

BLUE MOUNTAIN QUARTER MIDGET ASSOCIATION, INC.

2018 RULE BOOK

SECTION I:

A. NAME:

1. The name of the organization shall be the BLUE MOUNTAIN QUARTER MIDGET ASSOCIATION INC., here in known as the Association.

B. AIMS & GOALS:

1. To work with children in the promotion and participation of quarter midget racing.
2. To encourage a closer family relationship among participants in the Association.
3. To promote sportsmanship among drivers, families and all participants on and off the track as well as in the community.
4. To teach and instruct children and participants to combat the use of drugs, alcohol and juvenile delinquency.
5. TO HAVE FUN WITH YOUR FAMILY AND FRIENDS.

C. CODE OF CONDUCT: ZERO TOLERANCE APPLIES FOR ALL IN ATTENDANCE!!!

1. All members and their families are expected to act in a manner that is a credit to the sport, both on the track facilities and off the track facilities, at all Association events. Disturbances and or willful damage to others property will not be tolerated at any event.
2. Those failing to act in a manner that is a credit to the sport, are hurting all members and are hampering the future of the Association.
3. Therefore; acts detrimental to the Association or its members will be reviewed by the Board.

D. PARTICIPANTS: ACTIVE MEMBERSHIPS INCREASE BY \$10.00 AFTER MARCH 15**

1. Active member shall be a natural person at least 18 years of age who is working with children and promoting the aims and goals of the Association. (ANNUAL FEE- \$40.00) **
2. Associate member shall be a natural person at least 5 years of age who is interested in working with children and promoting the aims and goals of the Association. Those under the age of 18 must obtain written consent from their parent or legal guardian before Obtaining membership. (ANNUAL FEE \$20.00 UP TO 5 PER ACTIVE MEMBER \$35.00 EACH ADD)
3. Active Driver shall be a natural person age 5 through 15 years inclusive, interested in helping promote the aims of the Association. (ANNUAL FEE-\$20.00)**
4. Graduate Driver shall be a natural person of age 16 after January 1 of the current season with at least 4 years of Active Driver status with the Association. (ANNUAL FEE-\$20.00)

ALTERNATIVE GRADUATE DRIVER - Must have a minimum of 7 years of Active Driver status, that either outgrew quarter midgets to be able to race safely or races a larger, professional type of racecar or 5 years Active Driver and ages out.– MUST BE OK'D BY BOARD before August of that racing season. Once an Alternative Graduate Driver graduates, they will not be allowed to return to race.

5. All driver applicants must obtain written consent from their parent or legal guardian, with Active Membership status, before obtaining membership.

6. All persons applying for status as participant, as above stated, will be duly considered provided they agree to the stated objectives and rules of the Association. However, the Board of

Directors hereby reserves the right to accept or reject any application, as they deem appropriate in its discretion. If any application is refused, the amount of fees will be returned to applicant.

7. Any application must be accompanied by the required fee before the application may be presented to the Board of Directors for review of acceptance.

8. Any application will not be accepted if any money is owed or membership requirements were not met for any previous season with the Association.

E. LOSS OF STATUS:

1. Any participant once accepted for a season may be dropped from the membership of the Association during that season. Thereby losing any privileges, including driver package for reasons such as, but not limited to: • Non-payment of dues by April 1. • Violating Association rules. • Non-payment of fines. • Refusal of full participation in Association fundraisers. Failure to fulfill membership requirements.

2. When a member of the Association is to be suspended or dropped from the membership, they will be notified by certified letter, if that letter is returned unsigned, it shall be hand delivered to the member the next attended scheduled race and the suspension or termination will begin immediately.

3 Any suspended member must find a replacement if they are scheduled on any work roster during the length of their suspension.

F. OFFICERS:

1. The officers of the Association shall consist of President, Vice President, Secretary, Assistant Secretary and Treasurer.

2. Each position shall be elected to a 1 year term by the majority vote of the Board of Directors at the annual November meeting of the Board of Directors.

3. The President of the Association must be a resident of Lehigh Township.

4. An officer may hold more than 1 position.

5. In the event of a vacancy, the position will be filled by the majority vote of the Board of Directors.

G. BOARD OF DIRECTORS:

1. The Board of Directors shall be composed of President, Vice President and Active members.

2. Each position shall be elected to a 1 year term by the majority vote of the Board of Directors at the November meeting of the Board of directors

3. The Board shall meet as often as deemed necessary to conduct Association business.

4. All Association business, Corporation business, rules and regulations shall be established, managed and enforced by the Board of Directors.

5. At all times the Board of Directors shall be the governing body of the Association and will inform the membership of any changes in rules or procedures.

6. In event of a vacancy, the position will be filled by majority vote of the Board of Directors. Board can decide on number of Members deemed necessary.

H. COMMITTEES:

1. Committees shall be appointed by the Board of Directors as needed to assist the Board in handling of Association business.

I. RULES AND PROCEDURES:

1. Any change in rules or procedures must be done through the majority vote of the Board of Directors.
2. Any race day procedure may be changed during the season with one week notice.
3. Any car or engine rule may be changed during the season with a 1 week notice.
4. Any rule or procedure that deals with safety of drivers, members or spectators may be changed immediately without prior notice.

SECTION II:

A. PREEMPTIVE BYLAWS:

1. In the event of any variance between these rules and the Bylaws of the Association, the Bylaws shall always prevail.

SECTION III:

A. DRIVER TRAINING:

1. All new drivers must attend the Driver Training Program held by the Association before they may compete.
2. Driver must be age 4 1/2 or older before being allowed to compete that season.
3. Driver training classes will be held as often as deemed necessary. Drivers must attend at least 75% of scheduled classes with an inspected car in working order.
4. Requirements outlined in the Driver Training Program must be met before being allowed to compete in any scheduled races.
5. Beginner drivers from previous season that will be in Beginner class of the present season may be asked to attend any of the driver training classes.

B. DRIVER CLASSIFICATIONS:

QMA Weight rules apply to Honda and World Formula Classes.

All minimum weights include car, driver and safety equipment at track scale.

All class movements by move up form only and upon board approval.

1. BEGINNER CLASS: ages 5 & 6. (QMA Jr. Novice) 250 LBS Uses red restrictor plate 5/16” hole.
2. NOVICE CLASS: ages 6 thru 8. (QMA Jr. Honda) 250 LBS Uses blue restrictor plate 7/16” hole.
3. 120 HONDA UNRESTRICTED: ages 9 thru 16. (QMA Sr. Honda) 270 LBS
4. 120 HONDA HEAVY CLASS: ages 9 thru 15. (QMA Heavy Honda) QMA minimum driver weight 100 lbs. 325LBS
5. 160 HONDA LIGHT CLASS: ages 8 thru 16 270LBS
6. 160 HEAVY CLASS: ages 8 thru 16. QMA minimum driver weight. 325 LBS
7. JUNIOR ANIMAL CLASS – ages 6 thru 8 250LBS
8. SENIOR ANIMAL CLASS – ages 9 – 16 270LBS.
9. LIGHT WORLD FORMULA CLASS: ages 9-16 270 LBS

10. HEAVY WORLD FORMULA CLASS: ages 9 thru 16 340 LBS. Min. Driver weight 100 LBS (QMA DRIVER MINIMUM WEIGHT FOR HEAVY HONDA CLASSES IS 100 LBS)

ENTRANCE FEES –

MEMBERS \$7.00 per person - \$10.00 for additional car.

VISITORS \$30.00 for car, driver and handler. \$10.00 for additional car.

Transponder Rental- \$10.00. Drivers License is required upon rental.

Visitor must follow B.M.Q.M.A. rules and car must have valid safety sticker from their home track.

Visitor must be Active Member of another quarter midget club, includes – QMA, USAC, LEHIGH VALLEY AND NORLEBCO

Visitors may be asked to move classes to adjust for differences in age requirements. MAXIMUM OF 2 CLASSES RUN BY DRIVER PER NIGHT OF RACING.

**5 max visitor race- After 5 races, you must join.

3. C. DRIVER MOVEMENT:

1. The Board of Directors will decide all driver class movements.
2. Any movement request by the Board of Directors will be given the following time limit to make the move. One (1) Week.
3. To move a driver into a higher class before the suggested age listed, a letter must be submitted by the Active member of the driver to the Board of Directors for review. The Board will not make a decision that same day (Driver will be watched for two weeks.)
4. If the Board of Directors feels that a driver is not experienced enough, they may place the driver in a lower class even though they are older than the suggested age.

SECTION IV: A. ACTIVE MEMBER WITH ACTIVE DRIVER RESPONSIBILITIES:

1. Active member must attend with driver during Driver Training Program.
2. Active member must apply for each driver that they register. Only one number will be issued per driver. No duplicates allowed.
3. Active member must put in preseason work time, minimum of 5 hours, as set by Board. Failure to perform preseason work duty will result in driver not racing until 5 hours are fulfilled.
4. Active member will be placed on Judging, Scoring, Track maintenance and Refreshment stand work rosters. Report times and work responsibilities will be posted in their respective areas and or in the monthly newsletter.
5. If Active member assigned to a work roster is unable to work, that member is responsible to replace themselves with another member of at least 16 years of age. Except for grill & fryer (must be 18 yrs). Both members are required to report the change at least 1 day in advance of scheduled duties. Replacements for scoring must have taken appropriate scoring classes.
6. FAILURE TO PERFORM WORK DUTIES OR HAVE A REPLACEMENT WILL RESULT IN: Driver not competing until obligations fulfilled!!!!

1ST OFFENSE- \$100.00 FINE AND DO SCHEDULED DUTY NEXT RACE ATTENDED

2ND OFFENSE- A ONE WEEK SUSPENSION FOR ACTIVE MEMBER AND DRIVER(S) PLUS SAME AS 1ST OFFENSE

3RD OFFENSE- IN THE SAME SEASON WILL BE LOSS OF MEMBERSHIP STATUS Arriving late for scheduled duty is a \$50.00 fine. (more than 15 min. after posted time)

7. *EMERGENCIES WILL BE DECIDED ON BY BOARD OF DIRECTORS*

8. Active member is responsible to fully participate in all track FUNDRAISERS and BENEFITS.

9. Active members are responsible for the actions of their drivers, pit crew, family and friends in attendance at the track.

10. All Active members must commit to one committee.

4. B. ACTIVE MEMBER WITH NON-PARTICIPATING DRIVER RESPONSIBILITIES:

1. Active member must put in preseason work time, minimum of 5 hours.

2. Active member must participate in all fundraisers held by the Association.

3. Active member will be placed on the refreshment stand and scoring schedule once a month.

C. ACTIVE DRIVER RESPONSIBILITIES:

1. To receive a full banquet package, driver must start in 75% of all races scheduled that season.

2. If a driver does not participate in 75% of all scheduled races, a buy out of \$25.00 per missed race can be purchased to receive a full banquet package.

SECTION V

A. SIGN IN: 1. Sign in closes half hour before start of races. Once sign in closes, any car coming in late will be added to the tail end of their heat or feature.

2. Please call ahead if you know you will be later than the start of heat race.

B. STARTING POSITIONS:

1. The person entering Active Driver for sign ins will pick number for starting position in the heat.

2. Starting positions in the feature will be determined by heat finish.

3. Feature winners will be placed last in their heat at the next attended race.

4. A car black flagged on marks in a heat will be placed last at the start of the feature.

D. RACE PROCEDURES:

1. All races will be judged by the Head Judge and or Race Director as needed to keep event moving along.

2. All original starts will be double file, no racing before the start line positioned at 4.

3. Once the green flag is thrown, the next restart will be double file. After that, all restarts will be single file. All cars must stay above the line on the track at the start finish line. No passing until past the start finish line. If a car goes below the line, hits the line, or passes before the start finish line the yellow flag will be thrown and the car causing the infraction will be accessed two spots. If the car was at the tail of the field and cannot be accessed the two spot penalty the driver will be accessed a mark, without stopping the race, unless it is their last mark they can receive.

4. If a single car causes the yellow or red to be thrown, that car will go to the rear for the restart. Cars will be lined up by their previous scored lap.

5. In the event of an accident the car(s) that receives a mark will start in the rear for the restart. Cars will be lined up by their previous lap scored.

6. Once the checkered flag is displayed the race is official.

F. GENERAL RULES:

1. All members entering the pit area must pay \$7.00 entrance fee and sign the insurance waiver. No one allowed in pit area without a wristband acquired at gate.
2. Visitor passes will be available. Visitor must sign in at booth under an Active member. A \$15.00 fee is required per visitor per event.
3. No smoking in pit area, on track or infield.
4. No pets allowed in pit area or grandstand area. (registered service dogs not included)

G. ALL CARS COMPETING ARE SUBJECT TO TECH:

1. Any change in race procedures or rules will be determined by the Board of Directors.
2. Drivers signing in under B.M.Q.M.A. must run in classes regular run at B.M.Q.M.A.
3. Safetymen will be assigned. Car # 1 handler works turn # 1, and so on.
4. To sign in and race under another club, the driver must be listed as a member of that club.

H. PRACTICE:

1. Car must have passed pre-season car inspection before it is allowed to be driven on the track.
2. Check with Board member for pre-season availability.
3. During the season the track may be used the Saturday, Sunday and Monday following a Friday race unless the "TRACK CLOSED" sign is posted. Hours: Saturday 10:00- 7:00 Sunday 12:00- 6:00 and Monday 10am – 7pm.
4. The track will be closed after the final race of the season.
5. Minimum of two adults must be present for a car to be driven on the track
6. Active BMQMA Driver only allowed to drive car.
7. All driver and safety equipment must be used at all times while on the track.
8. Maximum of 2 cars on track at a time – for practice only – this is not racing. Maximum of 6 cars allowed in pit area at one time – please take turns!
9. Common sense is the biggest safety factor with any practice session.

SECTION VI:

A. TECHNICAL COMMITTEE:

1. Shall consist of Tech committee members appointed by the Board of Directors.
2. Duties are to enforce safety, car and engine rules under the supervision of the Board of Directors.
3. Head of Tech shall inform the Board of Directors of any violation of safety, car or engine rules.
4. In the event of the Head of Tech is not present, the Board of Directors will perform his duties.

B. CAR OR ENGINE INSPECTIONS:

1. Car inspections will be performed the same day of the request.
2. Engine inspections will be performed within 7 days at the convenience of the Tech Committee. If inspection is not performed the same day of the request, the engine will be pulled and sealed. The President of the Association will keep the engine in his possession until the time of the inspection. If the President is not present, one of the Board of Directors will keep the engine until time of inspection.

3. Tech may request a car or engine inspection at any time during the scheduled race while the car is on the premises.
4. Inspections will be performed by the Tech Committee with track equipment.
5. During inspection, Active Member of registered car only, along with Tech Committee and Board of Directors will be allowed in tech area.
6. If any violations are found, that car will be listed as disqualified.

ENGINE RULES WILL FOLLOW CURRENT YEAR QMA and USAC RULES****

******Flywheel rule differs from QMA for Honda 120 engines - timing remains the same.**

SECTION VII:

A. PROTESTS: Judging calls and Race Director calls cannot be protested.

1. Protests may be requested to Tech Committee or the Board of Directors for an engine and or car inspection by an Active member with a registered car and driver in the same class as the car being protested. Each area being protested will require a fee of \$500.00 for Honda's and \$750.00 for Briggs, to be paid before any inspections are performed. \$50.00 to club –pass or fail.
2. Engine inspections will be performed in the same manner that the Tech Committee does a complete engine inspection.
3. Car inspection will be performed in the same manner as the Tech Committee does the preseason inspection.
4. If any violation is found in the area being protested, illegal parts will be confiscated. \$50 of the fee will go to the Association, the rest will be returned to the protester
5. If no violation is found in the area being protested, \$50 of the fee will go to the Association, the rest will go to the Member being protested.
6. If any violations are found, that car will be listed as disqualified and appropriate suspension will be applied..
7. ONLY Active Member requesting protest and Active Member being protested are allowed in the tech area.
8. Active Member may not protest while under suspension.

9 . WORLD FORMULA, ANIMAL & HONDA CLAIMER RULE – IN EFFECT FOR ALL

B.M.Q.M.A. MEMBERS DURING REGULAR SHOWS

For GX120 and GX160 QMA Type Engines

- A. - Claims will be from within the same division of class only.
- B.-One claim per race event, per handler, per class.
- C.-Honda engines may be claimed for \$1,000.00 cash only.
- D.-There will be a \$2,000.00 Claimer rule on the World Formula and Animal Classes (this will include the gearbox but not the exhaust.)
- E.-This claim and cash must be submitted to the Tech committee or Board member, before the end of the race that the claimed engine is participating in I.E. Checkered flag lap is complete.
- F.-The Board will hold the claim money until the claimed engine has been inspected for legality. The claimed engine will be tagged/marked and sealed as soon as it car comes across the scale.

G.-The claimed engine will be immediately taken to impound area for inspection. Engine must remain in impound and in the possession of Tech officials throughout the entire process.

H.-Inspection of claimed engine MAY NOT be waived by any party.

I.-Both claimer and claimee have the option to be present at the time of inspection.

J.-Any claim that is withdrawn will be assessed a \$50.00 fee that will be paid to the club.

K.-Claimed party will retain air filter, exhaust system and throttle linkage.

L.- If the claimed engine is found to be illegal; the motor must be completely torn down to check for additional illegalities. The Tech officials must confiscate all illegal parts and related parts from the claimed engine.

M.-Claiming party has the option to accept the engine, as is, less confiscated parts or void the claim if engine is found illegal and claim money will be returned to the person filing the claim.

N.- Refusal of claim, destroying or withholding of parts or any other lack of cooperation in this claim or inspection process will be interpreted as an admission that the engine is illegal and will subject the driver and handler to the conditions set forth in the engine suspensions program.

O.- Any teched or claimed Honda engine, block or part which is deemed to be over maximum wear limits in one or more spots but is under maximum wear limits in other spots is subject to confiscation but not DQ'able. The claiming party has the option to void the claim with no financial penalty.

B. CAR TECH SUSPENSIONS:

1. VIOLATIONS:

Examples such as, but not limited to, would be considered as a minor violation.

* Car under specified weight amount.

* Not meeting board specifications.

All violations will be a race DQ only.

C. ENGINE SUSPENSIONS:

1. Handlers and drivers guilty of having an engine declared illegal at technical inspection shall be disciplined as follows:

a.- First offense – 30 day suspension for handler and driver from participating.

b.- Second offense within one year of first infraction – one-year suspension for handler and driver from participating.

c.- Third Offense within two years of last infraction – suspended for life from the Association.

d.- If a Honda motor is found to have a valve oil seal during tech it will be a race disqualification only.

e.-Spark plugs and exhaust infractions are a race disqualification only.

2.Suspension will begin immediately, at which point all illegal parts will be confiscated.

a.- All legal parts will be returned to handler

3. Refusal of tech or claim shall be interpreted as an admission that the engine is:

ILLEGAL AND A 6 MONTH SUSPENSION WILL BE IMMEDIATE.

D. CONDUCT SUSPENSIONS:

1. The length and terms of a conduct suspension will be determined by the Board of Directors.
2. Examples such as, but not limited to, would be considered unacceptable conduct and may result in a suspension:
 - * Arguing, yelling, or gesturing toward a Board Member, Officer, Flag person, Judge, Handicapper, Scorer, Tech Member or Safetyman
 - * Displaying a fit of temper.
 - * Displaying unsportsmanlike conduct.
 - * Vandalism, throwing equipment, etc.
 - * Profane or abusive language.
 - * Not performing work roster duties.
 - * **Any negative post on any social media is an automatic suspension including driving (length to be determined).**
3. The following items will result in immediate suspension, with the length to be determined by the Board of Directors.
 - * Striking a driver or any person(s) on track premises.
 - * Possession or use of alcohol or controlled substances.
4. A person who violates section 2701 (PA. crimes code), where the victim is a sports official who was assaulted during a sports event or was assaulted as a result of his or her official acts as a sports official, is guilty of a misdemeanor of the first degree.

E. INTERPRETATION OF VIOLATIONS AND SUSPENSIONS:

1. All suspensions will be decided and enforced by the Board of Directors.
2. Each violation may require a suspension.
3. Any suspension issued, the date of suspension will be rescheduled to the next scheduled race if the issued date was an official cancellation.
4. Certain car violations may be given a warning. The violation (unless a safety issue) must be corrected and approved by the Tech Committee on the next scheduled race. If not corrected and approved the violation may be considered a violation that receives a suspension.
5. Letter of suspensions will be sent by certified mail to the registered Active Member. If the letter is returned to the Association unsigned, the letter will be hand delivered to the member at the next scheduled race and the suspension or termination of membership will begin immediately.
6. In the event of an illegal car or engine, the Active Member and Driver will be suspended from entering the pit area and possibly the track property.
7. If any violation and / or suspension are given through a technical inspection or a protest, the car will be considered disqualified for that event. Driver will not receive credit for that event.
8. In the event of an official rain cancellation, the suspension will be forwarded to the next scheduled regular race.
9. Any Active Member, while under suspension, is responsible for a replacement for any scheduled work duty. An Associate Member of appropriate age for work duty. Both members must report the change to the Secretary at least one day prior to the scheduled work date. Replacements for scoring must have taken the appropriate classes.

SECTION VIII:

CAR SPECIFICATIONS:

ANY CAR BROUGHT FOR PRESEASON INSPECTION MUST BE COMPLETE

All cars must have the general appearance of a non- winged sprint car.

A. DIMENSIONS

1. Height :50" maximum, including roll cage
2. Length (Measurements include the bumpers) 84" maximum
3. Tire Size: Front maximum 11" diameter - Rear maximum 12 1/2" diameter
4. Weight at track scale Minimum 160 lbs.
5. Wheelbase (Measured center to center of axle. Both sides must be within specifications.)
..... 42" minimum, 56" maximum
6. Wheel Tread (Measured center to center of tires.) 28" minimum, 36" maximum

B. CAR CONSTRUCTION

1. **Axle**, axle hubs, or axle nuts may not extend beyond the outer edge of the wheel rim.
2. **Belly Pan**
 - a. -The pan must extend from the front cross bar of frame to the firewall behind driver.
 - b. -The ground clearance shall not exceed 3.5".
 - c. -Aluminum : minimum thickness .048"-- Steel : minimum thickness 0.025" 10.
3. **Body**
 - a.- 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.
 - b.- The body and tail section will not have any sharp edges.
 - c. - Round the edges of the body and tail section inward not outward for extra protection.
 - d.- 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.
 - e.- 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.
 - f.- There will be no fenders, spoilers or air deflectors on roll cage, body, engine housing or tail section.
 - g.- Any radical changes in body, tail section, or side panels must be submitted for approval to the Tech committee
 - h.- All cars must have side panels on both sides of the cockpit and engine compartment.
 - i.- The side panel must extend a minimum of 6", to a maximum of 22" in height, as measured from bottom of frame rail.
 - j.- All cars are required to have a current year BMQMA sticker on the right side of the roll cage or they will not be allowed to qualify or race.

4. Brake

- a.- Brake to be activated by a foot pedal.
- b.- A minimum of one wheel brake is required, located on the rear axle, sufficient to lock the drive wheel(s). No strap brakes allowed.
- c. - Brake line must be steel braided

5. Bumpers

- a.- All cars must have front and rear bumpers.
- b.- All cars must have a double front tube bumper with two connecting tubes welded in place. Bumpers must not extend beyond three inches past outside main frame rail. Any design that does not meet this spec must be approved by Tech.
- c.- The bumper tubes should be mounted over each other and should 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.
- d.-The tubes should be no closer than two inches apart. One tube must be mounted lower than 6" from the ground and the other must be mounted higher than 6" from the ground.
- e.-The bumpers will be strong enough to be used by the handler to lift the car, must be fastened with minimum of 2 bolts, one on each side, and must be approved by Tech.
- f.-Bumpers will be of metal construction. Titanium and/or composite materials shall not be used.
- g.- Front and Rear bumpers to be bolted and bolts must be 6-32 to max 10-32. Minimum tubing wall thickness of .049" (minimum of 2 per bumper – opposite ends)
- h. – In the event that your bumper gets easily stuck with others, you will be asked to make changes.

7. Drive

- a.- Drive must be direct, no clutches allowed.

8. Drive Chain

- a.- All chains and sprockets must be placed so as not to be exposed to driver or handler while vehicle is in motion.

9. Drive Wheel

- a.- Both rear wheels may be used to drive the car, however the right rear must be used.

10. Engine (Honda, Animal and World Formula classes will follow QMA rules and USAC.)

- a.- **ALL CLASSES: Engine must be mounted directly behind driver (No sidewinder)**
 - (1) Air cooled only and no external liquid cooling devices
 - (2) No blowers or fuel injection
 - (3) No freewheeling type flywheels. Definition of type flywheel: they are the type whose fins continue to rotate after the engine has been shut down.
 - (4) Gearbox - Honda 120 and Honda 160, must use stock gearbox and gear.
 - (5) No Water Cooled Engines Allowed in anyClass.
 - (6) No External Cooling Devices of any kind allowed in anyClass.

11. Engine Housing

- a.- 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.)

b.- Carburetors are to be completely within the engine housing covered in such a way not to protrude. (EXCEPTION WF CLASS)

c.- 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.

12. Exhaust System – (no flared exhaust pipe or adaptor allowed)

a.- The exhaust system must extend outside of engine compartment.

b.- Any exposed portions of the exhaust system shall not be higher than the rear tire.

c.- No portion of the exhaust system may extend outside of the rear bumper and must be intact at the scales.

d.- Forward exhaust pipe (including mufflers) shall not extend outside of the nerf bar.

e.- All classes must run a 4 to 8 horsepower Briggs & Stratton Part 3294599 or equal equivalent. No drilling holes in the baffles. Inside seam of baffle must be straight edged. (Note: Some seams may not be parallel in baffle) You cannot cut off the threaded flange if it is to be used in Honda. It is OK to weld a washer or nut on the flange for a place to apply safety wire.

f.- Honda 120 , Honda 160 Animal & W.F. classes must utilize a tailpipe and muffler conforming to specifications published in the appropriate QMA tech manuals.

g.- Exhaust system clamps should be positioned such that the screw adjustments and/or excess clamp materials face inboard whenever possible.

h.- All classes, if any part of the exhaust system comes off during any race, this will be a DQ at the scales.

i.- Exhaust wrap is legal – Metal heat shields must be approved by Tech.

13. Firewall

a.- A metal firewall is required between the driver and the fuel tank.

b.- The firewall and belly pan must be constructed so as to prevent fuel from entering the cockpit. (QMA style – mandatory)

c.- Allowable materials for firewalls are listed below:

(1) Aluminum: Minimum thickness: .048"

(2) Steel: Minimum thickness: .025" d.- No open holes in firewall

14. Frame

a.- frame must be manufactured from SAE 4130 or mech. Seamless tubing.

15. Fuel and Oils

a.- Gasoline, automotive type only; Max. 89 octane - no additives - no mixing

b.- Any over the counter oil - must be readily available to all - and for comparison testing

c.- All other type of oils or oil additives are deemed illegal.

d.- Oil must be changed weekly.

e.- All breather hoses and catch containers must be covered by tailpiece.

f.- No draining of oil allowed in pit area. Tech must approve adding of oil to engine.

16. Fuel Lines

a.- All fuel fittings must be automotive type. Fuel lines must be attached with positive stop metal clamps.

b.- All fuel lines must be made from flexible hose and should be rated for the appropriate fuel (Gasoline). Steel braiding is acceptable provided it integral part of the hose.

c.- No cool cans or other device used to reduce the temperature of the fuel system.

17. Fuel Tanks (must have 1/4 turn metal shut-off valve – screw in type)

a.- All fuel tanks must be vented below the belly pan and outside of drivers compartment;
(Tank lid hole must be plugged)

b.- No pressurized tanks.

c.- All fuel tanks must be securely mounted to the frame as not to move inside the tail section. If hose clamps are used minimum two.

d.- Aluminum fuel tanks mandatory

e.- Fuel tanks cannot be replaced during a race, penalty is DQ from that race.

f. – 2017 required threaded fuel cap, no ¼ turn cap.

18 . Fuel Pumps

a.- HONDA 120, HONDA 160 – no fuel pumps of any sort.

19. Nerf Bars

a.- All cars must be equipped with nerf bars (side bumpers) at the front of the rear tire to prevent tires hooking or locking together.

b.- The nerf bars must extend outward to a minimum of center of the rear tires, but must not extend beyond the outside edge of tires.

c.- Nerf bars will be of steel construction. Titanium and/or composite materials shall not be used.

d.-Nerf bars to be bolted with min 6/32 to max 10/32 bolts. Minimum tubing wall thickness of .049” (minimum of 2 bolts per side – opposite ends)

20. Radius Rods

a.-Radius rods, steering rods, and track locating rods will be constructed of aluminum. Titanium and/or composite materials shall not be used.

b.-Bird cages, torsion bars, and sway bars are excluded from the aluminum construction requirement, however, titanium and/or composite materials shall not be used.

21. Roll Cage

a.-All front and vertical bars must extend outward from the cockpit far enough to completely enclose the driver’s shoulders and head when the driver is sitting upright. All chassis must extend outward from the top of the roll cage to approximately the front bumper, down tube design.

b.-No wings or other aerodynamic features are permitted on the roll cage with the exception of special Wing Races.

c.-There shall be no less than one-inch clearance between the top of the drivers’ helmet and the bottom of the top cage bars with the driver sitting straight, up, three inches is suggested. The measurement will be made from the lowest bar on the halo to the top of the helmet. Driver must be in car at Safety Inspection.

d.-All roll cages must use a steel tubing minimum wall thickness (SAE 4130 steel - .058”) (mechanical seamless tubing - .080”).

e.-All cars must be equipped with roll cages of radius design, no square corners, 3/4” minimum O.D.

f.-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.

g.-Roll cages 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.

(1) Support bars shall be constructed from a minimum of 5/8" O.D. tubing, and have a minimum wall thickness of .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.

h.- Sidebars – Left side mandatory, right side recommended. Must be a minimum of 5/8" O.D tubing and have a minimum wall thickness of 0.049" and securely fastened to the cage. Mounted to protect drivers arm and rib area.

i.-All roll cages are to be inspected and approved by the Technical and Safety Committees.

j.-Helmet hooks are not allowed.

22. Safety Belts must have manufacture date of less than 5 years old. (QMA IS 2.)

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.

b.-Drivers will be required to use them at all times.

c.-The safety belt should be located so that the pressure is across the drivers' hips.

d.-Metal to metal fittings at the quick release are preferred.

e.-Dual shoulder harness(minimum 5 point mandatory,)and must have a quick release fastener approved by the Tech Committee.

f.-The shoulder harness/straps shall be worn securely across the right and left shoulders.

g.-Only left shoulder harness is permitted to be mounted on left upright of cage, must have some sort of retainer to hold harness from sliding up or down.

h.-No restraining device of any kind is to be used to keep the driver's head or body outside the roll cage.

i. – Seatbelts may not be inside engine compartment.

23. Shoulder Bar (JERSEY BAR)

a.-left side shoulder bar will be permitted on all cars, and must meet the following specifications:

(1) SAE 4130 Minimum diameter: 5/8" O.D. Minimum wall thickness: .049"

(2) Stainless: Minimum diameter: 5/8" O.D. Minimum wall thickness: 16 gauge - .065"

b.- The shoulder bar must be securely fastened to the nerf bar and roll cage upright at 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 # 10-32 steel bolt. No clevis, rod ends, cotter pins, or hose clamps may be used. 8 – 32 to 10 – 32 steel bolt.

c.-The shoulder bar must be securely fastened within the following area: Nerf end: - between the leftmost point of the nerf bar and a point four inches inboard of the leftmost point. Cage end: the shoulder bar must extend at least as high as the top of the tail cone.

24. Steering

- a.- No cables are allowed for steering systems.
- b.-The steering system must be designed so the drivers' legs cannot impair right or left steering.
- c.- 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.

25. Steering Wheel

- a.- Mandatory that all steering wheel hubs be padded.
- b.-Steering wheel shall not be constructed of titanium and/or composite materials.
- c.-No Data acquisitions allowed on steering wheel.

26. Shock Absorbers

- a.-Any type shock absorbers are permitted.

27. Switch

- a.-A functional on/off ignition kill switch is required.
- b.-It is mandatory that the switch be located in the upper left portion of the drivers' compartment.
- c.-The driver's knee should not be able to contact the switch or it's mounting bracket.
- d.-The switch must be installed so that when the handle is down or to the rear the ignition is off.
- e.- Cars running in the beginner class must have an additional switch mounted on the upper left rear of the roll cage with a 3" rubber or plastic extension.

28. Weights

- a.- No loose weights.
- b.- 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 fastened to the roll cage.
- c.- Weights are to be bolted or welded within the cockpit area between the main frame rails. Weight also may be bolted to the belly pan within the cockpit area, if securely fastened and the belly pan is securely fastened to the frame. No weights attached to any sheet metal except belly pan. Fasteners through weight and belly pan must have large washer or plate between nut and weight and bolt and belly pan. Must be inspected by Tech.

29. Windshield

- a.-No windshields on cars.
- b.-No mirrors on a car.

30. Measuring, Sensing, and Sending Devices

- a.-All data acquisition and measuring devices shall be mounted securely within the roll cage or down tubes.
- b.-sport video cameras allowed – must be mounted so to be contained within cage uprights.
- c. No Blinking lights allowed. Blinking lights are a DQ from the race.

31. No composite wheels .

32. Driver's seat (if used)

- a.-Must be attached to frame with a minimum of 3 fasteners. (2) on the bottom and (1) on the back or at the discretion of the Tech Committee.
- b.- If no seat is used there must be sturdy a metal plate or straps between driver and belly pan.

33. Restrictor plates shall be utilized in the following divisions: BEGINNER, NOVICE and ANIMAL

- a.- No plates to be used other than USAC or QMA approved. Red plate must have QMA logo. Blue plate to be 6/09 or newer. Technical inspections of the plate can be done at any time, by removing plate and inspecting surface and hole size.
- b.-Any alterations of any kind will be reason for suspension. 15.
- c.-Beginner = .3125" (5/16"), Novice = .4375" (7/16) Animal is QMA or USAC specs
- d.-The restrictor will be installed between carburetor and plastic insulator, with a stock gasket on each side of restrictor (HONDA)

All metal specifications listed in the manual are subject to industry standards and tolerances.

TRANSPONDER BRACKET Location of transponder will be, from the front bumper to the center of the transponder pin, at 42 inches. The entire transponder must fall between 40 inches minimum to 44 inches maximum, either left or right side, no greater than 6 inches from bottom of frame rail to top of transponder within the nerf bar. (If not in proper location, after qualifying or racing, it is a DQ offense at scales).

SECTION IX :

DRIVER SAFETY EQUIPMENT:

There will be no degrading of any drivers safety equipment requirements, this includes but is not limited to Helmets, gloves, suits and so on.

A. ARM RESTRAINTS

- 1. Arm restraints are mandatory for all drivers.
- 2. Arm restraints are fastened securely to the driver's forearms, (between the wrist and the elbow), never at or above the elbow.
- 3. 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.

B. FACE SHIELD

- 1. Clear, or amber, face shields must be worn after dark, or whenever track lights are turned on.
- 2. Tear offs are optional.

C. GLOVES

- 1. MANDATORY – any protective style glove (QMA must be fire retardant)

D. HELMET

1. 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.
2. Helmets used must be Snell 2010 or newer rating or SFI 24.1 youth helmet at start of 2017 Season. NO DOT Helmets Allowed
3. Helmet shall be in good condition (no exterior cracks, evidence of impact or deteriorating interior lining/shock absorbing material).
4. Visors must be down when practicing, hot lapping, and under green flag conditions.

E. RACING SUIT

1. Full racing suit or racing jacket and pants.

F. NECK BRACE

1. A neck brace is mandatory. (must encircle neck) QMA requires Nomex or equivalent.

G. PANT LEGS

1. Pants must be waist to ankle length, and not to allow exposed skin.

H. SHOES

1. Shoes are required that completely cover the feet for all drivers, handlers, alternate handlers, flagman and others in hot chute, work area, staging area, racing surface, scaling and fueling area. Must be sturdy shoes no slippers or flip flops

I. SOCKS

1. Must cover exposed skin between pant leg and shoe.

J. HANS OR HUTCHINS DEVICE (not mandatory)

1. Hans device may be used without Neck Collar. Hutchins device requires Neck Collar.

K. MISCELLANEOUS - SAFETY

1. Modifications of any car construction specification necessary for a physically disabled child must be approved by Tech on a case by case basis.
2. No decorative lights on any race car, penalty is DQ from race.
3. High Pressure Compressed Gas Cylinders must remain in trailers or tow Vehicles.
4. There will be no jugs or cans of fuel in the Pit area.
5. Tire Treatment - It is prohibited to apply tire treatments or chemicals to tires. Cleaning with water is allowed, you will be asked to remove any tire suspected of being treated in anyway.

Application of treatment will be an automatic Suspension for two weeks for 1st offense. Tires will be confiscated.

6. **LEANING** - DRIVER MAY NOT LEAN PAST THE TRUE VERTICAL LINE OF THE OUTSIDE OF THE LEFT NERF BAR THAT THE JERSEY BAR IS CONNECTED TO. DRIVER MUST BE SECURELY FASTENED IN CAR AT ALL TIMES - AND HAVE AMPLE HEADROOM IF NEEDED TO SIT UPRIGHT.

EVEN THOUGH SAFETY RULES ARE PUT IN EFFECT TO HELP PROTECT EVERYONE INVOLVED, ANY RACING CAN STILL BE DANGEROUS AND INJURIES CAN OCCUR. THERE IS NO WARRANTY OR REPRESENTATION IN THE ABILITY FOR THESE RULES TO PROTECT YOU AGAINST INJURY.

SECTION X;

RACING RULES AND PROCEDURES:

A. GENERAL

1. Age Requirements and Race procedures:

- a.-All persons that enter the track or hot chute areas must be a minimum of 18 years of age. i.e. handlers, flagmen, corner man etc.
- b.-Cars leaving track must do so with caution. Driving through the pits or the hot chute is prohibited, penalty is a DQ from race.
- c.- 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.
- d.-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.
- e.-No 2 way communication devices allowed – RACEIVERS ARE MANDATORY!
- f.-All winners' cars will be official only after Technical Committee declares car legal. Extent of inspection will be at the discretion of the Technical Committee.
- g.-No change or adjustments to car or engine settings may be made to any race car by any method, while it is on the racing surface.
- h.-After initial warm-up period has elapsed, all cars on the track and past designated line will be lined up according to original starting position. All others will start at the back of the pack – in the order they enter the race track.
- i.- For cars attempting to re-enter the race on restarts the following situations and rules will apply:

#1. MADE THE LINE IN TIME

Situation #1: Car is attempting to rejoin the field; car is under its own power with the nose of the car past the designated line as determined by the judges before the green drops. Rule for #1: Car will be allowed to return to the race and must fall to the end of the field before attempting to pass. Failure to fall to the end of the field before attempting to pass will result in an immediate DQ.

#2. OUT LATE - NEXT LAP COMPLETED

Situation #2: Car with nose NOT past the designated outline 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 or DQ if judging call(calls) were made.

#3. NO ATTEMPT, - NEXT LAPCAUTION

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 DOTs or judges' call overrule, the car will be allowed to rejoin the race and will restart at the rear of the field in the order they returned to the track.

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

Situation #4: Car is attempting to rejoin the field with the nose of the car NOT past the designated line as determined by the judges before the green flag drops and the judges determine that the car out late causes a caution during the restart or first lap after returning to the track. Rule for #4: Car will not be allowed to return to the race on subsequent restarts and will be scored as a DNF or DQ if judging call/calls) were made.

#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 line as determined by the judges before the green flag drops and a caution occurs before a lap is scored and is not due to the car entering the track late. Rule for #5: Car will be allowed to return to the race on the next restart and will restart at the rear of the field.

In all situations it is the flagman'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.

j.-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.

k.- No more than two handlers per car in the hot chute during race and not more than four handlers may work on any one car in the hot chute.

l.- Four corner workers will be stationed around outer circumference of track, not in infield and are the only people allowed on the track in the event of a caution during a race.

m.-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.

n.-The Race Director must be in the hot chute with the handlers during a racing event.

o.-Tire Warmers and Heat Guns - Tire warmers, hot boxes, tire covers or any device to warm tires is not allowed on the grounds of the race facility. First Offense is disqualification from the event.

2. Work rule

a.- A designated work area will be marked off in the hot chute where additional members can assist with repairs.

b.-Any car going to the designated work area will automatically be put to the back of the pack.

c.-If you go to the designated work area under green flag, you are may not re-enter the race.

d.-Under a yellow or red flag condition, a car (or cars) may go into the designated work area for repairs using any piece of equipment for repairs, but may not add fuel.

e.- If more than one car is in the designated work area, positions will be determined by the order of cars returning to the track.

f.- The Flagger shall not hold up the race for the car(s) in the designated work area.

g. NO MORE THAN 2 PEOPLE PER CAR ALLOWED IN HOT CHUTE. UNLIMITED NUMBER MAY WORK ON A CAR IN ONCE IT IS IN THE WORK BOX.

h. MUST WEAR PROPER FOOTWEAR AND ATTIRE IN HOT CHUTE (NO FLIP FLOPS OR OPENHEELSHOES)

3. General Racing Procedures

a.-Flagging.

(1) The Flagger is responsible for all starts, restarts, conduct of race, and flags, i.e., green, yellow, red, white, checkered and black when instructed by Judges.

(2) Flag person's position to be located on flag stand on the outside of the track.

(3) It is recommended that a Flagger remain in the flag stand during all event practice sessions and races.

(4) The important thing to remember is that the starter must maintain control and remain consistent.

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

(6) The yellow flag is to be displayed whenever a car(s) goes DOT or the track is under an unsafe condition (debris, fluids, etc.) NO LAP, INCLUDING THE WHITE FLAG LAP IS EXEMPT FROM A YELLOW FLAG.

(7) The checkered flag indicates the finish of the race. If an accident occurs after the checkered flag has been thrown to the leader a yellow should be displayed along with the checkered flag, however, the race is officially completed.

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

(9) The red flag will be displayed any time injuries or potential injuries may have occurred. 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.

(10) All races shall have a maximum 12 cars entered, except for Beginner, which is 10 unless

(11) All cars must remain above entry safety line when entering the track.

(12) Pylons will not be used at any time during racing.

(13)After the warm up time has expired, the yellow flag should be displayed for at least one lap before the line up signal is given.

(14) If under green flag two or more cars become hooked together and do not become unhooked – the yellow flag will come out followed by red if necessary. The

cars will be unhooked and unless a call is made, all cars will go to the tail and given a mark.

(15) Flagger has the option to put any car or cars to the rear if they will not keep proper pace.

(17) If a car goes dead on the track under green, unless a call is involved; it will be started at the back of the pack. Cars going dead on the track under yellow flag conditions will retain their position unless a call is made.

PROTESTS: Racing or Scoring

1. The protest must reference the racing rule or scoring procedure that was not followed by the race officials.

a.- Anyone protesting to an official other than the Race Director will be suspended from participation.

JUDGES AND JUDGING PROCEDURES: Head Judge should be the only judge communicating with Flagger.

Reasons for immediate Disqualification (DQ):

1 Loss of Car related items. (Nerf Bars, Bumpers, Shoulder Bar and Fuel Tank. Under green flag conditions.)

2 Liberation of any fluids under green flag conditions.

3 Flagrant or Deliberate Rough Driving. (A driver that is running over or into the car in front or beside them.)

4 All 4 wheels under the speed breakers to gain an advantage. (Position, track distance etc.)

5 Signaling by Handler to Driver. (Under green flag conditions.)

6 Car being operated in an unsafe manner. (Excessive bicycling, Stuck throttle, No brakes, etc.)

7 Making adjustments or repairs on the race track or during an emergency stop. (Cars may be worked on in the designated work area after an injured driver is declared ok and car is cleared)

8 Driver receives their third chargeable mark. This will be scored as a DNF.

9 Defensive Driving: When a driver changes his driving pattern more than one time to block a fellow competitor from passing them. If a car chooses to run a low pattern and is slowing the field this is not blocking this is his pattern. Now if he chooses to move up and then back down then he is blocking.

10 Any car entering the Hot Chute during green flag racing will be considered DNF.

Reasons to give drivers marks (calls) May accumulate 3 marks per race before DNF.

A. Guilty driver must be 100% at fault, if not, then there should not be a call. All cars involved will receive a mark and be placed at rear of field

B. One Driver must be 100% innocent - Innocent driver must do everything in their power to avoid the incident.

#1 Charging. When the inside car doesn't have their right front tire to the driver compartment of the outside car by the time the inside car reaches the reference line and drives (charges) into the outside car.

#2 Chopping. When the outside car comes down (chops) into the inside car while the inside car has their right front tire to the outside car's driver compartment when the inside car reaches the reference line.

#3 Rough Driving. A driver is running over or into the cars in front of them or beside in a rough or dangerous manner.

#4 Racing Room. When a driver will not yield racing room to another competitor also considered to be rough driving.

#5 Disobeying Flags. (Jumping starts, after being warned at least one time and then being put to the tail for driving in a rough or dangerous manner. Doing this deliberately or flagrantly to cause an accident or to gain a position. This rule also applies to passing the designated line when the green flag is thrown

#6 Loss of driver related safety items. (Helmet, gloves, neck collar, arm restraints, belts, etc. under green flag conditions) Yellow flag will come out, equipment will be replaced and the driver will receive a mark and join the rear of field. If it is the third mark it will be a DNF.

#7 Improper wearing of safety equipment. (No neck collar, belts not over both shoulders, helmet not fastened, etc.)

#8 Stopping or spinning out on track.