars with "B" engines that entered as a "B". This does not mean that a modified engine cannot be in a "B" class car. A car with a modified engine can be entered in the "B" class and run as "B". This car cannot be entered in any other class at the event. The only cars that can be entered and run in two classes are World Formulas with "1/2" class car.

1(E). The "1/2" class is defined by separate dimensions and is not the same as the quarter midget class. If one car and engine are running as a World Formula and a "1/2" it must meet the wheelbase, weight and wheel tread width of the respective classes. Reminder - that the age requirements are different for the WF and Half Classes. Age requirements **MUST** still be met.

1(F). All classes, with the exception of Novices, will have a maximum of 10 cars per race with eleven cars permitted in the lowest main, but never twelve.

1(G). In order to run any Animal, 160, B, WF, Mod WF or Half class a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of the lower classes OR obtain the unanimous approval of the Novice Committee and deemed competent in a competitive environment before competing in these classes. In addition, you must be the appropriate age to run these classes before competing. (The QMA Move Up form must be completed and signed by parents of child, Club President, and Club Novice Director and sent to the National Secretary).

2. Class Jumping

2(A). No class jumping, either up or down. **Definition: Engine and car must compete in the class that it is originally signed in and qualifies.** A car cannot be entered in more than one class at a given event. This part of the rule disallows the signing in of a car to qualify and compete in more than one class. However, a car can be signed in for the classes that are separated by light and heavy drivers, and one driver may run as a light and another driver as a heavy in the same class. Junior and Senior, Light and Heavy are divisions of a class.

Sec. 2 DIVISIONS

1. Division Definition

1(A). Division is defined by age and or weight.

1(B). **In Quarter Midget classes, the age limit is 17 years old. Drivers who turn 17 during the race year can finish the current calendar year (Dec 31).** Specific ages and weights for divisions are found in Table 5-1 on Page 27.

1(C). Any driver who will be turning nine during his local Club season/Club schedule has the option of moving up and racing in the Senior division at all local, regional, and National Events, at any time prior to his ninth birthday with the exception of the WF class. Once he has made this decision and raced in the Senior division, he will not be allowed to return to any Junior division for any reason.

1(D). Drivers who turn 9 after August 31st of the current racing season, he or she may choose to remain in a Junior class for the remainder of that racing season.

1(E). Four cars or more entering a division will constitute a class. If less than four enter this division, it may be combined with other division in its class at the option of the Race Director. This will be for Local and Regional events only. This may not occur at any National Event.

2. Division Jumping

2(A). A driver who qualifies in a junior division of a class at a qualifying event will participate in the races in the division for which he qualifies as of his age on the last day of qualification for that qualifying event only.

2(B). Light and Heavy Weight: Among those classes divided by weight only, there may be enough drivers to justify this division in some areas and it will be optional to the Race Director whether the class is to be divided or not. The lightweight division is to be considered open to all drivers; the restricted as to weight. Drivers may enter one division per class only.

Table 5-1: Driver Ages and Weights by Class/Division

CLASS	DIVISION	DRIVER AGE (min)	DRIVER WEIGHT (min)	COMB. WEIGHT (min)	CAR
Novice	Junior	5 - 8	N/A	250 lbs.	160 lbs.
Novice	Advanced	5 - 17	N/A	265 lbs.	160 lbs.
Honda	Junior	5 - 8	N/A	265 lbs.	160 lbs.
Honda	Senior	9 - 17	N/A	290 lbs.	160 lbs.
Honda	Heavy	9 - 17	100 lbs.	340 lbs.	160 lbs.
Animal	Junior	5 - 8	N/A	265 lbs.	160 lbs.
Animal	Senior	9 - 17	N/A	290 lbs.	160 lbs.
Animal	Heavy	9 - 17	100 lbs.	340 lbs.	160 lbs.
Honda 160	Junior	5 - 8	N/A	265 lbs.	160 lbs.
Honda 160	Light	9 - 17	N/A	290 lbs.	160 lbs.
Honda 160	Heavy	9 - 17	100 lbs.	340 lbs.	160 lbs.
B		9 - 17	N/A	295 lbs.	160 lbs.
World Formula	Light	9 - 17	N/A	290 lbs.	160 lbs.
World Formula	Heavy	9 - 17	100 lbs.	340 lbs.	160 lbs.
Modified WF		10-17	N/A	325 lbs.	160 lbs.
Half		11 - 17*	N/A	350 lbs.	170 lbs.

* NOTE: Eleven to thirteen-year old drivers must have approval from the Novice Committee for a 1/2 Class.

* The age requirement to run World Formula is 9 regardless of where the driver's birthday falls.

Table 5-2: Lap Counts by Class/Division, QMA running order

CLASS	DIVISION	HEATS	A MAIN	B MAIN	C & LOWER MAINS
Novice	Junior	15	25	20	15
Novice	Advanced	15	25	20	15
Honda	Junior	20	30	20	20
Honda	Senior	20	40	30	25
Honda	Heavy	20	40	30	25
Animal	Junior	20	30	20	20
Animal	Senior	20	40	30	25
Animal	Heavy	20	40	30	25
Honda 160	Junior	20	30	20	20
Honda 160	Light	20	40	30	25
Honda 160	Heavy	20	40	30	25
B		20	40	30	25
World Formula	Light	20	40	30	25
World Formula	Heavy	20	40	30	25
Modified WF		20	40	30	25
Half		20	40	30	25

NOTE: Number of laps for local events may be adjusted by the Race Director.

ARTICLE 6

NOVICE RULES AND PROCEDURE

Sec. 1 PURPOSE

1. The fundamental purpose of the Novice Class is to train new drivers so that they understand the basic racing rules and so that they are able to handle themselves and their cars in a safe manner on the track. It is not intended that the Novice Class be utilized to perfect racing abilities or techniques. Extended competitive racing in the Novice Class once the fundamentals are attained is not to be allowed.
2. To regulate and unify the novice training and racing program, these rules and regulations, as approved by the National Board of Directors, will be adhered to by all drivers, handlers, and member Clubs of Quarter Midgets of America.
3. Any changes, additions and deletions to these rules and regulations will be enacted by the National Board of Directors. Any temporary deviations from established rules must be approved by the National Board of Directors before implementation of such changes by any Club.
4. The Novice Committee will supervise the novice training and racing program at their club.

Sec. 2 NOVICE CLASS – DRIVERS AND HANDLERS

1. The minimum age for novice students shall be five years for racing and four- and one-half years for practice and training only.
2. Each Novice handler, upon joining a club shall present the driver's birth certificate to the Club Secretary and the "official age" of the driver shall be entered in the permanent records of the club. Copies of these records shall be forwarded to the National Secretary.
3. In an effort to obtain the greatest benefit from participation in organized Quarter Midget racing, Novice handlers should read the section of this rule book, entitled "Novice Program Committee".
4. Extensions for Novices shall only be granted when the handler has completed a Novice Extension Form and it has been approved by

a signature from their Club Novice Director, their Club President. Any novice extension forms that are approved must be forwarded to the National Secretary by the Club Secretary.

4(A). Extensions will be for no more than two months at a time, if needed.

5. A driver may be moved out of the Novice class at any time if in the opinion of the Novice Committee the driver is qualified.

6. It is required that all Novice Drivers have a QMA official Driver's logbook.

6(A). The logbook is to be presented at sign-ins on race day.

6(B). Entries will be made in the Novice logbook, such as qualifying time, main or semi race, start and finish position in the race. The logbook will be returned to the Handler after comments have been made and initialed.

Sec. 3 NOVICE TRAINING

1. Completion of Novice Training, given by a competent instructor, is mandatory for all new drivers. Minor changes may be made to training outline to conform to local conditions; however, the reason for all changes must be submitted to the National Board of Directors without delay.

1(A). Any driver not trained by a Club-designated trainer must pass a test given by his local Club Novice Instructor before he/she enters into the Novice Class.

2. The Novice driver must be a QMA member and covered by QMA insurance during training periods.

Sec. 4 RACING

1. The Novice Class will be a recognized class by QMA and will run under the Honda 120 engine rules at all QMA races.

2. The Novice Class shall be divided into the Junior and Advanced divisions only, which may be combined if necessary, to make a class and will use a Honda 120 engine only. All Junior drivers ages 5-8 will start drivers training with a red restrictor plate. All Advanced drivers ages 9-17 will start with a blue restrictor plate. At the discretion of the Novice Committee, a driver aged 5-8 may be moved to a blue restrictor plate in the Advanced Novice division.

3. The Novice program and its implementation fall under the Club President's authority. Therefore, illegal engine parts will be confiscated, but the suspension will not be levied against handlers or drivers for the first offense only. The second offense requires 30-day suspension from Novice.

3(A). Any alteration to Jr. or Adv. Novice Restrictor Plates:

3(A)(1). 1st offense – event DQ from the respective class.

3(A)(2). 2nd offense - within one year of first infraction – 30-day suspension for handler and driver from participating in the respective class.

3(A)(3). 3rd offense within one year of first infraction – six-month suspension for handler and driver from participating in the respective class.

3(A)(4). 4th offense within two years of last infraction – one-year suspension for handler and driver from participating in the respective class.

3(B). All other QMA rules and penalties apply to the novice class.

4. Novice Class participants will be required to install a restrictor plate on their carburetor per "restrictor plate program".

5. No more than eight cars may be entered in any Novice race.

Sec. 5 NOVICE GRANDS

1. A Novice driver may run the Grand National Exhibition Events as a novice for one year only.
2. In order to participate in the Grand National Exhibition Event, a Novice must meet all of the qualification requirements specified for all other classes. These requirements are specified in this rule book.
3. Novices at the Grands:
Novices will run the same format as the competitive classes at the Grands. They must follow tire rules but are allowed to use new or used VEGA tires. Chosen set must be used for the full event.
4. No previous competitive experience in any sanctioning body allowed.

Sec. 6 GRADUATION OF NOVICE DRIVERS

1. The Novice Class is the "learning" class and, as soon as possible the Novice driver shall be moved to the Honda classes in order to avoid "Professional" Novice drivers.
2. A Novice driver must participate in at least three events before graduating to a competitive (Honda) class.
3. It is suggested that the Novice Committee (See Article 3, Section 2 on Page 10 holds a small ceremony to make the advancement of a driver into the Honda/Animal/160 Classes.
4. At graduation (QMA Home Club) the driver's logbook shall be validated with the date of graduation.
 - 4(A). The Club President shall be notified of all graduating Novices by their Novice Committee.
 - 4(B). A validated Novice move up certificate will be accepted in Honda classes.
5. On the first day of competition in the Honda 120 class, the new driver shall be entered at the back of the pack for the first race of the event for which they qualified but will keep all earned transfer spots in mains.
6. All graduating novice drivers shall be on probation for three events.
7. Once a Novice is graduated to Honda 120 and completes his/her probationary period (3 Race events), they may not be returned to the Novice class for any reason.
 - 7(A). EXCEPTION: The Driver may return to Novice by request and only with majority approval of the club board and the Club Novice Committee.

ARTICLE 7

RACING RULES AND PROCEDURES

Sec. 1 GENERAL

1. Age Requirements

- 1(A). All people except drivers in their cars that enter the track or hot chute areas must be a minimum of 16 years of age. i.e. race director, handlers, flagmen, corner worker etc. They must be a QMA member.
- 1(B). In Quarter Midget classes, the age limit is 17 years old. Drivers who turn 17 during the race year can finish the current calendar year (Dec. 31).
- 1(C). Proof of age is required at all QMA events. A novice may train and practice only at four years six months of age. No racing until five years of age.

1(D). In 1/2 class the age limit is 18 years old (you may not participate after your 18th birthday).

2. Grand National Events (Optional for Local Events)

2(A). At all QMA events, the Host Club and the Race Director for the event will clearly identify the responsibilities and authorities of the Head Judge and Chief Flag Person selected for the event.

2(B). All QMA race events shall have one person to read the clock along with someone to verify the reading during qualifying, and during the races, have a minimum of three experienced scorers, preferably five, for writing down each individual lap. QMA scoring procedures will be followed at all events.

2(C). In addition to current scoring procedures, Clubs may use electronic scoring. Electronic scoring system is preferred, but not required at Grand National Events. No portion of the transponder will be less than 40 inches back as measured from the front bumper, either left or right side, no greater than 6 inches from the bottom of the bottom frame rail to top of the transponder body. (If not in proper location, after qualifying or racing, it is a DQ offense at the scales).

2(D). It will be the responsibility of the Host Club that is hosting a National Event approved by QMA to:

2(D)(1). Provide fuel or designate a fuel station for mid-grade gasoline to be purchased by the participants.

2(D)(2). See that the Regional Technical Committee Person or other Technical Person trained or approved by QMA, to be in charge of or supervise inspections of fuel samples.

2(E). Fuel will be tested against a sample obtained by the host club each day. At National Tech Director discretion, after fueling, the tank may be sealed. This seal will not be tampered with or broken. If seal is broken or no seal, car will be disqualified. When more fuel is needed, officials will break the seal and reseal. Drivers cannot be in the car during fueling.

2(F). Permanent speed breakers will be installed at tracks holding QMA races. They are to be installed as instructed in track construction document. No car will be disqualified for hitting breakers.

2(G). All clubs that are hosting a Grand National Event will have their track records open.

2(H). QUALIFYING FEES:

Below is listed the maximum pit fee to be charged at all National Events. Also listed is the amount to be sent to QMA per sign in (each entry).

Table - Qualifying Race Fee Structures

	Max Pit Fee to be charged	Amount to be sent to QMA
National	\$80.00	\$40.00

2(I). Late Sign ins for Grands - Must be signed in before the first car in your class pushes off for qualifying. Grands host clubs may charge up to \$10 per entry for late registration.

2(J). Grands money must be turned over to the National Treasurer or the designee prior to A-mains. (Per Grands Contract)

2(K). At all Grand National Events, host club will provide at least 2 operational, appropriately spaced caution lights around the track, controlled by the flagger. It is recommended that all QMA tracks install caution lights in the same manner.

2(L). At all Grand National Events, orange flags will be used by corner workers as a second form of caution to prevent unnecessary accidents.

Sec. 2 RACING RULES

1. All QMA Events

1(A). All QMA rules, regulations and engine specifications will be strictly adhered to at all QMA events. All decisions of the Officials will be final.

1(B). All numbers will be furnished. All cars must have a minimum of 3 numbers plainly visible. Placement of numbers: 1 on the left front, 1 on the left rear, and 1 on the right rear.

1(C). Cars may qualify and practice without tail cones; however, tail cones must be in place for racing, (A tail cone is required when more than a single car is on the track). If you qualify without your tail cone, you must scale without your tail cone and make weight, if underweight, the result is a DQ.

1(D). Cars leaving the track must do so with caution. Driving through the pits, hot chute or scale area is prohibited; the penalty is a DQ from race by any race official.

1(E). No foreign matter, such as gum, candy, etc. shall be allowed in driver's mouth while he/she is in the car. Mouthpieces are allowed.

1(F). Any driver with a hard cast will not be allowed to operate a quarter midget.

1(G). The possession or use of intoxicating beverages or illegal drugs by a driver, car owner, mechanic, pit attendant, spectator or official anywhere in the track, pit or parking area will be strictly prohibited. Any driver, car owner or mechanic, who, at any time or any place, causes a scene or disturbance before the public, shall be escorted from the event.

1(H). No mobility devices (i.e wheelchairs, crutches, motorized scooters, knee scooters, etc) will be allowed in the hot chute, staging lanes, or racing surface areas of the track. Member must be able to move on their own without the assistance of others or medical devices.

1(I). Any single channel UHF race receiver designed for race use is permitted at QMA sanctioned events, required at National Events and are optional for local use. Transmitter use must be limited to racers on field and designated track officials only. Any unauthorized transmitter use will result in a DQ for the event.

1(J). If receiver fails while driver is on the track or falls onto the track surface under green flag conditions, the driver is pulled off, given an opportunity to fix the receiver and get back out before green is thrown. Driver is put to the back. No CY is assigned.

1(K). Race finishes will be official only after the Technical Committee declares engine legal. (Definition: at QMA events, it will be mandatory that engines be inspected for legality. Extent of inspection will be at the discretion of the Technical Committee. Engines will be considered illegal if car handler or owner refuses required inspection.

1(L). No change or adjustments to car or engine settings except to turn fuel valve on or off may be made to any Quarter or Half Midget race car by any method, while it is on the racing surface.

1(M). Drivers must be out of cars for fueling. For Grands events, there will be no initial warm up/refueling period for the Half.

1(N). When a race is in progress, no owner or handler of a car in that particular race will be allowed in the infield or on the track except under red flag conditions or with the permission of the Race Director.

1(O). No more than two handlers per car in the hot chute.

1(P). Four Corner workers are required for each race. All Corner workers are to be located on the outside of each turn or at least two at each outside end of the track. No corner workers are allowed in the infield during a race.

1(Q). High Vis/florescent shirts, vests, etc. are required to be worn by any handler in the work area, hot chute and track surface, including corner workers.

1(R). All pit locations must be located outside of the track wall or fencing.

1(S). All clubs are required to have at least five canisters of Fuel Buster or equivalent available for firefighting any time cars are on the track.

1(T). No smoking, including electronic cigarettes, will be permitted in hot chute, staging area, flag stand, work areas, racing surface, scale and fuel areas, especially whenever fuels may be exposed to the atmosphere. Anyone found violating this rule will be subject to removal from the area.

1(U). Double sign-in is prohibited. A double sign-in is interpreted as "Signing in a driver two or more times in the same class or division".

1(V). A car that has been pushed around the track by handlers can only pass the flag stand twice; thereafter the car must go to the designated work area before returning to the track surface.

1(V)(1). Only in a 1/2 class under red you can use an electric starter to start the car.

1(V)(2). No Four Wheelers or motorized vehicles will be used to push start any car.

1(W). Once a car qualifies or pushes off from the staging area for the first race you must run the same car (chassis) for the entire event.

1(X). The Race Director must be in the hot chute with the handlers during a racing event.

1(Y). Fuel tanks cannot be replaced during a race; the penalty is a DQ from that race.

1(Z). Half midget class will be given maximum two fuel stops after the initial green flag in any main event race. There are no fuel stops during a heat race. Maximum fuel tank size 140 ounces.

2. Protests

2(A). Judging decisions may not be protested.

2(B). Racing Rule or Procedural protests must be made in writing within one hour of the completion of that race, to the Race Director only. You must be signed-in in that division of that class to be able to protest.

2(B)(1). Anyone approaching or protesting to any official other than the Race Director, may be suspended for the race day. If any additional disciplinary action is necessary, the Participant Policy must be followed.

2(B)(2). *The protest must reference the Racing Rule or Scoring Procedure that was not followed by the race officials, (must use the QMA Protest Form).*

2(C). *All protests filed at a Grands Event are to be handled immediately. The Race Director has the right to declare a protest as invalid.*

Sec. 3 GENERAL RACING POLICIES

1. Qualifying

1(A). *If a driver has completed their qualifying times and has not left the track, the black flag can be waved.*

1(B). *The use of Air Filters during qualifying at any QMA event is illegal. The Sr. Tech Official reserves the right to allow Air Filters at any Event that it is deemed necessary.*

1(C). *If a tail cone falls off during timing, the car will be able to continue (no yellow flag will be thrown). That car may have to "drive around the tail cone" and at the scales, they must make weight without the tail cone.*

2. Racing

2(A). *For local events, after the warm-up time has expired, the yellow flag should be displayed for at least one lap before the lineup signal is given. For Grands events, there will be no warm-up period and starts will be "roll and go". Original line up signal: The Flagger will indicate a single file line-up by holding a rolled yellow or green flag in one hand straight above or in front of the Flagger's head or holding his/her hand as a straight edge to create an imaginary straight line. Flagger will then use a rolled yellow and a rolled green flag, (one in each hand) displayed in a drumming motion to indicate a double file lineup.*

2(B). *If during the lineup process any cars fail to keep a proper pace or continually jump-starts the green, the Flagger should point a rolled black flag as a warning. Car(s) that still do not keep the proper pace or other infractions may be sent to the back of the lineup. The important thing to remember is that the starter must maintain control and remain consistent. Once the race begins (first official green flag), no other cars can enter the race.*

2(C). *The yellow flag is to be displayed whenever a car(s) stop on the track or the track is under an unsafe condition (debris, fluids, wall repair etc.). NO LAP, INCLUDING THE WHITE FLAG LAP IS EXEMPT FROM A YELLOW FLAG. If an accident occurs before the checkered flag has been thrown, a yellow flag should be displayed and the unsafe area or where the car(s) have stopped on the track is to be pointed to.*

2(D). *Following a yellow flag and after the restart lineup has been determined; a single file restart signal should be displayed. (This can be done by holding a rolled yellow or green flag held in one hand straight above or in front of the Flagger's head or holding his/her hand as a straight edge to create an imaginary straight line.)*

2(E). *A red flag should be displayed whenever a car(s) has turned over; hit a wall or another car(s) with excessive force to allow the handler to verify that the driver(s) has no injuries.*

2(F). *If the red flag is necessary for non-emergency stops such as wall repair or refueling, this should be indicated with a rolled red flag and one finger extended for the drivers requiring them to stop on the next lap around.*

2(G). The checkered flag indicates the finish of the race. If an accident occurs after the checkered flag has been shown to the leader a yellow should be displayed along with the checkered flag, however, the race is officially completed. There are no restarts after the checkered flag.

2(H). Laps should be counted from the number of laps to be run (25, 35, 40, etc.) down to one lap to go. This way the Flagger does not have to remember the length of the race; when lap one comes up, he simply displays the white flag.

2(I). At the Flagger's discretion, if under green flag two or more cars become hooked together and do not become unhooked – the yellow flag will come out followed by a red if necessary. The cars will be unhooked and unless the judges assign a charged yellow to one or more cars, all involved cars will receive a charged yellow and start at the end of the field.

2(J). If a car stops on the track or in the infield under green, or if a car drives through the infield with all four tires under green, a yellow flag will be displayed. That car will receive a Charged Yellow and started at the back - unless the judges determine another car is 100% at fault for the incident. Then only the at fault car will receive a Charged Yellow and sent to the back.

2(K). Any handler intentionally stopping their driver's car under yellow will result in that car being put to the back, they will not receive a charged yellow.

2(L). Starts:

2(L)(1). Flagger shall start the race when the first place car reaches the apex of turns three and four, but no sooner than the turn three commitment line and no later than the turn four apex.

2(L)(2). The Flagger is responsible for all starts, restarts, conduct of the race, and flags, i.e., green, yellow, red, white, checkered and black as necessary or instructed by the Judges/Race Director.

2(L)(3). Initial starts will be double file, rolling starts. If during the lineup process any cars fail to keep a proper pace or continually jump-starts the green, the Flagger should point a rolled black flag as a warning. Car(s) that still do not keep the proper pace or other infractions may be sent to the back of the lineup.

2(L)(4). If during the initial lineup and before the green flag falls, a car should go dead on the track, they will be put back in their original position unless there is a Judges call.

2(L)(5). Displaying the "one to go" is only required on the initial green flag start. Each restart requires at least one "one to go".

2(L)(6). Any driver scrubbing their tires after the "one to go" will be shown a rolled black flag, second offense the driver will go to the back and receive a charged yellow.

2(L)(7). Scrubbing of tires is prohibited while handlers are on the track. Driver will be given one warning then sent to the back on second warning.

2(L)(8). If there is an incident on the initial double file start and no call is made before all cars have passed the start line, the race will be reset, and there will be one attempt to restart again in double file. No cars will receive a charge yellow. All cars receive their initial starting position. If Judges determine a car(s) is at fault, that car(s) will receive a charge yellow and start in the back of a single file restart.

2(M). Restarts:

2(M)(1). All restarts will be single file, rolling starts.

2(N). Caution Laps and Emergency Stops

2(N)(1). There will be no passing under the yellow flag. Cars may close the gap to approximately one car length.

2(N)(2). No lap will be counted while running under a yellow flag. All caution laps and emergency stop restarts will revert to the last complete/recorded lap for restart position. The restart lineup must be verified by the scorers.

2(N)(3). In Half Midget class only, after a combination of 80 green and yellow laps, the next yellow and/or red flag will be a refuel stop. After all cars have been refueled, the counting starts all over when the green flag falls. There will be two fuel stops maximum after the initial green flag at any QMA sanctioned event.

2(N)(4). In the event a racing incident occurs, due to changing track conditions (rain, oil) and a new line up is required, the new lineup will be based off the last completed lap, prior to the racing incident.

2(O). Any car or cars accumulating three Charged Yellows, for any reason will be disqualified and will be black flagged but scored as DNF.

2(P). Disqualifications

2(P)(1). If a car is disqualified during a race and does not immediately leave the track when shown the black flag, the Flagger will show the flag two more times (on the next two laps). If the car still has not exited the track, the race will be stopped (red flag) and the disqualified car will be removed. Then the race will be restarted from the last recorded lap.

3. Flagging

3(A). The Flagger shall be 16 years of age and a QMA member.

3(B). The Flagger's position is to be located on flag stand on the outside of the track.

3(C). It is recommended that the Flagger remain in the flag stand during all event practice sessions, warm-ups and races.

3(D). A halfway flag signal should not be used.

3(E). A move-over or lapping flag should not be used.

3(F). The green flag should be displayed (held in open view for drivers, but not blocking track) at all times until replaced by another flag. The flag may be placed in a holder.

3(G). The **yellow flag** is to be displayed any time a car stops on the track and the area of the track where the car is stopped should be pointed out to the other drivers. The yellow is to remain displayed until all corner workers have cleared the racing surface.

3(H). Safety Signal lights may be used around the track and controlled by the flag person.

3(I). The **red flag** will be displayed any time injuries or potential injuries may have occurred or if track and/or wall repair is necessary. If there is an injured driver, NO cars may be moved from the racing surface or be worked on until the driver(s) have been cleared. For non-emergency requirements (refueling stops, debris removal, etc.) a yellow flag will be displayed indicating a caution for all drivers.

3(J). Any car not remaining above the safety blend line should be black flagged so that the Race Director can remind the driver of correct track entry procedures and then the driver may return to the track.

3(K). When time has expired for a practice session, the yellow flag will be displayed for one lap followed by a black flag in order to clear the track.

3(L). *Disobeying Flags – Doing this deliberately or flagrantly to cause an accident or to gain a position. (Jumping starts, excessive speed and/or passing under yellow results in the driver receiving a black flag, CY, pulled off the track and being put to the back).*

3(M). *If yellow is displayed after the white flag, the procedure should be to throw the green & white together then the checkered.*

3(N). *Flagger shall start the race when the first place car reaches the apex of turns three and four, but no sooner than the turn three commitment line and no later than the turn four apex.*

Sec. 4 QMA Grand National Events

1(A). *Dates and locations of Grand National Events will be published on the QMA website and Facebook page.*

1(B). *Grands Completion: The last scheduled day Sunday of the event is the rain date only if the Grands cannot be completed by daybreak on Monday (unless there is a zoning curfew) the event will be officially over and the classes that are not completed will have no champion. The awards may be given out based on qualifying times. Please see Grands Contract for suggested schedule.*

1(C). *A driver graduating from Novice must race one club event in a competition class before competing at a Grand National Event.*

1(D). *Disciplinary Occurrences at any Grand National Event will be brought to a hearing before the Club Presidents and National Board of Directors in attendance at the National event for disciplinary action. If any disciplinary action is deemed necessary, the member (owner, handler, and /or driver) will be barred from all future participation in that event.*

1(D)(1). *Depending on circumstances, additional disciplinary actions (forfeiture of any awards at the Grand National Event or suspension from participation in future QMA events) may be imposed on the member or members.*

1(E). *All tracks that are hosting the Grands are required to be closed (No cars on track) for eight days before the Grands. The 8 days ends at midnight the day before sign-ins open.*

NATIONAL WORK RULE

1(A). *The work rule will be mandatory for all Grand National Events.*

1(B). *A designated work area will be marked off. A designated work area is where additional QMA members can assist with repairs. This designated work area will depend on the Club hosting the event, because the tracks do vary with respect to track layouts. This may be a portion of the hot chute. This must be approved by the National Safety Director.*

1(C). *Any car going to the designated work area will automatically be put to the back of the pack.*

1(D). *Any car that goes to the designated work area under green flag conditions may not re-enter the race and will be scored as a DNF.*

1(E). Under a yellow or red flag condition, a car (or cars) may go in the designated work area for repairs using any piece of equipment for repairs but may not add fuel (except by track Officials to Half cars during refueling stops) or this will result in a DQ.

1(F). If more than one car is in the designated work area, scoring position will be determined by the order of cars returning to the track.

1(G). A maximum of two handlers per car will be allowed in the hot chute.

1(H). After a yellow flag the Flagger will provide three (3) laps after the lineup is posted for vehicles involved in the incident causing the yellow flag. The nose of the car must be past the out late line before the green is thrown to be eligible to rejoin the race. (See Out Late Line Page 43 13(H)) If after the green, the caution or red is thrown and no lap is complete, all cars in the pits may return to the track and blend to the back.

Grands Timing Format (Optional for Local Events)

2(A). Practice and timing will be done in the order of sign-in numbers, (first to sign-in will be last to qualify) no changes allowed, no changing of classes once practice has started for the event. If the car is not in position and ready or unable to time in the proper order the car will be awarded a "no time". Transponder Rule: If no transponder is on the car at the time of qualifying, same as not reading. (the Pit Steward should be checking cars for transponders before entering the track).

2(B). Timing is back to back only.

2(C). QMA Grand National format will be all 8 laps on the clock. Timing will begin the first time the car passes the start finish line.

2(D). The handlers are not to signal the driver under the green flag. This is a disqualification offense. (Race Director or Judges Authority)

2(E). Handler will be allowed on the track to turn fuel valve on or restart a car that has spun. No working on the car or it will be a DQ by the Race Director or Judges.

2(F). If a car spins/goes DOT during warm up laps the handler may enter the track to restart, but number of warm up laps will continue from the lap that the car spun out.

2(G). If the car leaves the track, blows engine or breaks after one time on the clock, he is finished, that car will only have one time. Also, if a car leaves the track for a blown engine or breaks before any time is taken, this car will be awarded a "No Time".

2(H). In case of an identical time in qualifying, the next fastest lap will be used as the tie breaker to determine the qualifying position. In the event of a second tied time the third fastest time will be used as a tie breaker.

2(I). The driver qualifying the car is the only one eligible to drive it in the event for which it is qualified.

2(J). No more than one driver may qualify in any one car in the same division during a given event. (Example: Only one Lightweight and another driver – a Heavyweight – may qualify the same car in the "160" class.)

2(K). Timing will continue until all classes/divisions are completed.

2(L). In the event of a stoppage during timing of a division due to weather, curfew or other emergency and cannot be resumed on the same day, the entire division must be re-timed when timing resumes.

2(M). After qualifying, all cars will be weighed. Any car/driver not meeting weight requirements will forfeit qualifying times. All engines are to be sealed in the car; any sealed component that needs the seal to be broken must be torn down by or in the presence of a Technical Director, if not this will be a reason for disqualification.

2(N). All cars and engines must stay on the grounds for the remainder of the event.

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 members present at 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.

1(E). The Race Director or Flagger has the authority to make any judging call as described in section 7(H)

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 using judges, there shall be 3 - 5 judges per race who will witness the race and be responsible for making all decisions on driving infractions. A call will be made by the majority of judges witnessing the event.

2(D). **HEAD JUDGE:** At all Grand National Events, the National Board of Directors will appoint a Head Judge. This individual will be an experienced person in judging. Duties of the Head Judge will include:

2(D)(1). Be familiar with all judging rules.

2(D)(2). Brief all Judges on proper judging procedures to be followed and provide consistency to the program by promoting adherence to published QMA judging standards.

2(D)(3). Keep track on the judging sheet all Charged Yellow flag penalties during a race, both NAMED Charged Yellows ("N"-CY) and D.O.T Charged Yellows (DOT-CY). A Judging Sheet is available on the judge's stand for writing down the "N"-CY and "D.O.T - CY 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.

2(D)(4). Have communication with the Tower, Race Director, and Flagger at all times.

2(D)(5). During a race, the Head Judge should also be in communication with the other judges to ensure accurate and consistent judging.

2(D)(6). 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.

2(D)(7). Make sure that all the judges for a race are in position before the race begins

3. ROLE OF JUDGES

- 3(A). 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. The judges are also required to cite and record the specific violation for each incident, when 100% fault is assigned.
- 3(B). All judges are responsible for watching all cars on the track. Judges are not to be split into groups.
- 3(C). No cell phone use during races.

4. SELECTION OF JUDGES

- 4(A). Judges shall be selected from among the members attending the race event. Exception: At Grand National Races the judges are assigned by the National Board of Directors.
- 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). The Tower and/or 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.

5. AUTHORITY OF JUDGES

- 5(A). Judges will have the authority to assign responsibility for a yellow flag per Item 7 (Infractions) on Page 40 of this section. Judges will also have the authority to disqualify any driver for infractions listed in Item 13 (Reasons for Immediate Disqualification) on Page 45 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 lineup.
- 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 an optimum view of the entire racing surface.

7. INFRACTIONS

7(A). When a racing incident causes a yellow flag, the majority of the judges **who witnessed the event**, 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 to a single car, **all cars that stopped as part of the incident AND all cars that did NOT stop in a controlled manner** will be moved to the back of the next line up and be assigned a "CY", regardless of when the yellow flag is displayed.

7(B). The track is yellow when all cars have reached a safe caution speed and is safe for the corner workers to enter the track. Cars that do stop in a controlled manner will not receive a charged yellow and will retain their position in the next line up.

7(C). When a racing incident causes a yellow flag, if a majority of the judges **who witnessed the event**, determine that one driver was 100 percent at fault, by violating one or more of the six (6) listed driving infractions in Rule 7.G.1-5 of this section, that car will be moved to the back of the line up and be assigned a "N"-CY. This can be a car that stopped or did not stop as a result of the incident. A "N"-CY will be one of the following: Charge-CY, Chop-CY, Rough Driving-CY, Blocking- CY, Racing Room-CY or Loss of Control-CY. 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(D). As soon as yellow flag conditions are established 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 Head 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 Head 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 DOT-CY.

7(E). If the judges witnessing the incident, 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 Head Judge should notify the flagger and Race Director as soon as possible to show the black flag to that driver.

7(F). If a car accumulates three Charged Yellows (of any type, "N"-CY and/or DOT-CY) during a race the Head 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(G). The Flagger shall not make any disqualification calls unless so directed by the judges of that race.

7(H). The following driving infractions will result in a "Named" Charged Yellow ("N"-CY):

7(H)(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 result in a yellow flag. Right of way is established when the inside car has advanced at least up to the outside car's driver's 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 **Charge CY**.

7(H)(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 **Chop CY**.

7(H)(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. That car will be assigned a **Rough Driving-CY** (For example, spinning a car on the straightaway).

7(H)(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. That car will be assigned a **Racing Room-CY** (for example, when the inside car pinches the outside car into the wall)

7(H)(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 **Blocking-CY**.

7(H)(6). **Loss of Control:** An accident where a single car loses control and additional cars may or may not become part of the incident, that single car or cars, will be assigned a Charged Yellow – Loss of Control, the offending car(s) will be put to the back of the lineup and assigned a **Loss of Control-CY**

7(H)(7). **DOT (Dead on Track):** When a car stops on the track and can no longer move under its own power.

7(I). The judges **MUST** name the specific infraction when announcing the decision to the Scoring Tower. The Scorers are to record the actual call on the score sheet. The Tower and/or announcer cannot announce the call over the sound system.

8. A Judging Sheet will be provided to the Head Judge for each race. All Charged Yellows must be recorded on a separate Judging Sheet for each race.

8(A). All judges presiding over a race are required to legibly sign the judging sheet.

9. COMMUNICATION

9(A). Judges must have a communication link, through the Head Judge, via radio, with the Tower, Race Director, and Flagger

9(B). Only the Head Judge will convey all judging communications to the Tower, Race Director, and Flagger, as needed.

10. MISCELLANEOUS

10(A). 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(B). 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(C). 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(D). Cars involved in incidents that receive CY on the last lap of a race, after the checkered flag has been displayed, shall be scored DNF and shall be scored from the order of their last completed lap. Cars receiving CY will be placed behind cars going DOT.

10(E). Any incident that occurs in the hot chute or as the cars are leaving the track that the judges by majority vote determined 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, steering wheel or fuel tank. The loss of a fuel cap after entering the racing surface is an automatic DQ.

11(B). Loss or improper use of driver related safety items under green flag conditions. This includes helmet, gloves, neck collar, arm restraints, belts, steering wheel, 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 competitors that are not repaired before the race restarts.

11(G). Approaching judges, communicating with or gesturing towards judges is not allowed and may lead to disciplinary action that may lead to disqualification.

11(H). Disobeying Flags – Doing this deliberately or flagrantly to cause an accident or to gain a position. (Jumping starts, excessive speed and/or passing under yellow results in the driver receiving a black flag, CY, pulled off the track and being put to the back).

11(I). Flagrant Unsportsmanlike Conduct. See Glossary.

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. The loss of a fuel cap after entering the racing surface is an automatic DQ. This includes nerf bars, bumpers, shoulder bar, fuel tank or steering wheel.*
- 13(B). *Loss or improper use of driver related safety items under green flag conditions. This includes helmet, gloves, neck collar, arm restraints, belts, steering wheel, etc.*
- 13(C). *Flagrant Unsportsmanlike Conduct. See Glossary.*
- 13(D). *Signaling by Handler to Driver under green flag conditions.*
- 13(E). *Car being operated in an unsafe manner. This includes excessive biking, stuck throttle, no brakes, etc.*
- 13(F). *Unauthorized adjustments or repairs during a refuel or emergency stop. (See National Work Rule)*
- 13(G). *Approaching Judges, communicating with and gesturing towards judges is not allowed and will lead to disciplinary action including disqualification.*
- 13(H). *Out Late Line: For cars attempting to re-enter the race on restarts the following situations and rules will apply:*

13(H)(1). MADE THE LINE IN TIME

Situation #1: Car is attempting to rejoin the field; the 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 is thrown.

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.

13(H)(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.

13(H)(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.

13(H)(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 is thrown and the judges determine that the car out late causes a caution during the restart or the 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.

13(H)(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 is thrown 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.

ARTICLE 8
INSPECTIONS

Sec. 1 SCHEDULE OF INSPECTIONS

1. All cars may have their oil inspected and fuel tested prior to entering staging for qualifying and racing.
 - 1(A). Local/Region/National Event option: Instead inspecting fuel and oil in staging, all cars shall return from the track through the inspection area to be checked for fuel additives immediately following qualifying and all races.
2. All cars shall return from the track through the inspection area to be sealed immediately following qualifications.
3. All cars shall return from the track through the inspection area to be measured and weighed immediately following qualifying and all races.

Sec. 2 WEIGHING PROCEDURES:

1. The official weights for each class are in Table 5-1 on page 28.

2. Driver's Weight

- 2(A). A driver's weight will not matter except in heavy divisions, in which the driver must weigh a minimum of 100 pounds. The minimum weights for the car and driver's combined weight will be used in all races (see Table 5-1 on page 28).
- 2(B). Drivers in the heavyweight division will be weighed using the QMA certified scale and during the safety check or at a designated time/location. The driver's weight will be certified wearing normal street attire including one shirt, one pair of shorts, or pants, and without shoes. Drivers will be weighed one at a time privately and may be accompanied by their handler. The weight sheet will be recorded with a yes or no rather than specific weight.
- 2(C). The intent to falsify weight (i.e. additional concealed weight in clothing or under clothing) will result in an event disqualification.

3. Car Weight

- 3(A). All cars will be weighed after Qualifying, Mains, Semis, or Consolation races.

4. Combined Weight

- 4(A). Equipment and shoes will be included in total weight (car and driver combined). At the end of a race, driver and car will still have to meet total weight.
- 4(B). For combined weight drivers should be sitting or standing in the cockpit.

4(C). No weights will be carried loose in cars/or on the driver.

Sec. 3 TECHNICAL/SAFETY INSPECTION PROCEDURES:

Tech and/or Safety officials have the right to tech or safety any or all cars in any class at their discretion. National Tech and/or National Safety Directors are the final authority on all tech/safety issues.

1. Qualifying

- 1(A). All technical and safety rules are the responsibility of the handler. Car Construction, Safety Check and Registration Form as per QMA rules, weight/car, driver and combined, tread and wheelbase, (DQ from race).
- 1(B). It is the Handlers 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.
- 1(C). If repairs or maintenance is 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. The engine must be resealed immediately after the work is completed.

2. Technical/Safety Inspections after the race

- 2(A). After racing, cars finishing in a transfer or award position must be weighed and have the engine seals checked. Cars finishing mains in announced impound positions must be placed immediately in the designated impound area.
- 2(B). Engine and car may not be removed from the impound area unless directed to do so by the Technical Director of the event.
- 2(C). If the car needs to be raced in another class or division handler must make sure weights and seals are checked prior to leaving the scale/impound area.
- 2(C)(1). If a restrictor plate has to be removed and or added, it must be done in the presence of the Tech Officials and resealed. The removed restrictor plate must remain in the possession of the Tech Official until the engine is inspected.
- 2(D). No one may enter the impound area for any reason without first obtaining Tech approval.
- 2(E). Any car may be disqualified at the Tech Area for loss of safety items as specified in Judging rules.
- 2(F). Any form of exhaust wrap may be removed for the purpose of tech inspection.

ARTICLE 8 A ENGINE SUSPENSIONS

If technical inspection results in an engine being declared illegal during tech, unless time frame is stated in the Tech manuals, the following suspensions will apply.

- *First offense – 30-day suspension for handler and driver from participating in the respective class*
- *Second offense within one year of first infraction – six-month suspension for handler and driver from participating in the respective class.*

- *Third offense within one year of first infraction - one-year suspension for handler and driver from participating in the respective class.*
- *Suspension for life is subject to review by the QMA National Board.*

For the purposes of this rule only, if a handler has multiple cars competing in a class (Honda, World Formula, or Animal) at one event and more than one engine is found to be illegal at that event, it will be considered one offense.

Refusal of tech will require the following suspensions for handler and driver:

- *1st occurrence: 6 months from that class*
- *2nd occurrence within one year of the first: 1 year from that class*
- *3rd occurrence within two years: life suspension from QMA*

All membership suspensions must be sent to the National Tech Director within 5 Business Days, the National Tech Director will send to QMA National Secretary. National Secretary will send out monthly or as they occur to notify their Clubs.

If a part or parts are declared illegal, the handler will have 15 minutes to decide whether to appeal the case. After 15 minutes has passed the appropriate parts confiscation and appeal form will be completed. If the DQ is NOT appealed, applicable suspensions will begin immediately, and the confiscated part(s) will be destroyed by club tech director and given back to the member. A copy of the confiscation and appeals form must be sent to the National Secretary within 5 business days.

If the DQ is appealed, applicable suspensions will begin immediately, the part(s) in question must be sent to the National Tech Director within five business days. The National Tech Director will review the case, render a decision and notify the handler and local Tech Director. If the part(s) are declared legal, they will be returned to the handler, and any suspensions will be cancelled. At the conclusion of all appeal processes, the confiscated illegal part will be destroyed by the National Tech Director.

NOTE: All shipping is to be at the members expense.

Novice Suspensions

(A) *For the Novice program illegal engine parts will be confiscated, but the suspension will not be levied against handlers or drivers for the first offense only.*

(B) *The second offense requires a 30-day suspension from Novice.*

ARTICLE 9

RESTRICTOR PLATE PROGRAM

Sec. 1 GENERAL

1. *Restrictor plates shall be utilized in the following divisions:*

- 1(A). *Junior Novice*
- 1(B). *Advanced Novice*
- 1(C). *Junior Honda*
- 1(D). *Junior Animal*
- 1(E). *Senior Animal*
- 1(F). *Junior 160*

2. Restrictor plates are mandatory.
3. Restrictor plates will be supplied by QMA to Clubs at a nominal cost.
Blue restrictor plates must be dated 06/09 or newer.
- 3(A). Only QMA, USAC or POWRi approved restrictor plates may be used.
- 3(B). Clubs must purchase restrictor plates from the National Secretary unless otherwise notified by QMA.
4. Restrictor plates may be removed during non-racing events for practice only.
5. The identification tab must be visible at all times.
6. Alterations of any kind will be disqualified.
 - 6(A). Alterations to Restrictor plates require the following penalties:
 - 6(A)(1). 1st offense: 30-day suspension,
 - 6(A)(2). 2nd offense: 1-year suspension.
7. Failure to use proper restrictor plate in any designated classes or any alteration of restrictor plate is cause for immediate DQ and applicable suspension.

Sec. 2 DECO

1. Gaskets must not have an inside diameter of less than 0.750" and not be tapered to alter the airflow in any way.
2. Airflow must pass through the restrictor hole only.

Sec. 3 ANIMAL

1. Junior and Senior Animal divisions will run using specified plates.
2. Airflow must pass through restrictor plate hole only.

Sec. 4 HONDA

1. The Novice Honda and Junior Honda divisions will run using specified plates.
2. The restrictor will be installed between the carburetor and plastic insulator, with a stock gasket on each side of restrictor.
3. Airflow must pass through the restrictor hole only.
 - 3(A). If the restrictor plate is removed for racing Sr. Honda 120 division, two stock gaskets may be used on a temporary basis.

QMA Restrictor Dimensions

Division	Color	Restrictor
Jr. Animal	Blue	0.251
Sr. Animal	Gold	0.5725
Jr. Novice (Honda)	Red	0.3125" (5/16") R
Adv. Novice (Honda)	Blue	0.4375" (7/16") R
Jr. Honda	Blue	0.4375" (7/16") R
Jr. 160	Grey	0.549"

APPENDIX A

2026 BOARD OF DIRECTORS

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APPENDIX B

QMA MEMBER CLUBS (D)irt (P)aved

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THE FALLS QUARTER MIDGETS (P) Rocky Galloway rocksville@yahoo.com	Great Falls, MT (406) 750-4713

Participant Conduct

QMA Members, families and handlers at QMA-sanctioned events are always expected to conduct themselves in a professional and non-disruptive manner.

Any QMA Members, family or handler who while at a QMA- sanctioned event that:

- *Uses vulgar or derogatory language*
- *Verbally or physically threatens or assaults another participant, official or other person*
- *Engages in unsportsmanlike conduct or conduct detrimental to the sport*
- *Creates intentional destruction of racing facility*
- *Or otherwise creates a condition or circumstance which is unsafe, unfair or out of order*
- *Displays/solicits of any type of banner/signage (does not include clothing, car or trailer decals) promoting another quarter midget club and organization not sanctioned by QMA that has not been previously approved by the host club*

shall have violated the rules and regulations of QMA and may be penalized by the local club, regional series and/or QMA Directors accordingly. A penalty may include but is not limited to probation, disqualification, suspension, or expulsion. These penalties are open to appeal to the National Board of Directors within 5 business days of the penalty, except where levied by the National Board.

Participation Policy Violations

Violations have been grouped together in Levels from 1 to 4 to categorize a complaint. This will serve as a guide to determine the appropriate action. The Board will assign a level for violations that are not listed in this procedure.

Level 1: Consists of but not limited to, a disturbance caused by a member or driver to such an extent that the event is disrupted due to voices raised in anger towards others attending the event. Abusive, profane, taunting, threatening or harassing language, threatening or obscene gestures towards any person, continued antagonizing behavior towards anyone. This includes social media posts. **Typical action may include written warning (first time offense), multiple infractions of this nature may warrant a short suspension. These violations may not be appealed to the National Board.**

Level 2: Consists of but not limited to, threats of physical assault toward any person at the event, verbal abuse of a driver by his handler or other handlers or disobeying an order from the Race Director or Board member in authority to leave the property or return to their trailer. **Typical action taken may include 1–3 month suspension, length of suspension may vary based on severity or multiple infractions.**

Level 3: Consists of but not limited to physical assault and battery of any person at the event, willful destruction of club or another person's property, indecent exposure, member under the influence of alcohol, or member under the influence or possession of illegal drugs. **Typical**

action taken may include 3-12 month suspension with a family suspension considered based on severity or multiple infractions.

Level 4: Consists of but not limited to physical violence toward any individual to the point of injury. The act of sexual misconduct, including non-consensual, intentional physical contact of a sexual nature involving any individual. This may also include violence or threats of violence towards any person at the event involving a weapon of any kind. ***Typical action taken may include long term suspension or revocation of family membership.***

Law Enforcement personnel may be needed for Level 3 and 4 violations.

Copies of all participant policy penalties must be sent to the National Secretary. The National Secretary will send National Board and Club Presidents notification of any suspensions and length of suspension.

Suspended member(s) will have up to 5 business days to appeal the penalty.

Suspension will begin on the date the penalty is finalized or at the culmination of the 5-day appeal timeline.

Social Media

In the fast-evolving world of digital media, social media can mean many things. Social media includes all means of communicating or posting information or content of any sort on the Internet, including to your own or someone else's web blog, journal or diary, personal web site, social networking or affinity web site, web bulletin board or a chat room, whether or not associated or affiliated with QMA, as well as any other form of electronic communication.

Even though these forums may seem informal, often it is a home for people who chose to vent frustration. Ultimately, you are solely responsible for what is posted online from accounts managed by yourself, or those you may be responsible for (your children under 18). Before creating online content, yourself and/or allowing others the ability to post online content for you, consider some of the risks that may pose.

Keep in mind that any of your conduct that adversely affects QMA, our track partners, our sponsors and all other members and participants of QMA may result in disciplinary action up to and including suspension.

Does This Apply to Me?

This Social Media policy applies to all QMA Competitors and Officials. A Competitor is a Driver, Entrant, Family Member Crew Member, or any other individual or entity who is a Member and participates competitively in a QMA Sanctioned Event. An Official is any and all authorized QMA officers or representatives. This new policy is in effect immediately and will be posted on the QMA website for members.

Know the Social Media Rules. Carefully read these guidelines and ensure your postings are consistent with these policies. Inappropriate

postings that may include discriminatory remarks, harassment, and threats of violence or similar inappropriate or unlawful conduct will not be tolerated and may subject you to disciplinary action up to and including suspension.

Be Respectful Always, be fair and courteous to others. Remember that the Internet archives almost everything; therefore, even deleted postings can be searched. Posts are "on the record" and available to the media, public, sponsors, and other business partners, future employers of you/your children and subject to discovery in litigation matters. Never post any rumors, speculation, or information about QMA or others until an official announcement, release or other post by official social media accounts has been made to the public and media.

Don't Retaliate! QMA prohibits taking negative action against any Member or other for reporting a possible deviation from this policy or for cooperating in an investigation. Any Member who retaliates against another Member or other for reporting a possible deviation from this policy or for cooperating in an investigation will be subject to disciplinary action, up to and including termination.

Nothing in this social media policy is meant to discourage Members from exercising their rights to use social media. Social media plays an integral role in reaching out to and growing our fan base. It is a way to give fans direct interaction with QMA, drivers, teams, tracks, and sponsors. This policy, if used correctly, will only enhance and brighten this experience for all parties involved. If you have questions or need further guidance, please contact the National Board of Directors of QMA.

Retired Drivers Race Rules and Procedures

QMA Retired Drivers Race Rules and Procedures

1. *All cars MUST meet QMA Specifications and have current safety equipment*
2. *The Cars must pass Safety!! Cars and drivers safety equipment (helmet, gloves, jacket and neck and wrist restraints) will be checked before practice*
3. *Drivers must fit in the car per QMA rules!*
4. *Engine MUST comply with the QMA Tech Sheet*
5. *All participants in the RETIRED DRIVERS race must be current QMA members or be registered for an event membership*

Notes



Vega QMA Spec Tire



**The Vega MCM tire is
designed exclusively
for the QMA racer.**

Consistent lap times from session to session, day to day.

- No need to scuff before running.**
- One compound is all you need.**
- Consistent sizing out of the box.**

Info@VegaUSA.com

352.793.9600

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