

JUDGING PROCEDURES

FOR

QUARTER MIDGETS OF AMERICA, INC.

SANCTIONED RACES

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JUDGING PROCEDURES

FOR QUARTER MIDGETS OF AMERICA, INC. SANCTIONED RACES

The following judging procedures shall be utilized at all QMA sanctioned race meets, and are recommended as a guide for use at all Quarter Midget racing events.

1. DEFINITION

- A. A judge is defined as a person or persons assigned by local race authorities to enforce all appropriate racing rules and regulations during the running of an event at a QMA sanctioned race meet.

2. GENERAL

A. **Number of Judges**

A head judge will be delegated for the meet and have the responsibility of seeing that qualified judges for each event are selected and are in proper judging position prior to the event being started. A minimum of three, but preferably five judges, including the head judge, will be active during each race event. If possible, judges should be selected and agreed upon and their approval attained prior to the beginning of the meet to facilitate the running of each event without delay.

B. **Selection of Judges**

Judges shall be selected from among the members attending the race meet. All judges must be QMA members in good standing and should be selected from a representative number of clubs attending the meet. Judges must be experienced members and should be well versed in all QMA racing rules and regulations. Judges shall be selected for their knowledge of the recognized racing rules, for their experience in the sport of Quarter Midget racing, and for their ability and desire to make a fair, impartial, unbiased call during the running of the event.

C. **Authority of Judges**

Judges will have the authority to disqualify or reinstate any car, driver, or participant they feel is guilty of an infraction of the rules during the running of a race event. Should a question arise, the judges will work in harmony with the head judge and, if necessary, with the race director to resolve all problems regarding the judging of an event should a need arise.

D. **Time**

Judges authority for an event will commence with the cars entering the track at introduction and terminate with the dropping of the checkered flag for the last car signifying the completion of an event. Judges shall be in position when cars are brought onto the track for introduction.

E. **Method of Disqualification**

A judging sheet will be provided to each judge for each event. QMA will supply a suggested sample sheet for use by the judges. For disqualification on a driver's first infraction, it must be unanimous by all judges seeing the incident. On a driver's second infraction, the majority of all judges seeing the incident must agree. Only, in these cases shall the flagman/tower be alerted and the driver disqualified.

F. **Location of Judges**

All active judges for a given race event shall be located together in a common central location providing the optimum view of the entire racing surface. A location as high as possible will facilitate exercising this responsibility and should be selected wherever possible

G. **Signaling**

Judges should have large numbers or a telephone or radio communication link with the flagman to assure disqualification of only the correct car and/or driver. Only one judge shall be designated to provide this communication with the flagman. All disqualifications that are agreed upon by the judging group shall be processed through this one judge to the flagman/tower.

H. **Miscellaneous**

1. Under no condition shall an owner or handler of a car in a given race event act as a judge for that event.

2. Disqualification for a racing rule infraction shall not affect the position of the driver in so far as the QMA qualification sheets for the meet are concerned.
3. No trophy or awards, other than participation awards, shall be made to a driver for an event in which he does not finish and/or an event in which he was disqualified.
4. Protests must be filed with the meet race director within one hour of the completion of the event (completion defined as time of announcement of official race result). Protest will be reviewed jointly by the judges making the call, the head judge, and the racing director. If the disqualification stands, the owner shall be so advised, and no further action shall be taken. If the disqualification is reversed, then the owner shall be notified and the necessary corrective action (such as duplicate awards) determined by the above noted group and taken. In either case, the race director shall notify the owner of the disqualified car prior to the conclusion of the race meet.

3. CHANGE IN JUDGING RULES

The judging rules that were adapted for 1991 for a one year trial period have been changed to suit the desire of the majority of the membership. Regional Directors were requested to bring the recommendation of their member's input concerning this subject to the QMA Annual Meeting. With this input from each individual Regional Director noted, a committee brought to the floor a proposal change that they felt everyone could live with. The following procedures were unanimously supported by every Regional Director and the QMA Board, and will be the QMA Judging Rules. These judging rules will be used at all races -- weekly, regional, state and national meets.

Starts

- A. All starts will be inverted starts, fastest car to the rear.
- B. All starts will be rolling starts. Pole car, front row, has the dress and shall set a pace as determined by the starter's signals for the start of an event. Starter has the option to put any car (or cars) to the rear if they will not keep proper pace.
- C. If during the initial line up, and before the green flag falls, a car should go dead on the track, they will be put back in their original position, unless there is a judges' call.

Restarts

- A. All restarts will be single file.
- B. The starter will be responsible for decisions on restarts and the conduct of the race.
- C. If a car is dead on the track for any reason, it will be started at the back of the pack, in the order they were running at the last recorded lap. Cars going dead on the track under yellow flag conditions, will be restarted at the back of the pack, but will not be counted as a dead on the track.
- D. If after a red flag falls, but before the green flag drops, a car is pushed off and goes dead before they have completed one lap under power, they will be put back in their running position and not be counted as dead on the track.
- E. If a driver stops or cuts the infield in order to avoid a previous accident which is blocking the track, they will be allowed to continue to race in the position they were running in the last recorded lap and not be counted as dead on the track.

Dead on Track

- A. Any car (or cars) going dead on the track (chargeable) more than twice, for any reason (while under green flag racing conditions), will be disqualified.

Reasons for Disqualification

- A. Rough Driving (obvious and flagrant chopping, charging, not leaving enough racing room, bumping, etc.).
- B. Disobeying any flag.
- C. Cutting the infield (all four wheels inside the line) to gain advantage (other than when avoiding an existing accident or blocked track).
- D. Passing under the yellow flag.
- E. Creating a hazard by liberating fluids or dropping parts on the track. Any part falling off a car, including a safety item, will result in a DQ.
 - 1. If, in the judges' opinion, the tail cone was knocked off by another car, the race will be red flagged and that item will be allowed to be reinstalled. That car, as long as there has been no calls made on it, will resume the race

in the position in which it was running. Work to be done on the track in judges' view.

2. This does not apply to parts knocked off during an accident which results in a yellow or red flag. The car may be repaired under normal provisions of the National Work Rule, provided work rule is in effect..
- F. Car lifting or not handling properly.
- G. Signaling by handler to driver under green flag.
- H. Defensive driving (radical changes in racing pattern to block another car).
- I. Making adjustments or repairs during refueling or emergency stops (cars may be worked on in designated area under National Work Rule provisions, provided work rule is in effect).

If a driving incident/accident occurs, the unanimous decision of the judges seeing the incident will be as follows:

Car causing the incident/accident can be disqualified.

If a car is not disqualified, following options apply with majority of judges seeing incident:

1. Car can be put to the rear and charged with an infraction. The innocent car can be placed back in its position, or the last recorded lap, and not be charged with **Dead on the Track**.
2. **NO CALL** (racing incident) both cars to the rear, both charged with a **Dead on the Track**.

Upon the second driving infraction of the same car, by a majority of the judges seeing the incident, the car will be disqualified.

Disqualification:

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

Only the official flagman may use the Black Flag. Flags numbered 0 - 9 shall be used by the flagman at all sanctioned events.

The understanding of the rule is to not penalize a driver for an error in driving (chopping, charging, racing room) by disqualification for the first offense. This means that unless the first driving infraction is flagrant, and calls for immediate disqualification, that a driver will not be put out of a race until their second driving infraction, unless disqualified for other reasons: i.e. more than twice dead on the track, disobeying any flag, cutting the infield, passing under yellow flag, liberating fluids or dropping parts, car lifting, signaling driver, defensive driving, unauthorized work on car, etc.

To avoid stating that a driver is given a “free shot”, certain conditions apply on the first infraction. If a driving incident/accident occurs, and is the first time a car is involved, the car can be disqualified, with the **UNANIMOUS** decision of judges **SEEING** the incident. As some judges may be watching one corner, and some the other corner, all may not see the incident. **ALL JUDGES SEEING** the incident must agree that the violation was flagrant for the car to be disqualified on the first offense. If violation was not considered flagrant enough to disqualify, the following options may be applied with a **MAJORITY** decision of judges **SEEING** the incident:

1. Car can be sent to the rear and charged with an infraction. The innocent car can be placed back in its position on the last recorded lap, and not be charged with a dead on the track.
2. **NO CALL** (racing incident/accident) both cars to the rear, both charged with a dead on the track.

Upon the second driving infraction of the same car, by a **MAJORITY** of the judges **SEEING** the incident, the car will be disqualified.

This does not mean that a car involved in a second incident has to be disqualified. The rule is as before. If no call is made, car (or cars) involved may be placed to rear, and no car can be returned to its original running position. Car (or cars) will be charged with dead on track. If a call is made and involved car is disqualified, innocent car can be returned to running position.

As common sense would tell us, infractions such as cutting infield (except for Novice), fluids on track, dropping parts, etc., are not driving infractions that would be considered to be given a second chance before disqualification. These infractions, as always, would result in immediate disqualification. The second time violation for disqualification's relates only to driving offenses such as chopping, charging and racing room.

4. JUDGMENT CALLS

The following items are presented only as a guide for the Judges in a race event and in an attempt to standardize the judging of an event.

A. **Rough Driving**

Chopping and Charging are still violations, as they have always been, but are now defined under a call of “Rough Driving.” Perhaps the most difficult judgment call to be made in Quarter Midget racing is that of “charging” and “chopping.” To facilitate this call, it will be necessary to establish if the inside car had its front wheels directly opposite the cockpit of the outside car. If so, then the inside car has the right of way in the turn. If not, the outside car has the right of way into the turn. Failure of either car to yield to the right of way will result in a call to the rear or disqualification (if flagrant) (i.e. “charging” on the inside car, or “chopping” on the outside car). The exception to this rule is if the inside car has accelerated to a rate of speed that would in itself force him out of his normal established driving pattern in order to gain the right of way. A car performing in this manner will be subject to a call to the rear or disqualification (if flagrant), even though he might have established the right of way, the reason being that he established the right of way in a wrong manner.

B. **Defensive Driving**

An intentional or deliberate changing of a previously established driving pattern by a leading car to prevent being passed by a trailing car will be judged as defensive driving and result in disqualification. Note that a trailing car cannot be guilty of defensive driving against a leading car. The continued changing of a pattern by a leading car to prevent being passed by a trailing car will be classified as defensive driving and subject the car and driver to disqualification in an event.

C. **Racing Room**

A car that has passed another car on the track generally is conceded to have the right of way, and be allowed to establish the normal driving pattern he wishes to follow. This, however, does not allow a car to force a car being passed into a dangerous position or force the car intentionally out of the race. For this reason, the ability of the leading car to establish his desired driving pattern will occur only after that car has completed a pass on another car. A pass will have been completed only when the rear bumper of the passing car has completed and cleared the front bumper of

the car being passed. Once this has occurred, the passing car may establish his desired driving pattern. A car that changes driving pattern prior to completing his pass, and thereby does not leave necessary driving room to a car being passed, will be held guilty of a race infraction and charged with a call to the rear, unless the action was flagrant, in which case the car may be disqualified. This rule is necessary and to be enforced to assure driving room for all cars on the track and to reduce the possibility of accidents.

D. Working on a Car

Working on a car on the track is prohibited (except to replace tail cone -- see clarification). The infraction of this rule is cause for possible disqualification (see Work Rule attached).

Car (or cars) of injured drivers will not be allowed to be worked on until the condition of the driver has been declared by the medical personnel (National Work Rule is then followed).

Please be aware as judges that you may be called upon to grant permission for a handler to enter racing surface during yellow flag conditions. Whenever a yellow flag is out, please stay alert to all happenings on the race track.