

QMA Judging

I. Introduction:

Quarter midget racing provides a competitive, fun, activity for kid's ages 5 to 16. We have kids of different ages, talents, and experience all racing at the same time. It is the mission of QMA to:

- a. a. Create and maintain a clean, safe, healthy sport, which may be enjoyed by all family members in a close relationship with good sportsmanship toward all.
- b. b. Teach the younger generation about the proper handling of mechanical devices, coordination, self-reliance, alertness, and the ability to handle motor-driven vehicles.
- c. c. Impress upon the younger generation the idea of fairness, generosity, good sportsmanship, and a sense of responsibility, without envy of others.

This last objective is important and may be very hard to achieve in a competitive sport. To teach fairness, generosity, and good sportsmanship it is up to us, as parents and handlers, to follow rules set forth by QMA and to teach our kids the importance of following these rules and driving in a manner that allows everyone to be competitive and fair.

One of the hardest responsibilities or positions that handlers must perform during a racing event is to be a judge during one or more races. Being fair and impartial, and knowing the proper calls and how to judge will make all of us better judges and make the races a fun time for all.

It is the purpose of this document to help inform QMA members, parents, and handlers on judging, how to make the proper call, and understand what is required of you as a judge. In the near future, a video will be available from QMA that will further expand on this document by showing proper judging procedures and calls.

II. Purpose of judges

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 a race(s) at a QMA event.

At all QMA race events, a minimum of three (3) but preferable five (5) judges per race, including the head judge, shall witness the race and be responsible for making all decisions on driving infractions. Per Article 3, Sec. 1(2.B) of the rulebook, it states that at the discretion of the Regional Director, the number of Judges may be adapted to fit local events. This does not include Regional, States, or Grand National Events.

The number of judges will vary from club to club and region to region. At the Grand National Events, 5 judges are always used. At the club level, many clubs will only have three judges, and 5 judges are used at Regional and States Races.

Head Judge – at the Grand Nationals, the QMA National Board of Directors selects an individual to be a head judge. This individual is an experienced person in judging, and has the ability to be consistent throughout the event. At the Region and Club level, it is highly recommended that at each race event, that one head judge be selected to be in charge of all the races. While it will be difficult for this person to always be on the judge's stand because his/her driver will be racing, having one head judge throughout an event will provide consistency to the program. One suggested method would be to have a head judge for each class or division running during the racing event. This would provide consistency within that class or division.

Duties of the Head Judge:

- a. The head judge is familiar with all driving rules.
- b. Will assign the judges for each race.
- c. Will brief all judges on proper judging procedures being followed, and will provide consistency to the program by describing how judging has been conducted throughout the event. For example, rough driving can be called if a driver forcefully runs into another car. If judges are making this rough driving call on the second infraction, meaning they are allowing a driver to run into another car one time, but the second time they are making a call on the driver, the head judge will inform other judges of this when they come up on the stand for the first time. The head judge needs to continuously tell the judges how calls are made throughout the racing event so there is consistency.
- d. Will keep track of all DOTs and Calls during a race. A judging sheet is available on the judge's stand for writing down DOTs and Calls. This sheet will be used to verify with the official scorer in the event a driver needs to be disqualified because of 2 calls or 3 DOTs.
- e. Will have communication with the tower and flagger at all time. Communication is important if a call is made during a green flag, for a flagrant driving infraction or other disqualification event.
- f. During a race, the head judge needs to be in constant communication with the other judges to communicate with them the car(s) that they are to follow (while following packs), or how the judging will be conducted (watch corners, or packs).
- g. Inform the other judges after a racing incident the different calls that can be made. If needed, explaining a rule to help clarify a situation.
- h. The head judge does not make any calls during a race unless he/she is the only one who saw the racing incident, or if there is a tie in a call by the judges. The head judge does not change a decision of the majority of the judges witnessing the racing incident, even if he/she does not agree with the decision. If the majority of the judges witnesses a racing event, that decision stands.

Judging Sheet – the head judge will be responsible for keeping track of all DOTs and Calls made during a race. Prior to the race, write down the race number and circle the class and division of the race. The rules state that all judges are to sign the judging sheet after the race, but sometimes it is easier to sign before the race as you wait for other judges or the next race to come on the track. When a racing incident occurs and cars go DOT, the head judge should immediately write down all cars that are DOT as well as all cars that were involved in the incident that did not go DOT (this can be anywhere on the judging sheet). Not all cars that are involved in an incident always go DOT, if a judge has a question on which car was involved in the incident, writing the car numbers down

right away, will eliminate confusion (always write down the cars that don't go DOT first, as they will be the ones hardest to identify later, the DOTs are not going anywhere quickly). After writing down all cars involved in the incident, the judges then make a decision on whether there is a call or not. If there is not a call, and the judges call this a racing incident, all cars that went DOT receive a DOT so write DOT on the line next to the car number. If a call is made on a car do one of the following:

- a. If the car went DOT, then in the line next to the car number write DOT and a call. For a call either write – call and then what the call was, or just write what the infraction was. All other cars that went DOT get their spot back in the line-up (do not write anything by their number). Remember, a car going DOT that has a call made on it, gets both a call and a DOT. This is per the Scoring Procedures (June 1, 2003, page 10, under Exception).
- b. If the offending car did not go DOT, then only write call, or the infraction on the line next to the number.

If a car receives two calls, or three DOTs (including those in which a call was made at the same time), the head judge is to notify the head scorer. The driver will be black flagged off the track.

III. Role of other judges.

The judges shall enforce all appropriate racing rules and regulations during the running of an event. They shall witness the race and be responsible for making all decisions on driving infractions.

IV. Selection of the judges.

Depending on the event, the selection of the judges is done by the tower or by the head judge. The selection of the judges will be from the members attending the race event. At club races, the judges should all be club members. At Region events, the judges should be selected from multiple clubs. All judges on the judge's stand should not be from the same club, this will eliminate a handler(s) feeling that one or more driver(s) are being favored (or picked on) because all judges are from a certain club. At Grand's events, the judges should be representative of the different regions, and all judges on the stand should not be from one Region. When five judges are on the stand, the maximum number of judges from one Region or club (Region and/or Grands Events) should be two.

The members selected for judging must be a member in good standing of QMA. All judges must be experienced members and should be well versed in all QMA racing rules and regulations. Judges 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. Those with less experience should go up onto judge's stand and watch, listen, and learn.

Judges shall not be handlers, owners, parents or family members of drivers entered in the same division at that race meet.

V. Location of judges

Judges shall be located together in a central location providing optimum view of the entire racing surface. Optimum view means a location where you are high enough to see

cars going into and out of the corners. At no time should cars driving on the racetrack, block the view of a judge from seeing the racing surface. It is possible that a judge's stand to be too low that the judges do not have a clear picture of two cars driving side by side going into a turn. Without having a high enough location, the judges cannot make an accurate call or determination of an incident.

The head judge must have communication with the flagger and tower. Communication with the race director is also recommended. The communication with the flagger is vital to assist in controlling drivers that are jump starting the race or anticipating the green flag. The flagger has ultimate responsibility of the racing surface, and if the head judge informs the flagger of a car jumping the start, the flagger may throw the green. This is totally at the discretion of the flagger. By informing the flagger of a jump start even though the green is thrown, the flagger is aware that it occurred and can be more prepared in future restarts. Similarly, the head judge should have communication with the Race Director, as there may be a safety issue that the judges may want looked at prior to a race.

VI. Authority of judges

The authority of the judges is to disqualify or black flag a driver for a flagrant call or in case of racing incident where a driver is 100% at fault, give the driver a call and put the offending car to the back of the line up. A flagrant call is any racing incident where a driver intentionally or deliberately causes an incident to another driver (more on this below).

The authority of the judges begins with the cars entering the track and ends when cars leave the track. The judges also need to be aware of events that occur in the hot chute which is part of the track. A driver coming off the track may intentionally hit another car (or worse) in the hot chute or exiting area of the track because of some event that occurred during the race. The judges have the authority to disqualify a driver at any time, that is before a race, during the race, or after a race. Many times, as soon as the checkered flag is thrown, the judges are off the stand. Judges should stay on the stand, watching the race from the time the cars come on until all the engines are shut off. This is also important during practice. Calls can occur during practice and judges need to be paying attention during practice.

Calls:

- Calls during practice: This is rarely done and calls should be made at this time. Practice is just that practice. It is not a time for racing and to see who is the fastest. Incidents occur during practice, and a way to control that is to make a call and have the guilty driver (100% at fault) start at the back of the line up.
 - ➤ Calls made during practice are not a chargeable call. If a flagrant call is made, the driver is disqualified.
 - ➤ Once practice has ended (initial warm-up is over) and the flagger tells the cars to line up, all calls made after this time, are a chargeable call (see scoring procedures, page 6).

- Calls during yellow: Again, this is rarely done and calls should be made if an incident occurs during yellow. Judges can disqualify a driver during a yellow. Yellow flags are shown during a race because of some incident or safety concern on

the track. The ultimate responsibility of the racing surface falls on the flagger. However, under the rules, judges need to be aware of what is occurring during a yellow. In many cases, especially with the older driver's, or driver's involved in an incident or went DOT, as soon as the yellow flag is thrown or they are under power again, the driver's feel that they should get behind the car they were following as soon as possible. They will speed around the track and pass other cars to get into their position. These are reasons for disqualification. Passing under yellow, disobeying the flagger, and driving in an unsafe manner are all reasons for immediate disqualification. Also in some divisions, the drivers do not slow down during yellow flags. Corner workers are out on the track trying to start a car, and other drivers are driving way to fast at this time. The head judge should notify the flagger that the cars are going to fast and the judges may disqualify drivers for disobeying the flags or driving in an unsafe manner.

- ➤ Calls under yellow are considered a chargeable call. If the car with the call also went DOT, the car is also charged with a DOT.

- Calls under green flag: For a flagrant call under green the driver is automatically disqualified. Calls can be made under green if the judges feel that the incident was intentional or deliberate. A car does not have to go DOT on the track for a call to be made under green. Many times when an incident occurs on the track and no cars go DOT, the judges may say, "car #4 got away with that one," or "that was charging on #7." If the judges feel that a car was 100% at fault and they feel that it was deliberate enough that the driver should have a call, this car is automatically disqualified. The judges may allow an incident to occur one time while under green, but maybe the second time it occurs, the judges may feel that the car should have a call and then is disqualified. This may occur with rough driving. If a car is constantly hitting cars in front of it, the judges may allow it to happen once, but the second time, they may decide to make a call. This is up to the judges on how they feel about the incident. It is up to the Head Judge to be consistent at the event. The Head Judge needs to inform all new judges on the stand how other judges have been making calls, so there is consistency during the race. If a call is made during green flag racing, the judges notify the tower and the flagger that a car is being disqualified, and the flagger will black flag that car off. If the car does not come off the track after being shown the black flag twice, the race will be red flagged, to remove the offending car.

- Calls after the checkered flag has been displayed. All call made after the checkered flag has been thrown are immediate disqualifications. If during the last lap of the race, three cars tangle coming out of turn 4 and 2 cars go DOT and one crosses the finish line and the flagger throws the checkered, the race is over and any calls made as a result of the incident will result in the car being disqualified. Similarly, any incident that may occur in the hot chute or as cars leaving the track and the judges feel that it was intentional or deliberate, a call is made and the car is disqualified.

- MAIN THING TO REMEMBER WHEN JUDGING AND MAKING CALLS, IS TO BE CONSISTENT. IF YOU, AS A JUDGE, FEEL A CALL NEEDS TO BE MADE, THEN MAKE THE CALL. IT IS UP TO YOU AS A JUDGE TO MAKE THE APPROPRIATE CALL. IT IS UP TO THE MAJORITY OF ALL THE JUDGES SEEING THE INCIDENT TO MAKE THE APPROPRIATE CALL.

VII. Methods of judging. Making the right call is important to having a fun event for everyone. A judge that is able to watch the incident occur, as it occurs, is vital in making the right call. The best method for judging a race is to watch the fewest number of cars around the entire racetrack. This method is called "Watching Packs."

Watching packs: This is the preferred method of judging and if done correctly, results in better, more accurate calls. This method relies on good communication. First, the head judge must be constantly talking to the judges, informing them which cars to follow, and secondly, the judges have to be able to hear the head judge during the race. This is hard at times when there are 10 noisy cars on the track. Under this method of judging the judges are split into two groups (two judges to a group), with each group watching 4 or 5 cars (depending on division racing). Some say that one group is watching the lead pack and the other group is watching the tail group. This is rarely the case. Initially, when the race begins, one group (set of judges) is watching the first 4 or 5 cars, the second group (set of judges) is watching the last 4 or 5 cars. However, once the race starts, and cars begin to pass and lap each other, you are basically watching cars in a variety of different positions. In most cases the judges won't know which cars are in which place. To judge packs, the head judge HAS to tell the two groups of judges which cars to follow. When the race begins and a car in the back moves toward the front and the front cars fall back, the head judge constantly is telling the judges on his/her left and right which cars to follow.

There are a couple of methods for the head judge to inform the other judges on which cars to follow. By standing in the middle of the judges, with two judges on each side, the head judge can just point at a group of cars as they come along and tell the judges on the left or right to follow a group, then tell the other set of judges to watch the other group. Another method is for the Head judge to say "switch" when the cars past the start finish line. If cars are spread out around the track, the head judge can yell switch when a pack of 4 or 5 cars crosses the start finish line. Immediately the judges on one side of the head judge (usually the left side) will pick up the cars going into turns 1 and 2, and the other set of judges will pick up the cars in corners 3 & 4 or coming to the start finish line.

Many times during a race, cars will get strung out around the track. In a 10-car race, you may have 1 or 2 cars that are ahead of the rest of the cars. The head judge could watch these two cars, and tell the other judges to split the pack up. Therefore, the judges are only watching 3 or 4 cars. The benefit of this method of judging is that a judge is only watch 5 cars maximum during the race, and they are watching the same cars all the way around the track, seeing the incident occur initially, and not after it is almost finished. The Head Judge is important in this method to tell the judges which car to follow.

VIII. Making the right call: As previously stated, making the right call is important to having a fun event for everyone. The following will help you in making the right call. Each track is to have a reference line which is approximately 10'-12' back from the apex of the corner. In other words 18' back from the center of the arch of the corner. This reference line is to assist the judges in making an accurate call.

*** The most important points in making a good and accurate call is knowing the rules and what the correct call is. The one thing to remember is that one car must be 100% guilty or at fault, and the other car(s) must be 100% innocent. If not, there is a no call and all DOT cars go to the back of the pack.

1. **Charge:** A charge is when the inside car charges into the corner and hits the outside car. A charge is determined by the position of the cars as they go into the corner. If the inside car does not have the right front tire up to the left side nerf bar (the driver's compartment) of the car in front of him (outside car) by the time the inside car gets to the reference line painted on the track, then the inside car must give the lead car the room, and allow the lead or outside car to go into the corner first. Another way to say this is that the right front tire of the inside car must be to the other driver's helmet (lead or outside car) by the time the inside car gets to the reference line going into the corner, the inside car must yield to the outside or lead car and allow them into the corner first.

2. **Chop:** A chop is when the inside car has his right front tire up to the nerf or helmet of the outside or lead car by the time the inside car gets to the reference line and the outside car comes down or chops down on the inside car. If the inside car's right front tire is at the nerf or helmet of the outside car at the reference line, the lead car must give the inside car the inside lane of the corner, allowing a pass. The main things to watch for is the reference line and where the cars are located by the time they get there. When cars get to the reference line, tell yourself whether the inside car is in or not and this will help in making an accurate call. The rest is up to the drivers. You already made a decision if it was a charge or chop.

3. **Rough Driving:** Rough driving is when a car is running over another car or hitting them in an unsafe or rough manner. Every call is a rough driving call. There are just additional names placed on certain incidents (charges, chops, racing room). Rough driving may look like a charge or chop in the straight aways. Charges and chops only occur in the corners. If an outside car comes down a car that is making a pass in the straight aways, this may look like a chop, but is considered rough driving. Judges need to be aware of the class that they are judging. In some classes, like the AA, drivers are constantly breathing the engine and therefore are not always running at a constant speed. Not all drivers in AA breath their engines at the same time and therefore, there may be some running into cars in front or back. Watching a pack of cars while judging will help identify this.

4. **Racing Room:** When a Driver does not yield room to another driver during a race. This usually happens when a inside car has made a clean pass going into the turn but as the two cars are running side by side coming out of a turn and are moving up towards the wall. The inside car continues up to the wall and runs the outside car into the wall. The inside car has not left racing room for the outside car.

5. **Tail Cones:** Anytime a tail-cone falls off a car, a yellow flag will be thrown and the car sent to the pits (work area) to replace tail-cone. This will be charged as a DOT unless a call is made on another car. The car will be allowed to resume racing assuming if it's not their 3rd DOT and they make it back out before the green flag. They must tag the back of the line-up. If the tail-cone falls off on the last lap of the race and the checkered flag has been thrown, they will be charged

with a DNF whether or not it is their 3rd dot. The tail-cone may be replaced to cross the scales.

- IX. IX. Reasons for immediate disqualification. Remember – guilty driver must be 100% at fault, one driver must be completely innocent driver must do everything in their power to avoid the incident.
1. **Loss of Car related safety items:** This is a loss of nerf bars, bumpers, shoulder bar and/or fuel tank under **green flag conditions**.
 2. **Loss of driver related safety items:** This is loss of helmet, gloves, neck collar, arm restraints belts, goggles etc. under **green flag conditions**.
 3. **Liberation of fluids:** This is liberation of oil, water, gas, methanol etc. under **green flag conditions**.
 4. **Flagrant or Deliberate Rough Driving:** A driver that is running over or into the car in front or beside them in a rough or dangerous manner. Doing this deliberately or flagrantly to cause an accident or to gain a position. This can be at anytime a car is on the track; practice, during green, yellow, white, or after the checkered is thrown.
 5. **All 4 wheels under the speed breakers to gain an advantage:** An advantage can be a position, track distance etc. The decision of whether there was an advantage is up to the judges and they need to be consistent. For example, a car comes upon other cars quickly and tries to slow down, but to avoid colliding with the car in front, swerves toward the infield, puts all four wheels under the speed breakers, comes out ahead of the other car. However, the car has slowed way down and the other car passes the car back and is ahead. Has the car that went below the breakers gained an advantage. No, should the car be DQ'd. That is up to the judges, as long as they are consistent. The head judge needs to inform all new judges how judging has been handled throughout the event.
 6. **Disobeying Flags:** This includes jump starts after the driver has been warned one time and has been put to the back of the pack. Disobeying flags can also be passing under yellow, or starting your car under a red flag and leaving the track.
 7. **Signaling by Handler to Driver:** This is under green flag conditions.
 8. **Car being operated in an unsafe manner:** This includes excessive bicycling, stuck throttle, no brakes, etc.
 9. **Making adjustments or repairs during a refuel or emergency stop.** Cars may be worked on only in the designated work area per National work rule on refuel stop or after an injured driver is declared ok to race or has left the event on an emergency stop.
 10. **Third chargeable DOT.** - Under green flag conditions. This will be scored as a DNF.
 11. **Second chargeable Call.** Two calls under green or yellow conditions (after the initial green) or when the cars are given the initial lineup. This will be scored as a DQ.
 12. **Improper wearing of safety equipment.** This is no neck collar, belts not over both shoulders, helmet not fastened etc. This is any safety equipment not being worn or not being worn correctly. This is at any time the cars are on the track, it not only during green flag calls.
 13. **Defensive Driving (blocking):** Defensive driving is when a driver changes his/her driving pattern more than one time to block a fellow competitor from passing them. A car is allowed to alter its pattern one time. Therefore, if a car

has been running up to the wall during each lap, and a car is approaching from behind, the lead car may choose to run a low pattern and may be slowing the field. This is not blocking as long as the driver continues to run this pattern. If the driver goes up and runs the pattern up to the wall and then comes down again, then this is considered blocking. Some judges may consider this actually three alterations in the driver's pattern. The first being coming from the pattern at the wall down to a lower pattern. The second alteration is moving back up to the wall and running there, and the third when moving back down. The second change in pattern results when the driver moves down a second time. Watching the driver around the entire track, you will be able to tell their normal pattern. It is the changing of this normal pattern more than once that results in a defensive driving call.

X. Miscellaneous:

Quarter midget racing is for the kids. We all want the kids to have fun and be competitive. However, QMA also has rules to keep the competition safe, fair and equal among all participants. All of us as judges will make a mistake. We are all human and WE WILL make mistakes. In other sports, you have professional judges, umpires and referees. They make mistake too. That is why the NFL has instituted the instant replay. NFL referees also have to make split second decisions. However the coaches have the ability to throw in a flag and have a review of the play. There will be mistakes and all that is asked is that, as a judge, you be fair, consistent and follow the rulebook. You do the best that you can.

Judges calls cannot be protested. A driver must be 100% at fault, if not, then there should not be a call.

Do the best you can, and have fun racing.

Thank you,
QMA