

Blue Mountain Quarter Midget Association, Inc. 2021 Rule Book

Section1:

A. Name:

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

B. Aims & Goals:

1. To work with the 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 as the track, as well as in the community.
4. 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 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. Acts that are detrimental to the Association or its members will be review by the Board.

D. Participants: Active memberships increase by \$10.00 after March 15*

1. Active members shall be a natural person at least 18 years old who is working with children and promoting the goals of the Association. (Annual fee is \$50.00)*
2. Associate member shall be a natural person at least 5 years old who is interested in working with children and promoting the 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 is \$25.00)*
3. Active driver shall be a natural person between 4 ½ - 15 years inclusive, interested in helping promote the goals of the Association. (Annual fee is \$25.00)*
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 drive status within the Association. (Annual fee is \$25.00)*
5. Retired driver shall be a natural person who has 7 years of active driver status. That driver either outgrew quarter midgets to be able to race safely or races a larger, professional type of racecar; or 5 years active driver status and ages out. This must be okayed by the board before August of that racing season. Once a retired driver graduates, they will not be allowed to return to race.

6. All driver applicants must obtain written consent from their parent or legal guardian, whom has active membership status, before obtaining membership.
7. All persons applying for status as participant, as above stated, will be 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 the applicant.
8. All applications must be accompanied with the required fee before the application may be presented to the board of directors for review of acceptance.
9. Applications 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: Nonpayment of dues by April 1, violating Association rules, nonpayment of fines, refusal of full participation in Association mandatory fundraisers (basket raffles, etc.), and failure to fulfill membership requirements.
2. When a member of the Association is 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 scheduled race and suspension or termination will begin immediately.
3. Any suspended member must find a replacement if they are scheduled on any work duty roster during the length of their suspension.

F. Officers:

1. The officers of the Association shall consist of President, Vice President, 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.

G. Board of Directors:

1. The Board of Directors shall be composed of the President, Vice President and active members.
2. Each position shall be elected to a 1 year term by the majority vote of the Board 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.

5. At all times, the Board shall be the governing body of the Association and will inform the membership of any changes in rules or procedures.
6. In the event of a vacancy, the position will be filled by majority vote of the Board. The Board can decide on the number of members deemed necessary.

H. Committees:

1. Committees shall be appointed by the Board 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.
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 one week notice.
4. Any rule or procedure that deals with the 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 compete.
2. Driver must be age 4 ½ or older before being allowed to participate in driver training.
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's training program must be met before being allowed to compete in any scheduled races.
5. Beginner drivers from the previous season that will be in the beginner class of the present season may be asked to attend any of the driver's training classes.

B. Driver Classifications:

- USAC weight rules apply to Honda and Briggs Classes.
- All minimum weights include car, driver and safety equipment on the track scale.
- All class movements are by move up form only and upon board approval.
- **DRIVER MUST BE IN JUNIOR HONDA IN ORDER TO RACE JUNIOR ANIMAL.**

1. Beginner: 4 ½ year olds – 250lbs - uses red restrictor plate, 5/16' hole
2. Red Rookie: Ages 5 & 6 (QMA – Jr Novice) 265lbs – uses red restrictor plate, 5/16" hole
3. Blue Rookie: Ages 6 thru 8 (QMA – Jr Honda) 265lbs – uses blue restrictor plate, 7/16" hole
4. Junior Honda: Ages 6 thru 8 (QMA – Jr Honda) 265lbs – uses blue restrictor plate, 7/16" hole
5. Senior Honda: Ages 9 thru 16 (QMA – Sr Honda) 290lbs
6. Heavy Senior Honda: Ages 9 thru 16 (QMA – Heavy Honda) – QMA minimum driver weight is 100lbs. Total weight must be 340lbs.
7. Light 160: Ages 8 thru 16 - 290lbs
8. Heavy 160: Ages 8 thru 16 – QMA min. driver weight is 100lbs. Total weight must be at least 340lbs.
9. Junior Animal: Ages 6 thru 8 – 265lbs
10. Senior Animal: Ages 9 thru 16 – 290lbs
11. Light World Formula: Ages 9 thru 16 – 290lbs
12. Unrestricted Animal: Must have run 1 full year of Senior Animal – 315 lbs
13. Heavy World Formula class: Ages 9 thru 16 – QMA minimum driver weight is 100lbs. Total weight must be at least 340lbs

C. Entrance Fees:

1. **Members** - \$10.00 per person, \$10.00 per additional car
2. **Visitors** - \$32.00 for car, driver, 1 handler; \$10.00 per additional car, \$16.00 per additional handler
3. Transponder rental - \$10.00, driver's license required upon rental

D. Visitors:

1. Must follow BMQMA rules and cars must have a safety sticker from their home track.
2. Must be an active member of another quarter midget club, includes QMA, USAC, LEHIGH VALLEY and NORLEBCO.
3. May be asked to move classes to adjust for differences in age requirements. Maximum of 2 classes run by driver per night of racing.

4. You can run up to 5 races as a visitor, after 5, you must join our track.

E. Driver Movement:

1. The board of directors will decide all driver class movements.
2. Any movement request by the board will be given one (1) week to make the move.
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 for review. The board will not make a decision the same day; the driver will be watched for two (2) weeks.
4. If the board 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 members must attend the driver training program with the driver.
2. Active members must apply for each driver that they register.
3. Active members must put in a minimum of five (5) hours of preseason work time. A failure to perform preseason work duty will result in the driver not racing until the five (5) hours are fulfilled.
4. Active members will be placed on the tower and snack stand work roster. Report times and work responsibilities will be posted in a weekly email, as well as sent out weeks in advance.
5. If an active member that is assigned to a work duty is unable to work, the member is responsible to replace themselves with another member of at least sixteen (16) years of age. (Grill and fryer works must be eighteen (18) years old). Both members are required to report the change at least one (1) day in advance of scheduled duties.
6. Failure to perform work duties or have a replacement will result in the driver not competing until obligations are fulfilled. (*Arriving more than 15 minutes late is a \$50.00 fine)
 - i. 1st offense: \$100.00 fine and scheduled duty will take place on the next race attended
 - ii. 2nd offense: A one (1) week suspension for active member and driver(s), including 1st offense
 - iii. 3rd offense: If during the same season, a loss of membership status
 - iv. Failure to complete an assigned committee duty - \$50 fine
7. Emergencies will be decided on by the board of directors.
8. Active members are responsible to fully participate in track fundraisers (including basket raffle for benefit night/banquet & any other fundraisers; ex: ticket fundraisers – ALL tickets must be sold)
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.

B. Active member with non-participating driver responsibilities:

1. Active members must put in a minimum of five (5) hours of preseason work time.
2. Active members must participate in all fundraisers and benefits held by the association.
3. Active members will be placed on the snack stand and scoring tower on a rotating schedule.

C. Active driver responsibilities:

1. In order to receive a full banquet package, drivers must start in 75% of all races scheduled that season.
2. If a driver does not participate in 75% of all scheduled races, a buyout may be purchased to receive a full package. The amount will be determined towards the end of the season by the board of directors.

Section V:

A. Sign in:

1. Sign in closes a half hour before the start of the 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 the heat races.

B. Starting positions:

1. The person entering the active driver for sign ins will pick a number for their starting position in the heat.
2. Starting positions in the feature will be determined by the heat finishes.
3. A car black flagged due to marks in the heat race will be placed last at the start of the feature.

C. Race procedures:

1. All races will be judged by the race director to keep the even moving along.
2. All original starts will be double file. There will be no racing before the start line positioned in turn 4.
3. After the first lap, ALL restarts will be single file. All cars must stay above the box on the track at the start/finish line. There will be no passing until you are past the start/finish line. If a car goes below the box, hits the box, 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 end of the field and cannot be accessed the two spot penalty, the driver will be accessed a mark. This will be done without stopping the race, unless it is their last mark that 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. All other cars will be lined up by their previous lap scored.
5. In the event of an accident, the car(s) involved directly and/or receive a mark, will go to the rear of the field. All other cars will line up by the previous lap scored.

6. Once the checkered flag is displayed, the race is official.
7. All cars need to be lined up under the tower and ready for their race. We will not wait for drivers to get ready, unless it is a car change due to a back to back race.
8. Drivers will get 2 laps to line up, then we will go green. The race director can change this by their own judgment call, if needed.

D. General rules:

1. All members entering the pit area must pay the \$10.00 entrance fee and sign the insurance waiver. No one is allowed in the pit area without a wristband acquired at the gate.
2. Visitor passes are available for \$16.00 per event. Visitors must sign in at the sign in booth under an active member.
3. No smoking in the pit area, on the racetrack or the infield.
4. No electronic devices are to be used while working the turns or in the hot chute.
5. Two handlers per car allowed in the hot chute.
6. Closed toed shoes only in the hot chute – no flip flops!
7. No pets are allowed in the pit area or grandstand area (registered service dogs not included).

E. All cars competing are subject to tech:

1. All cars must have passed pre-season car inspection before allowed to be driven on the racetrack. (check with a board member for pre-season availability)
2. During the season, the track may be used the Saturday, Sunday and Monday following a Friday race, unless the “track closed” sign is posted.
 - i. Saturday: 10am-7pm; Sunday: 12pm-6pm; Monday: 10am-7pm
3. The track will be closed for practice after the final race of the season.
4. A minimum of two (2) adults must be present for a car to be driven on the track.
5. Only active BMQMA drivers are allowed to practice.
6. All driver and safety equipment must be used at all times while on the track.
7. A maximum of 2 cars on the track at one time. Remember, this is practice, not a race. A maximum of 6 cars are allowed in the pit area at one time. Please take turns!
8. Common sense is the biggest safety factor with any practice session.

Section VI:

A. Technical inspector:

1. Shall consist of tech inspector 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 that 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 inspection. If the President is not present, one of the board members 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 premise.
4. All inspections will be performed by the tech inspector with track equipment.
5. During inspection, the active member of the registered car only, along with the tech inspector and the board of directors will be allowed in the tech area.
6. If any violations are found, that car will be listed as disqualified.

ENGINE RULES WILL FOLLOW CURRENT YEAR USAC RULES

(Flywheel rule differs from QMA for Honda 120 engines – timing remains the same)

Section VII:

A. Protests: ***race director calls cannot be protested***

1. Protests may be requested to the tech committee or the board of directors for an engine and/or car inspection by an active member with a registered car/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 will go to the club whether it passes or fails.
2. Engine inspections will be performed in the same manner that the tech inspector does a complete engine inspection.
3. Car inspection will be performed in the same manner as the tech inspector does the preseason inspection.
4. If any violation is found in the area being protested, illegal parts will be confiscated. \$50.00 of the fee will go to the Association, the remainder will be returned to the protester.

5. If no violation is found in the area being protested, \$50.00 of the fee will go to the Association, the remainder 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 the active member requesting the protest and the active member being protested are allowed in the tech area.
8. Active members may not protest while under suspension.
9. **World formula, Animal & Honda claimer rule – in effect for all BMQMA 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. (Checkered flag = completed race)
 - 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 the car comes across the scale.
 - g. The claimed engine will be immediately taken to the impound area for inspection. The engine must remain in impound and in the possession of tech officials throughout the entire process.
 - h. The 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. The 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 legalities. The tech officials must confiscate all illegal parts and related parts from the claimed engine.
 - m. The claiming party has the option to accept the engine, as is, less confiscated parts or void the claim if the 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. This will subject the driver and handler to the conditions set forth in the engine suspension program.

e. not performing work roster duties

f. Any negative post on 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:
 - a. Striking a driver or any person(s) on the track premises.
 - b. Possession or use of alcohol or controlled substances.
4. A person who violates section 2701 (PA crime codes), where the victim is a sports official who was assaulted during a sports event or was assaulted as a result of his/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. If a suspension is issued and there is a cancellation, the date of suspension will be rescheduled to the next scheduled race.
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. A letter of the suspension(s) 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 track property.
7. If any violation and/or suspension are given through a tech inspection or a protest, the car will be considered disqualified for that event. The 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 can do 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 take appropriate classes.

Section VIII: Car specifications – Any car brought for preseason inspection must be complete

(All cars must have the 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 ½" 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 the frame to the firewall behind the driver.
 - b. The ground clearance shall not exceed 3.5".
 - c. Aluminum: minimum thickness is .048"; Steel: minimum thickness 0.025" 10.

C. Body

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. The body and tail section will not have any sharp edges. You can round the edges of the body and tail section inward not outward for extra protection.
3. There will be no sharp corners, such as square corners. Make all corners and edges rounded in shape to not cut if in an accident.
4. 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.
5. There will be no fenders, spoilers, or air deflectors on the roll cage, body, engine housing or tail section.
6. Any radical changes in the body, tail section or side panels must be approved by the tech committee.
7. All cars must have side panels on both sides of the cockpit and engine compartment.
8. The side panel must extend a minimum of 6" to a maximum of 22" in height, as measured from the bottom of the frame rail.

9. 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.

D. Brake

1. The brake is to be activated by a foot pedal.
2. A minimum of one wheel brake is required. It is to be located on the rear axle, sufficient to lock the drive wheel(s). No strap brakes are allowed.
3. The brake line must be steel braided.

E. Bumpers

1. All cars must have front and rear bumpers.
2. All cars must have a double front tube bumper with two connecting tubes welded in place. Bumpers must not extend beyond three inches past the outside main frame rail. Any design that does not meet this specification must be approved by tech.
3. The bumper tubes should be mounted over each other and should have at least two inches radius bend on the ends and must be mounted to the frame of the car in order to prevent hooking or lifting.
4. 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.
5. The bumpers will be strong enough to be used by the handler to lift the car. They must be fastened with a minimum of 2 bolts, one on each side, and must be approved by tech.
6. Bumpers will be of metal construction. Titanium and/or composite materials shall not be used.
7. Front and rear bumpers are to be bolted and bolts must be 6-32 to max 10-32. A minimum tubing wall thickness of .049" (minimum of 2 per bumper – opposite ends).
8. In the event that your bumper gets easily stuck with others, you will be asked to make changes.

F. Drive

1. Drive must be direct, no clutches are allowed.

G. Drive Chain

1. All chains and sprockets must be placed to not to be exposed to driver or handler while car is in motion.

H. Drive wheel

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

I. Engine (Honda, Animal and World Formula will follow USAC rules)

1. **ALL CLASSES:** Engine must be mounted directly behind the driver (no sidewinder)
 - a. Air cooled only and no external liquid cooling devices.

- b. No blowers or fuel injection.
- c. No freewheeling type flywheels. Definition of flywheel: type whose fins continue to rotate after the engine has been shut down.
- d. Gearbox – Honda 120 & Honda 160: must use stock gearbox and gear.
- e. No water cooled engines allowed in any class.
- f. No external cooling devise of any kind allowed in any class.

J. Engine Housing

1. All breathers, engine vents and catch cans are to be placed under the engine house or tail section. (in case of an accident, this would help prevent oil from flowing onto the driver)
2. Carburetors are to be completely within the engine house covered in such a way not to protrude (exception in the world formula class)
3. 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.

K. Exhaust system – (no flared exhaust pipe or adaptor allowed)

1. The exhaust system must extend outside of the engine compartment.
2. Any exposed portions of the exhaust system shall not be higher than the rear tire.
3. No portion of the exhaust system may extend outside of the rear bumper and must be intact at the scales.
4. Forward exhaust pipe (including mufflers) shall not extend outside of the nerf bar.
5. All classes must run a 4 to 8 horsepower Briggs & Stratton part 3294599 or equal equivalent. No drilling holes in the baffles. The inside seam of the baffle must be straight edged. (Note: some seams may be parallel in the baffle). You cannot cut off the threaded flange if it is to be used in Honda. It is okay to weld a washer or nut on the flange for a place to apply safety wire.
6. Honda 120, Honda 160, Animal and World Formula classes must utilize a tailpipe and muffler conforming to specifications published in the appropriate QMA tech manuals.
7. Exhaust system clamps should be positioned such that the screw adjustments and/or excess clamp materials face inboard whenever possible.
8. All classes – if any part of the exhaust system comes off during any race, this will be a disqualification at the scales.
9. Exhaust wrap is legal. Metal heat shields must be approved by tech.

L. Firewall

1. A metal firewall is required between the driver and the fuel tank.
2. The firewall and belly pan must be constructed to prevent fuel from entering the cockpit (QMA style – mandatory).
3. Allowable materials for firewalls are:
 - a. Aluminum – minimum thickness of .048”
 - b. Steel – minimum thickness of 0.025”
4. No open holes in the firewall

M. Frame

1. The frame must be manufactured from SAE 4130 or mech. Seamless tubing.

N. Fuel and Oils

1. Gasoline, automotive type only; Max 89 octane, no additives, no mixing.
2. Any over the counter oil must be readily available to all and for comparison testing.
3. All other types of oils or oil additives are deemed illegal.
4. Oil must be changed weekly.
5. All breather hoses and catch containers must be covered by tailpiece.
6. No draining of oil allowed in the pit area. Tech must approve adding of oil to engine.

O. Fuel lines

1. All fuel fittings must be of automotive type. Fuel lines must be attached with positive stop steel clamps.
2. All fuel lines must be made from flexible hose and should be rated for the appropriate fuel (gasoline). Steel braiding is acceptable provide it is an integral part of the hose.
3. No cool cans or other device used to reduce the temperature of the fuel system.
4. Fire sleeve needs to be over the hose.

P. Fuel tanks (must have ¼ turn metal shut-off valve – screw in type)

1. All fuel tanks must be vented below the belly pan and outside of the drivers compartment (tank lid hole must be plugged).
2. No pressurized tanks.
3. All fuel tanks must be securely mounted to the frame as not to move inside the tail section. If hose clamps are used, a minimum of two are needed.
4. Aluminum fuel tanks are mandatory.

5. Fuel tanks cannot be replaced during a race. The penalty will be a disqualification from that race.
6. As of 2017, a threaded fuel cap is required, no ¼ turn cap.

Q. Fuel pumps

1. Honda 120 & Honda 160 – no fuel pumps of any sort.

R. Nerf bars

1. All cars must be equipped with nerf bars (side bumpers) at the front of the rear tire to prevent tires from hooking or locking together.
2. 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.
3. Nerf bars will be of steel construction. Titanium and/or composite materials shall not be used.
4. Nerf bars are to be bolted with a minimum 6/32 to a maximum 10/32 bolts. Minimum tubing wall thickness of .049" (minimum of 2 bolts per side – opposite ends)

S. Radius rods

1. Radius rods, steering rods and track locating rods will be constructed of aluminum. Titanium and/or composite materials shall not be used.
2. Bird cages, torsion bars and sway bars are excluded from the aluminum construction requirement, however, titanium and/or composite materials shall not be used.

T. Roll cage

1. 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.
2. No wings or other aerodynamic features are permitted on the roll cage with the exception of special wing races.
3. All roll cages must use a steel tubing minimum wall thickness (SAE 4130 steel – 0.58"; mechanical seamless tubing – .080")
4. All cars must be equipped with roll cages of radius design, no square corners, 3/4" minimum O.D.
5. 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.
6. 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. Must be mounted to the rear part of the frame or frame superstructure.

a. 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.

7. Sidebars – left side is mandatory, right side is recommended. Must be a minimum of 5/8" O.D tubing and have a minimum wall thickness of .049" and securely fastened to the cage. Mounted to protect drivers arm and rib area.
8. All roll cages are to be inspected and approved by the tech and safety committees.
9. Helmet hooks are not allowed.

U. Safety belts (must have a manufacture date of less than 2 years old/expire on expiration date)

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. Drivers will be required to use them at all times.
3. The safety belt should be located so that the pressure is across the drivers hips.
4. Metal to metal fittings at the quick release are preferred.
5. Dual shoulder harness (minimum 5 point mandatory) and must have a quick release fastener approved by the tech committee.
6. The shoulder harness/straps shall be worn securely across the right and left shoulders.
7. Only the left shoulder harness is permitted to be mounted on the left upright of the cage, must have some sort of retainer to hold the harness from sliding up or down.
8. No restraining device of any kind is to be used to keep the drivers head or body outside the roll cage.
9. Seatbelts may not be inside the engine compartment.

V. Shoulder bar (jersey bar)

1. Left side should bar will be permitted on all cars and must meet the following specifications:
 - a. SAE4130: minimum diameter: 5/8" O.D., minimum wall thickness: .049"
 - b. Stainless: minimum diameter: 5/8" O.D., minimum wall thickness: 16 gauge – .065"
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 #10-32 steel bolts. No clevis, rod ends, cotter pins or hose clamps may be used. (8-32 to 10-32 steel bolts)
3. 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.

W. Steering

1. No cables are allowed for steering systems.
2. The steering system must be designed so the driver's legs cannot impair right or left steering.
3. A car sitting on the ground with or without the driver must have steering that does not go past the center in either direction, so that it will not lock in one position.

X. Steering wheel

1. It is mandatory that all steering wheel hubs be padded.
2. Steering wheel shall not be constructed of titanium and/or composite materials.
3. No data acquisitions are allowed on the steering wheel.

Y. Shock Absorbers

1. Any type of shock absorbers are permitted.

Z. Switch

1. A functional on/off ignition kill switch is required.
2. It is mandatory that the switch be located in the upper left portion of the drivers' compartment.
3. The drivers' knee should not be able to contact the switch or its mounting bracket.
4. The switch must be installed so that when the handle is down or to the rear, the ignition is off.
5. 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.

AA. Tires

1. USAC approved Hoosier tire/compounds as listed
 - a. 11175 – D10, D30
 - b. 11225 – D10, D30
 - c. 15325 – A35-NY1
 - d. 15650 – A35-NY1
2. Left side tires can be of any compound of current manufactured Hoosier tires.
3. The front tire diameter must be no more than 11" diameter. The rear tire must be no more than 12.5" diameter.

4. 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 any way.
Application of treatment will be automatic suspension for two weeks for first offense. Tires will be confiscated.

BB. Weights

1. No loose weights.
2. No weights are to be added or fastened to the inside or outside of any nerf bars, front or rear bumpers or should bars. No weights shall be fastened to the roll cage.
3. 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 the belly pan. Fasteners through weight and the belly pan must have a minimum 1 3/8" washer or plate between the nut and weight and the bolt and belly pan. *must be inspected by tech.

CC. Windshield

1. No windshields on cars.
2. No mirrors on cars.

DD. Measuring, sensing and sending devices

1. All data acquisition and measuring devices shall be mounted securely within the roll cage or down tubes.
2. Sport video cameras are allowed but must be mounted to be contained within the cage uprights.
3. No blinking lights allowed, would be a disqualification from the race.

EE. No composite wheels

FF. Driver's seat (if used)

1. Must be attached to the frame with a minimum of three fasteners. Two on the bottom and one on the back or at the discretion of the tech committee.
2. If no seat is used, there must be a sturdy metal plate or straps between the driver and belly pan.

GG. Restrictor plates (will be utilized in the following divisions: beginner, novice and animal)

3. No plates to be used other than USAC or QMA approved. Red plate must have QMA logo, blue plate is to be 6/09 or newer. Technical inspections of the plate can be done at any time, by removing the plate and inspecting surface hole and size.
4. Any alterations of any kind will be reason for suspension.
5. Beginner - .3125" (5/16"), novice - .4375" (7/16"), animal – QMA or USAC specs.

6. The restrictor will be installed between the 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 – The location of the 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 the bottom of the frame rail to the top of the transponder within the nerf bar. (If not in proper location after qualifying or racing, it is a disqualification at the 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, etc.

A. Arm restraints

1. Mandatory for all drivers.
2. Fastened securely to the driver's forearms (between the wrist and elbow) never at or above the elbow.
3. 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; similarly covers the ears and chin area.
2. Helmets used must be SA2010 or newer. Legal helmets will have a yellow chin strap. No DOT helmets are 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 a neck collar; Hutchins device requires a 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, the penalty is a disqualification from the 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.

EVEN THOUGH SAFETY RULES ARE PUT IN EFFECT TO HELP PROTECT EVERYONE INVOLVED, 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 16 years of age (ex: handlers, flagman, corner man, etc.)
 - b) Cars leaving the track must do so with caution. Driving through the pits or the hot chute is prohibited; penalty is a disqualification from that race.
 - c) No foreign matter, such as gum or candy, shall be allowed in a driver's mouth while he/she is in the car. Mouthpieces are allowed.

- d) The possession or use of intoxicating beverages, illegal drugs, smoking or vaping 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.
*MUST SMOKE/VAPE IN DESIGNATED SPOTS ONLY!
- e) No 2 way communication devices are allowed. Receivers are ARE MANDATORY!
- f) All winners cars will be official only after the tech committee declares a car legal. The extent of the inspection will be at the discretion of the tech 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 the 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 entered the track.
- i) For cars attempting to reenter the race on restarts the following situations and rules will apply:

#1: Made the line in time:

Situation #1: The car is attempting to rejoin the field; the 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: The 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 disqualification.

#2: Out late – next lap completed:

Situation #2: The cars nose was not past the designated 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 was scored.

Rule for #2: The car will not be allowed to return to race and will be scored as a DNF or disqualified if judging call(s) were made.

#3: No attempt – next lap caution:

Situation #3: The car didn't attempt to rejoin the field and was 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 DOT or judge's call overrules, 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 #1: The car attempted 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 #1: The car will not be allowed to return to the race on subsequent restarts and will be scored as a DNF or disqualified if judging call(s) were made.

#5: Attempt made, our late – next lap caution:

Situation #5: The 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 it 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 that a car returning to the track can join at the end of the field safely.**

- 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 the race.
- l.) Four corner workers will be stationed around the outer circumference of the track, not in the infield. They 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. After that, 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 the racing event.
- o.) Tire warmers, hot boxes, tire covers or any device to warm tires is not allowed on the grounds of the race facility. The first offense is a disqualification from the vent.
- p.) No electronic devices allowed in the hot chute.

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 may not reenter 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 the 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 the hot chute. Unlimited number of people may work on the car once it is in the work box.
- h.) Proper footwear and attire must be worn when in the hot chute (no flip flops or open toe/heel shoes)

3. Red flag procedures

a.) Only corner workers, board members, medical staff, flagger and race director are to be on the track. Once everything is deemed safe and the yellow flag comes back out, parents can go on the track.

b.) No touching/working on cars under red flag

4. General racing procedures:

a.) Flagging:

- 1.) The flagger is responsible for all starts, restarts, conduct of the race and flags (example: green, yellow, red, white, black and checkered when instructed by the judges)
- 2.) The flag person's position is to be located on the flag stand on the outside of the track.
- 3.) It is recommended that the flagger remain in the flag stand during all event sessions.
- 4.) Remember: the flagger must maintain control and remain consistent.
- 5.) A move-over or lapping flag shall not be used.
- 6.) The yellow flag is displayed whenever a car(s) goes DOT or the track is under unsafe conditions (debris, fluids). No lap, including the white flag is exempt from a yellow flag.
- 7.) The checkered flag indicates the finish of the race. If an accident occurs after it has been thrown to the leader, a yellow should be displayed with the checkered flag. The race will be officially complete.
- 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 at any time there are injuries or potential injuries. If there is an injured driver, no cars may be moved from the track or be worked on until the driver(s) have been cleared.
- 10.) All races shall have a maximum of 12 cars entered, except for beginner, which is 10 cars.
- 11.) All cars must remain above the 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 lineup 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, will go to the tail and get a mark.

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

16.) If a car goes DOT under green, unless a call is involved, the car will go to the back of the field. Cars going DOT under yellow flag will retain their position unless a call is made.

B. Protests: Racing or scoring

1. The protest must reference the racing rule or scoring procedure that was not followed by race officials. Anyone who protests to an official other than the race director will be suspended from participation.

Additional information:

Reasons for immediate disqualification (DQ):

- Loss of car related items under green flag (nerf bars, bumpers, should bar, fuel tank)
- Liberation of any fluids under green flag
- Flagrant or deliberate rough riding (a driver that is running over or into the car in front or beside them)
- All 4 wheels under the speed breakers to gain an advantage (position, track, distance)
- Signaling by a handler or driver under green flag
- Car being operated in an unsafe manner (excessive bicycling, stuck throttle, no brakes, etc.)
- 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)
- Driver receives their final chargeable mark, will be scored as a DNF
- 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 lower pattern and is slowing the field, this is not blocking, this is their pattern. However, if he chooses to move up and then back down, they are blocking.

Reasons to give drivers marks (calls):

- 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 the rear of the field.
- One driver must be 100% innocent (must do everything in their power to avoid the incident).

- **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.
- **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.
- **Rough riding:** A driver is running over or into the cars in front of them or beside in a rough or dangerous manner.
- **Racing room:** When a driver will not yield racing room to another competitor, also considered rough riding (example: chopping/rough driving).
- **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.
- **Loss of safety item(s):** If helmet, gloves, neck collar, arm restraints, belts or any other safety equipment come off/loose under green flag conditions, a yellow will come out. The equipment will be replaced and the driver will receive a mark and join at the rear of the field. If it is their final mark, it will be a DNF.
- **Improper wearing of safety equipment:** Neck collar, belts not over both shoulders, helmets not fastened, etc.
- **Stopping or spinning out on the track**