

Junior Quarter Midget Association

Rule Book

TABLE OF CONTENTS

	Page
GLOSSARY	1
PART 1 MISSION STATEMENT	2
1.1 INTRODUCTION	2
1.2 OBJECTIVES	2
1.3 THE GOAL	2
1.4 JQMA PUBLICATIONS	2
1.5 INSURANCE	2
1.6 JQMA MEMBERSHIPS	3
1.7 SCHEDULES AND CALENDARS	4
PART 2 LOCAL ADMINISTRATIVE GUIDELINES AND PROCEDURES	5
2.1 CLUB CHARTER	5
2.2 CLUB PROMOTION DAY	5
2.3 CODE OF CONDUCT	6
2.4 TRACK CONSTRUCTION	6
PART 3 EQUIPMENT DIMENSIONS AND SPECIFICATIONS	9
3.1 DIMENSIONS	9
3.1.1 Height	9
3.1.2 Length	9
3.1.3 Tyre Size	9
3.1.4 Weight	9
3.1.5 Wheelbase	9
3.1.6 Wheel Tread	9
3.2 CAR CONSTRUCTION	9
3.2.1 Axle	9
3.2.2 Battery	9
3.2.3 Belly Pan	9
3.2.4 Body Section	10
3.2.5 Brake	10
3.2.6 Bumpers	10
3.2.7 Drive	11
3.2.8 Drive Chain	11
3.2.9 Drive Wheel	11
3.2.10 Engine	11
3.2.11 Engine Housing	11
3.2.12 Exhaust System	11
3.2.13 Firewall	12
3.2.14 Frame	12

3.2.15	Fuel	12
3.2.16	Fuel Lines	12
3.2.17	Fuel Tanks	12
3.2.18	Fuel Pumps	12
3.2.19	Nerf Bars	12
3.2.20	Radius Rods	13
3.2.21	Roll Cage	13
3.2.22	Safety Belts	14
3.2.23	Shoulder Bar	14
3.2.24	Steering	14
3.2.25	Steering Wheel	15
3.2.26	Shock Absorber	15
3.2.27	Kill Switch	15
3.2.28	Weights	15
3.2.29	Windshield	15
3.2.30	Measuring, Sensing and Sending Devices	15
3.2.31	Tyres	15
3.3	DRIVERS SAFETY EQUIPMENT	16
3.3.1	Arm Restraints	16
3.3.2	Face Shield	16
3.3.3	Gloves	16
3.3.4	Helmet	16
3.3.5	Suits	16
3.3.6	Underwear	17
3.3.7	Neck Brace	17
3.3.8	Shoes	17
3.3.9	Socks	17
3.3.10	Balaclava	17
PART 4	CLASS AND DIVISION STRUCTURE	18
4.1	CLASSES	18
4.1.1	Class Definition	18
4.1.2	Class Jumping	18
4.2	DIVISIONS	19
4.2.1	Division Definition	19
4.2.2	Division Jumping	19
PART 5	HONDA PROGRAM	20
5.1	HONDA SUSPENSIONS	20
PART 6	NOVICE RULES AND PROCEDURES	21
6.1	PURPOSE	21
6.2	NOVICE CLASS – DRIVERS AND HANDLERS	21
6.3	NOVICE TRAINING	21
6.4	RACING	21

PART 7	RACING RULES AND PROCEDURES	23
7.1	GENERAL	23
7.1.1	Age Requirements	23
7.1.2	Minimum Meeting and Practice Standards	23
7.1.3	Regional and National Events	23
7.2	RACING RULES	23
7.2.1	All JQMA Events	24
7.2.2	Exceptions	25
7.2.3	Race Procedures	25
7.2.4	Protests	25
7.3	GENERAL RACING PROCEDURES	26
7.3.1	Flagging	26
7.3.2	Practice and Warm-up	26
7.3.3	Qualifying	26
7.3.4	Racing	28
7.3.5	Starts	29
7.3.6	Restarts	29
7.3.7	Caution Laps and Emergency Stops	29
7.3.8	Cars Stopping on Track	29
7.3.9	Disqualification	29
7.3.10	Reasons For Immediate Disqualification	30
7.3.11	Definition of Driving Infringements	31
PART 8	INSPECTIONS	32
8.1	SCHEDULE OF INSPECTIONS	32
8.2	WEIGHING PROCEDURES	32
8.2.1	Drivers Weight	32
8.2.2	Car Weights	32
8.2.3	Combined Weights	32
8.2.4	Weights	32
8.3	APPROVED PROCEDURE FOR FUEL TESTING	33
8.4	APPROVED PROCEDURE FOR OIL TESTING	33
8.5	TECHNICAL INSPECTION PROCEDURE	33
8.5.1	Qualifying	33
8.5.2	Technical Inspection after Race	34
8.5.3	Engine Technical Inspection	34
8.6	PROTEST PROCEDURE	34
PART 9	RESTRICTOR PLATE PROGRAM	35
9.1	GENERAL	35
9.2	HONDA	35

PART 10	HONDA ENGINE REGULATIONS	35
10.1.1	Sealed Motor Rule	35
10.1.2	Sealed Motor Fee	36
10.1.3	Genuine Parts	36
10.1.4	Modifications	36
10.2.1	Air Filter	36
10.2.2	Air Filter Mounting Flange	36
10.3.1	Exhaust Pipe	36
10.3.2	Muffler	36
10.4.1	Valve Springs	36
10.5.1	Spark Plugs	37
10.6.1	Reduction Drive	37
10.7.1	Pull Starter	37
10.8.1	Clutch	37
10.9.1	Carburetor Jets	37

GLOSSARY

The following terms will be used throughout the JQMA rulebook. The following terms have been standardised, and where present shall be defined as follows.

Class:

A portion of a racing event, which is defined by a particular motor choice or Novice status. For example: Novice Jnr, Novice Snr, Honda 120 Jnr, Honda 120 Snr, Honda 160 Jnr and Honda 160 Snr are classes.

Division:

The subdivision of any or all classes based on age or weight as specified in this rulebook.

Event:

An event is a series of races that may include qualifying and a full range of classes. For example: The Dirt Grands is an "Event".

Hot Chute:

That portion of the racetrack where handlers perform work on their race cars during practice and qualifying periods.

Pits/Pit Area:

That portion of the racing facility where handlers perform work on, or park their race cars between races. This area may possibly include the scaling area, the fueling area, and other required areas.

Qualifiers:

Those racing events which are run as preparatory events for Grands participation, specifically States Races.

Race:

A race is defined as the running of a given heat, or feature within a given class/division. For example: the Honda 120 Jnr, B Main is a "race".

Racing Surface:

Track surface and area within the confines of the walls of the track.

Sanctioned Event:

Any race, be it a local Club race, Regional event or Grands run under JQMA current regulations.

Staging Lanes:

That portion of the racing facility where pending races are staged.

DNF:

Car "Did Not Finish" the race.

Reference Line:

The lines painted on the track to be used to aid in making the proper judgment call and to assist the driver as when to give room going into or coming out of the corner.

PART 1 NATIONAL MISSION STATEMENT

1.1 INTRODUCTION

The purpose of the Junior Quarter Midget Association (JQMA) is to:

- create and maintain a clean, safe, healthy sport, which may be enjoyed by all family members in a close relationship with good sportsmanship toward all
- teach the younger generation about the proper handling of mechanical devices, coordination, self reliance, alertness, and ability to handle motor-driven vehicles.
- impress upon the younger generation the idea of fairness, generosity, good sportsmanship, and a sense of responsibility, without envy of others
- develop, direct, and promote the objectives of associated Quarter Midget Clubs and their members on a National basis.

1.2 OBJECTIVES

The objectives are:

- uniform engine, car, racing and safety rules
- coordination of racing events
- maintain records of members' addresses, track locations and capabilities
- publish a JQMA Rules & Procedures Book, and send one copy to each member
- publish and release a newsletter covering areas of interest to JQMA membership
- Directors, participating clubs, and track representatives will coordinate JQMA activities.

1.3 THE GOAL

- 1.3.1 The goal of JQMA is to build and strengthen the awareness and participation in all forms of Australian Speedway.
- 1.3.2 This goal can be achieved by running a uniform development series across Australia introducing more participants into the sport at an early age.

1.4 JQMA PUBLICATIONS

- 1.4.1 This rule book as well as technical manuals for all approved engines are provided, one set free of charge to each new member upon joining JQMA and after any reprinting. Additional copies are available for sale through the National Office.
- 1.4.2 JQMA is to have additional rulebooks available for sale through the National Office or are available for no charge by downloading from www.jqma.com.au

1.5 INSURANCE

- 1.5.1 All drivers and officials participating in any JQMA event sanctioned by NASR or any other motorsport body must be in possession of personal accident insurance cover that specifically covers all risks relevant to speedway race meetings.

- 1.5.2 The personal accident cover may be through a policy brokered by arrangement with NASR and linked to the NASR Licence, or may be an alternate personal accident policy of equal or better cover, subject to approval by NASR.
- 1.5.3 All race meetings conducted by JQMA will have in place comprehensive public liability insurance. This insurance will provide coverage of \$30 million for any one occurrence. NASR insurance is preferred and recommended by the JQMA.
- 1.5.4 The insurance provider will issue Track Meeting Permits to verify that the insurance coverage is in place and that the event meets the appropriate standards and risk management procedures.

1.6 JQMA MEMBERSHIPS

- 1.6.1 Individual family membership fees are \$95.00 annually. Renewals are due 1 July of each year and become delinquent 90 days thereafter. After 90 days, a membership is dropped from the roster, and will be rejoined as a new member. The 90 days is not a grace period to allow a member to race without a current JQMA membership and NASR licence. (JQMA Members will each receive JQMA membership cards, JQMA series decal and a copy of the JQMA rule book.)
- 1.6.2 A family membership is defined as two adults (parents) and 2 Junior drivers or Crew of that immediate family that live in the same household.
- 1.6.3 Pit Crew or extra family members not included in a family membership must obtain a JQMA membership at \$25.00.
- 1.6.4 Associate membership in JQMA is available to persons not owning a Quarter Midget racecar and who do not plan to participate in Quarter Midget racing. Fee is \$25.00.
- 1.6.5 JQMA membership dues paid after 1 May of each year will be honoured for the following season (1 July to 30 June).
- 1.6.6 Membership dues must be paid directly to the JQMA.
- 1.6.7 All persons owning a Quarter Midget racecar and planning to participate in Quarter Midget racing or practice, must be a member in good standing with the JQMA and NASR.
- 1.6.8 After 30 June each year, JQMA membership cards for the previous year will not be accepted.
- 1.6.9 Replacement JQMA membership Cards - A fee of \$10.00 will be charged for replacing a JQMA membership card, and this is to be sent to JQMA.
- 1.6.10 All JQMA drivers shall be NASR licence holders. NASR licence applications must be filed in conjunction with JQMA membership applications. All licence and membership applications must be remitted to JQMA who forward to NASR.
- 1.6.11 JQMA will issue a one day licence permit at a price of \$10.00 to enable prospective drivers to test drive a Quarter Midget. However drivers are only permitted one (1) one day licence per year.
- 1.6.12 An application form for a one day licence includes a one day licence drive waiver form which will be provided by JQMA and must be completed prior to racing.
- 1.6.13 Any driver that wishes to race for a second day will be required to purchase a full NASR licence.
- 1.6.14 **At no time will any driver participate in practice or a race without a current JQMA membership and a current NASR licence.**

1.7 SCHEDULES AND CALENDARS

- 1.7.1 A copy of each Clubs planned racing schedule is to be furnished to the JQMA National Office for approval a minimum of 4 weeks prior to the first race.
- 1.7.2 The JQMA Directors publish an Annual Calendar, which should be adhered to by all Clubs. This guide shows dates for various JQMA events and actions that will, from time to time and of necessity, be changed.
- 1.7.3 No race shall be scheduled in conflict with any National Championships.

PART 2 LOCAL ADMINISTRATIVE GUIDELINES AND PROCEDURES

2.1 CLUB CHARTER

- 2.1.1 All Clubs receiving a JQMA Rule Book agree to abide by all rules and regulations of JQMA at all races.
- 2.1.2 All member Clubs of JQMA are to comply with all specifications and rules as printed in the JQMA rulebook and appropriate technical manuals and procedure manuals.
- 2.1.3 All Quarter Midget Clubs affiliated with the Junior Quarter Midget Association must have a permanent mailing address. The permanent mailing address can be a post office box or it can be an address used for, and as, the Clubs track location.
- 2.1.4 Each Club bidding for the next years National Championship event is required to include in their proposal a statement to the effect that the host Club's Board of Directors will remain in office during the National year as assurance to the membership of JQMA that all agreements and proposals would be fulfilled as stated in the National Championship contract.
- 2.1.5 Any Club interested in bidding to host a National Championship event must send bid package to JQMA by 15 December of the year prior.

2.2 JQMA CLUB PROMOTION DAY

- 2.2.1 The purpose of the Promotion Day is to provide an approved method that allows prospective new drivers to participate in the JQMA experience without the need to purchase a Quarter Midget racecar. The hopes are that this experience will be a positive one for the prospective driver/s and their families and motivate them to become part of our JQMA family.
- 2.2.2 The following are the guidelines that the clubs must adhere to for conducting a Promotion Day:
 - (i) Charge a minimal fee of \$25 for each prospective driver.
 - (ii) Use a very small restrictor plate and a positive stop on the throttle, both must be used. (The goal is to be under 20 kph.)
 - (iii) The parents must read and sign the JQMA waiver on behalf of their children.
 - (iv) A ride must not be more than 10 laps consecutive laps with a maximum of three (3) driving sessions.
 - (v) One car on the track at a time.
 - (vi) No one may be on the track while the car is running except a track official.
 - (vii) There must be a kill switch located on the top of the roll cage.
 - (viii) The car/s used may belong to the club or an individual, but are to be in good safe working order.
 - (ix) The driver must be at least 5 years of age and no older than 15 years to be able to participate in this program
 - (x) If there are any questions please contact Damon Hill (0411669910)

2.3 CODE OF CONDUCT

- 2.3.1 All JQMA members and their families are expected to act in a manner that is a credit to the sport, both on the track facilities and off the track facilities, at all JQMA events. Disturbances and or willful damage to others property will not be tolerated at any event.
- 2.3.2 Verbal and physical abuse of officials or other competitors and deliberately distracting or provoking others in not acceptable or permissible behaviour.
- 2.3.3 Parents are expected to encourage children to participate if they are interested but not to force any child who is not willing to participate. Parents should encourage children to follow the rules and accept any decisions by officials without argument or abuse.
- 2.3.4 Those failing to act in a manner that is a credit to the sport are injuring all members and are hampering the very existence and future of Quarter Midgets in Australia.
- 2.3.5 Therefore acts detrimental to JQMA or its members will be reviewed by JQMA and will be subject to the JQMA Code of Conduct guideline procedures for disciplinary actions.

2.4 TRACK CONSTRUCTION

- 2.4.1 All new tracks must be constructed per the specifications in Diagram 2-1. Blueprints must be submitted to the JQMA prior to construction for approval.
- 2.4.2 All tracks must have JQMA approved speed breakers. Dirt tracks may run approved huggy poles in lieu of speed breakers.
- 2.4.3 Construct speed breakers in accordance with Diagrams 2-2. and 2-3.
- 2.4.4 Provide a minimum of five speed breakers at each end of the track.
- 2.4.5 Install speed breakers in-field approximately two inches inside of white/yellow line.
- 2.4.6 Highway Department speed breakers / rumble strips are acceptable.
- 2.4.7 Reference lines will be painted on the track to indicate the point for determining a cars position when a car is entering and existing the corners. The lines (4) should be placed 12 feet to 15 feet from the apex of the comer, approximately 5 feet long (crossing the cars path), and 3 inch to 6 inch wide. Refer Diagram 2.4.
- 2.4.8 It is recommended that Safe area be provided in the Hot chute by painting lines or other method
- 2.4.9 In addition a safe are must be provide for the pit area where the cars will be parked and pit crews will be able to work on the cars. This pit area must be protected from the race track by physical barriers. The type of barriers used and the layout of the barriers must be approved by JQMA.
- 2.4.10 Each track shall permanently post the phone numbers and addresses to the nearest emergency service, Fire, and Police near the track so they will be displayed even if the buildings are not open. A map to the nearest medical facility should also be posted. Each club should give directions to the track to the nearest Fire department and emergency services.

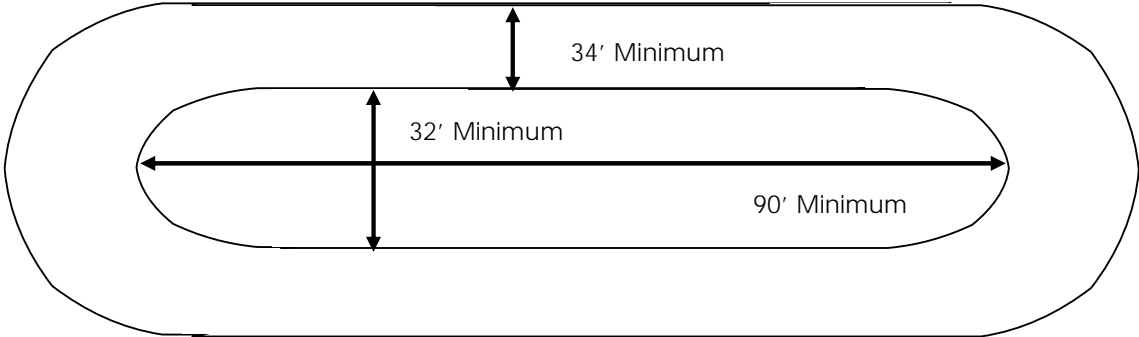


Diagram 2-1 Track Layout

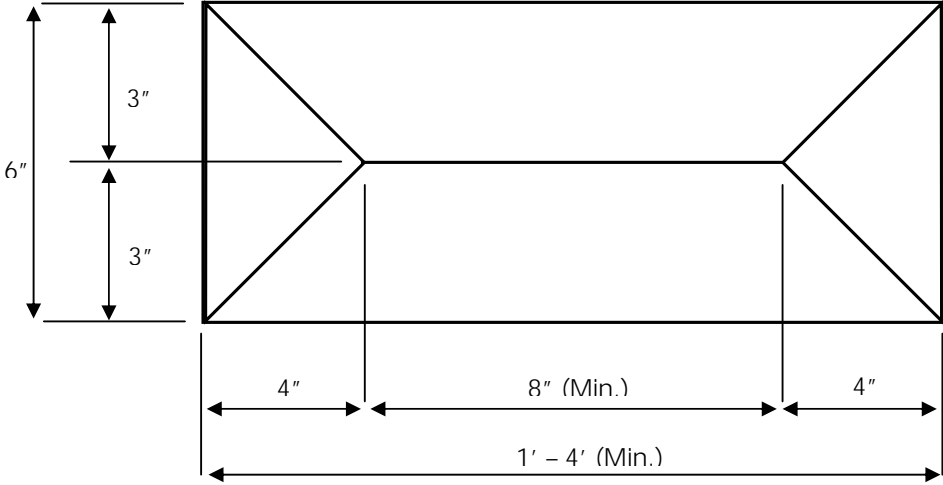


Diagram 2-2 Speed breaker Detail

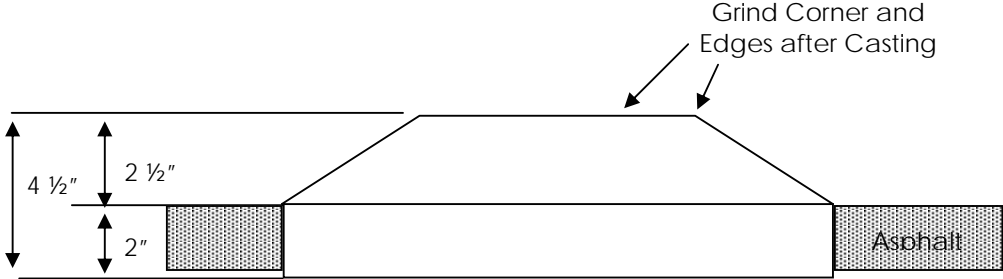


Diagram 2-3 Speed breaker Elevation

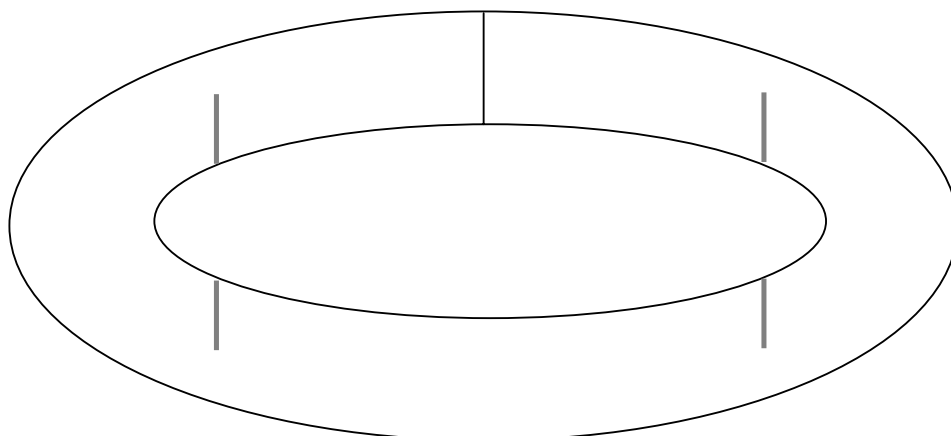


Diagram 2-4 Reference Lines

Reference Lines should be approximately 12 to 15 feet from the apex of the turn. It should be approximately 5 feet long and approximately 3 to 6 inches thick. This line is to help the Judges find where the drivers should be yielding. It will also help the driver when to yield if he or she does not have the pass made cleanly. These Lines are mandatory.

PART 3 EQUIPMENT DIMENSIONS AND SPECIFICATIONS

All specifications apply to all Quarter midget classes unless otherwise specified.

3.1 DIMENSIONS

3.1.1 Height

50 inch maximum, including roll cage

3.1.2 Length

(Measurements include the bumpers)

84 inch maximum

3.1.3 Tyre Size

Front maximum 11 inch diameter

Rear maximum 12 ½ inch diameter

3.1.4 Weight

Minimum 160 lbs.

3.1.5 Wheelbase

(To be measured centre to centre of axle. Both sides must be within specifications.)

42 inch minimum, 56 inch maximum

3.1.6 Wheel Tread

(Measured centre to centre of tyres.)

28 inch minimum, 34 inch maximum

3.2 CAR CONSTRUCTION

3.2.1 Axle

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

3.2.2 Battery

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

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

3.2.3 Belly Pan

(i) The pan must extend from the front axle to the firewall.

(ii) The ground clearance shall not exceed 3.5 inch.

3.2.4 Body Section

- (i) All cars must have a body which completely covers the drivers legs, a tail section, and a housing which covers the engine.
- (ii) The body and tail section will not have any sharp edges.
- (iii) Round the edges of the body and tail section inward not outward for extra protection.
- (iv) There must be no sharp comers - such as square comers. Make all corners and edges rounded in shape so as not to cut if in an accident.
- (v) 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.
- (vi) If the belly pan or the body does not enclose the front end it must be enclosed by using heavy screening or metal sheeting meeting the following specifications.
- (vii) Screening –
 - Minimum material: Metal wire
 - Minimum material dimension: 0.048 inch
 - Maximum mesh dimension: ½ inch spacing
- (viii) Metal sheeting
 - Minimum material thickness: 0.048 inch
 - Maximum hole diameter: ½ inch (if perforated)
- (ix) There will be no fenders, spoilers or air deflectors on roll cage, body, engine housing or tail section.
- (x) Any radical changes in body, tail section, or side panels must be submitted for approval to the JQMA.
- (xi) All cars must have side panels on both sides of the cockpit and engine compartment. There must be a 2 inch min. diameter hole in the right side to access the flywheel for seal painting the nut.
- (xii) Maximum height of body is 28 inch as measured from bottom of frame rail.
- (xiii) The side panel must extend a minimum of 6 inch, to a maximum of 22 inch in height, as measured from bottom of frame rail.
- (xiv) All cars are required to have a JQMA and NASR decals. Decal and location will be specified at time of racing.

3.2.5 Brake

- (i) Brake to be activated by a foot pedal.
- (ii) A minimum of one wheel brake is required, located on the rear axle, sufficient to lock the drive wheel(s).

3.2.6 Bumpers

- (i) All cars must have front and rear bumpers.
- (ii) All cars must have a double front tube bumper with two connecting tubes welded in place. Bumpers must not extend beyond three inches past outside main frame rail. Any design that does not meet this specification must be approved by JQMA. A detail drawing must be sent to JQMA. These bumpers must carry their letter of approval for verification at all events.

(iii) The bumper tubes should be mounted over each other and should have at least two inches radius bend on the ends, and be mounted to the frame of the car in order to prevent hooking or lifting.

(iv) The tubes should be no closer than two inches apart.

(v) The bumpers will be strong enough to be used by the handler to lift the car, and must be approved by JQMA.

(vi) Bumpers will be of metal construction. Titanium and/or composite materials shall not be used.

3.2.7 Drive

Drive must be direct, no clutches allowed.

3.2.8 Drive Chain

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

3.2.9 Drive Wheel

Both or one rear wheel may be used to drive the car.

3.2.10 Engine

(i) Junior Novice GX120 (#1 Restrictor Plate)

(ii) Novice GX120 (#1 Restrictor plate)

(iii) Junior 120 GX120

(v) Novice GX160 (#1 Restrictor plate)

(vi) Honda 160 GX160

(vii) No blowers or fuel injection

(viii) No freewheeling type flywheels. Definition of freewheeling type flywheel: they are the type whose fins continue to rotate after the engine has been shut down.

(ix) Honda GX120 and Honda GX160 must use stock gearbox and reduction gear.

(x) Any special or new engines for Quarter Midgets must be approved by the JQMA.

3.2.11 Engine Housing

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

(ii) Carburetors are to be completely within the engine housing covered in such a way not to protrude.

(iii) 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.

3.2.12 Exhaust System

(i) Honda GX120 & Honda GX160 classes must utilize a tailpipe and muffler conforming to specifications published in the appropriate tech manuals.

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

3.2.13 Firewall

- (i) A metal firewall is required between the driver and the fuel tank.
- (ii) The firewall and belly pan must be constructed so as to prevent fuel from entering the cockpit.
- (iii) Allowable materials for firewalls are listed below:
 - o Aluminum sheet - Minimum thickness 0.048"
 - o Steel sheet - Minimum thickness 0.025"
- (iv) No open holes in firewall

3.2.14 Frame

- (i) All chassis must be manufactured by NC Chassis located at:
409 Munroe Falls Road,
Tullmadge
Ohio, USA 44278
- (ii) All NC Chassis cars must be manufactured from SAE 4130.

3.2.15 Fuel

- (i) Honda GX120, Honda GX160, Standard Unleaded "Pump Fuel" only; no white or aviation, no additives.

3.2.16 Fuel Lines

- (i) All fuel lines must have automotive fittings or positive clamps.
- (ii) All fuel lines must be made from flexible hose & should be rated for the appropriate fuel.
- (iii) A quick action fuel tap must be fitted between the fuel tank and the engine within easy reach. The "ON" and "OFF" positions must be clearly marked.
- (iv) No cool cans or other device for cooling fuel in any class.

3.2.17 Fuel Tanks

- (i) All fuel tanks must be vented below the belly pan. (Tank lid hole must be plugged)
- (ii) No pressurised tanks.
- (iii) All fuel tanks must be securely mounted to the frame as not to move inside the tail section. If hose clamps are used minimum two.
- (iv) Plastic fuel tanks will not be allowed.

3.2.18 Fuel Pumps

- (i) Novice, Honda 120, Honda 160
No fuel pumps of any type allowed.

3.2.19 Nerf Bars

- (i) All cars must be equipped with nerf bars (side bumpers) at the front of the rear tire to prevent tires hooking or locking together.
- (ii) The nerf bars must extend outward to a minimum of center of the rear tires, but must not extend beyond the outside edge of the rear tires.

(iii) Nerf bars will be of steel construction. Titanium and/or composite materials shall not be used.

3.2.20 Radius Rods

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

(ii) A rod end adapter into which the Rod-end bearing is threaded may be constructed from non-ferrous material, however, the maximum length of adapter is 1 1/2 inch.

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

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

(v) An axle radiusing device made of steel shall be no longer than 17 inches from the centre of the axle to the centre of the car attaching point, maximum.

(vi) There is no length limit on an aluminum radiusing device.

3.2.21 Roll Cage

(i) All front and vertical bars must extend outward from the cockpit far enough to completely enclose the drivers shoulders and head when the driver is sitting straight up.

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

(iii) There shall be no less than one-inch clearance between the top of the driver's helmet and the bottom of the top cage bars with the driver sitting straight up, three inches is highly recommended.

(iv) All roll cages manufactured must use a steel tubing minimum wall thickness (SAE 4130 steel - 0.058 inch) (mechanical seamless tubing - 0.080inch).

(v) All cars must be equipped with roll cages of radius design, no square corners, 1/4 inch minimum O.D.

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

(vii) Support bars shall be constructed from a minimum of 5/8 inch O.D. tubing, and have a minimum wall thickness of 0.049 inch. 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.

(viii) Sidebars are optional. If installed, the sidebars must be made of same material and O.D. as the roll cage and securely fastened to the cage. Sidebars must not extend outside the rear wheel.

(ix) 1/8 inch gas hole must be placed in all non-removable roll cages for use when measuring wall thickness. Removable cages may have the hole for convenience when measuring the wall thickness.

(x) All roll cages are to be inspected and approved by JQMA.

(xi) All removable roll cage mounts will conform to all appropriate specifications as follows.

(xii) Front mounting sockets must be at least two inches long, and be either welded to the car frame structure or bolted to the structure using a minimum grade 5, 5/16 inch dia. bolt. Front uprights of the cage must extend to the bottom of the sockets when installed.

(xiii) Rear mounting sockets must be long enough to permit a minimum four-inch insertion of rear uprights of cage. Sockets are to be either welded to the car frame structure or bolted to the structure using a minimum grade 5, 5/16 inch dia. bolt. Rear uprights of the roll cage, when installed, must extend at least four inches into the rear mounting sockets.

(xv) The front and rear points of insertion are to be pinned with a minimum 1/8 inch cotter key or an equivalent bolt size.

3.2.22 Safety Belts

- (i) All cars must have an approved web type safety belt with a quick release buckle.
- (ii) The safety belt must be securely fastened to the frame. Drivers will be required to use them at all times.
- (iii) The safety belt should be located so that the pressure is across the drivers' hips.
- (iv) Metal to metal fittings at the quick release are preferred.
- (v) A dual shoulder harness (four point safety belt) or strap is mandatory, and must have a quick release fastener approved by JQMA.
- (vi) The shoulder harness/straps shall be worn securely across the right and left shoulders.
- (vii) No restraining device of any kind is to be used to keep the driver's head or body outside the roll cage.

3.2.23 Shoulder Bar

- (i) A left side shoulder bar will be mandatory on all cars, and must meet the following specifications:
 - SAE 4130 - Minimum diameter 0 518" O.D
 - Minimum wall thickness 0.049"
 - Stainless - Minimum diameter 0 518" O.D
 - Minimum wall thickness: 16 gauge - 0.065"
- (ii) The shoulder bar must be securely fastened to the nerf bar and roll cage upright at firewall. The shoulder bar may be welded, mounted with split clamps or nerf style spuds. If spuds are used, the bar must be retained by # 10-32 steel bolt. No clevis, rod ends, cotter keys, or hose clamps may be used.
- (iii) The shoulder bar must be securely fastened within the following area: nerf end: - between the left most point of the nerf bar and a point four inches inboard of the leftmost point. At the cage end the shoulder bar must extend at least as high as the top of the tail cone.

3.2.24 Steering

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

3.2.25 Steering Wheel

- (i) All steering wheel hubs must be padded.
- (ii) Steering wheel pad will be a minimum of one-inch thickness, and two-inch minimum outside diameter.
- (iii) Steering wheel shall not be constructed of titanium and/or composite materials.

3.2.26 Shock Absorbers

- (i) Any type shock absorbers are permitted.

3.2.27 Kill Switch

- (i) A functional on/off ignition kill switch is required.
- (ii) The kill switch is to be located so that it will be operated from inside the driver's compartment.
- (iii) It is mandatory that the switch be located in the upper left portion of the drivers' compartment or on the steering wheel.
- (iv) The driver's knee should not be able to contact the switch or its mounting bracket.
- (v) Attention should be paid to installation so that sharp edges and pinch points do not exist.
- (vi) The switch should be installed so that when the handle is down or to the rear the ignition is off.
- (vii) No more than one ignition kill switch is allowed with exception of cars running in the Novice class which may have an additional switch mounted on the upper rear of the roll cage to allow easy access for track officials.. The extra switch must be removed upon graduation from Novice class.

3.2.28 Weights

- (i) No loose weights permitted.
- (ii) No weights are to be fastened to the nerf bars, roll cages or front or rear bumpers.
- (iii) Weights are to be bolted using 5/16 inch bolts 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.
- (iv) All lead weights must be covered.

3.2.29 Windshield

- (i) Rock shield fitment to roll cage is permitted and must be 38 mm x 38 mm x 3 mm gauge material minimum and securely fastened.

3.2.30 Measuring, Sensing, and Sending Devices

- (i) All data acquisition and measuring devices shall be mounted securely within the roll cage or down tubes.

3.2.31 Tyres

- (i) Only spec tyres as specified below are allowed for use at JQMA sanctioned events
- (ii) All tyres must be (Slick) style racing tyres, No grooves of any type are allowed on these tyres.

(iii) For the 2005 / 2006 season Dunlop DBS and Hoosier D20 Slick tyres are the spec tyre for JQMA sanctioned events.

3.3 DRIVER'S SAFETY EQUIPMENT

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

3.3.1 Arm Restraints

(i) Arm restraints are mandatory for all drivers (when driving a quarter midget racecar), and will be used in conjunction with the seatbelt's quick release for minimal egress in event of accident.

(ii) Arm restraints are fastened securely to the driver's forearms, (between the wrist and the elbow), never at or above the elbow.

(iii) The arm restraint should be adjusted so that it is short enough to keep the driver from reaching just two or three inches above the steering wheel.

3.3.2 Face Shield

(i) Clear, or amber, face shields must be worn after dark, or whenever track lights are turned on.

(ii) Eye protection must be worn. Lens of Spectacle / Sunglasses, if worn, and / or helmet visor to be of material that can not shatter or splinter.

3.3.3 Gloves

(i) Leather or equivalently thick materials are required.

(ii) Gloves must completely cover the hands and fingers.

Note 1: It is recommended that gloves of fire-retardant or fireproof material meet with an FIA or SFI rating.

Note 2: Fire resistant or Fire retardant gloves are mandatory at all times when driving a Quarter Midget.

3.3.4 Helmet

(i) Drivers will wear an approved well fitted, full face, professional type crash helmet of the type which is one-piece from the forehead to the base of the skull and similarly covers the ears and chin area.

(ii) Helmet shall be in good condition (no exterior cracks, evidence of impact or deteriorating interior lining/shock absorbing material)

(iii) Helmet shall inspected by track Scrutineer at the start of the racing season and at each race meeting.

(iv) All hair will be under the helmet or inside the driver's suit when driving a Quarter Midget.

(v) Effective 1 January 2005 all helmets used in JQMA are required be meet SFI or Snell SA rating and be Snell 90 or newer.

3.3.5 Suits

(i) It is preferred that approved race suits are used but the following may be used in lower Divisions:

- Clean non-flammable one piece, long sleeve, CFS type overalls covering from the neck to the ankles and wrists, completely fastened.

- Nylon or Polyester is not permitted.
 - Soaking in Borax water solution increases flame resistance but must be done from time to time.
- (ii) It is strongly recommended that driver suits or jacket and pants will have an SFI rating.

3.3.6 Underwear

- (i) Woolen, Cotton or Nomex underwear. Nylon or polyester is not permitted.

3.3.7 Neck Brace

- (i) A neck brace made of Nomex or equivalent is mandatory and must be approved by JQMA. JQMA recommends that the neck brace carry a SFI rating.

3.3.8 Shoes

- (i) Shoes are required that completely cover the feet for all drivers and pit crew. Socks will be mandatory, no bare skin between the shoe and the bottom of the pant leg.
- (ii) Fully enclosed leather footwear. Preferably boots with leather soles, no nylon sneaker types or elastic sided boots.
- (iii) Covered footwear must be worn at all times in the pit area. No open toe shoes or thongs are permitted.

3.3.9 Socks

Woolen or Nomex socks must be worn. No nylon or polyester is permitted.

3.3.10 Balaclava

Woolen or Nomex balaclava must be worn under helmet.

PART 4 CLASS AND DIVISION STRUCTURE

4.1 CLASSES

4.1.1 Class Definition

- (i) Class is defined as a race program by engine type and rules.
- (ii) Specific ages and weights for classes are found in Table 4- 1.
- (iii) A driver shall not be allowed to run more than two Quarter Midget classes per racing meet.
- (iv) No mixing of classes at State, or National Events.
- (v) All classes will have a maximum of 10 cars per race, Main, Semi or Consolation. With eleven cars permitted at local events, but never twelve.

4.1.2 Class Jumping

No class jumping, either up or down.

Definition: Engine and car must compete in the class that it originally signs in and qualifies. A car cannot be entered in more than one class at a given race meet. This part of the rule disallows the signing in of a car to qualify and compete in more than one class. However, a car can be signed in for one driver to run as a Junior and another driver to run as a Senior, or in the classes that are separated by light and heavy drivers, and one driver may run as a light and another driver as a heavy in the same class. Junior and Senior, Light and Heavy are divisions of a class.

4.2 DIVISIONS

4.2.1 Division Definition

- (i) Division is defined by age and or weight.
- (ii) Specific ages and weights for divisions are found in Table 4- 1.
- (iii) Four cars or more entering a division will constitute a class. If less than four enter this division, it may be combined with other division in its class at the option of the JQMA.

4.2.2 Division Jumping

Light and Heavyweight: (WHERE APPLICABLE)

Among those classes divided by weight only, there may not be enough drivers to justify this division in some areas and it will be optional to the Race Director whether the class is to be divided or not. The lightweight division is to be considered open to all drivers, the heavy weight restricted as to weight. Drivers may enter one division only.

Table 4-1 JQMA Required Ages and Weights by Class/Division.

Class	Division	Driver Age	Combined Weight (Min.)
Junior Novice	120 Training #1 restrictor	5-7	A?
Novice 120	120 Training #1 restrictor	7-10	A? + 5kg
Junior 120	120cc	7-10	A? + 5kg
Novice 160	160 Training #1 restrictor	11-15	120kg
Honda 160	160cc	11-15	120 kg.

Table 4-2 - Lap Counts by Class/Division.

Class	Division	A - Main	B-Main	Heats
Junior Novice	120 Training except NSW	N/A	N/A	N/A
Novice 120	120 Training	25	15	12
Honda 120	120cc	40	25	15
Novice 160	160 Training	25	15	12
Honda 160	160cc	40	25	15

Note: Recommended number of laps for local events may be adjusted if deemed necessary by the Race Director.

PART 5 HONDA PROGRAM

5.1 SUSPENSIONS

- 5.1.1 Drivers guilty of having a Honda engine declared illegal at technical inspection shall be disciplined as follows:
- (i) First offence - 30 day suspension for driver from participating in the respective Honda class.
 - (ii) Second offence within one year of first infraction - one-year suspension for driver from participating in the respective Honda class.
 - (iii) Third offence within two years of last infraction - suspended for life from JQMA.
- 5.1.2 Suspension will begin immediately, at which point the illegal part/s will be sent within five days to the JQMA for review upon receipt of part/s. The JQMA has 48 hours to determine if the part/s are legal or illegal. If the part/s is determined to be legal it will be returned to driver or pit crew. The driver will be notified if part/s is legal or illegal.
- 5.1.3 Suspension for life is open to review by the JQMA.
- 5.1.4 For the purposes of this rule only, if a pit crew has multiple cars competing in the Honda class (GX 120 or GX 160) at one race event and more than one engine is found to be illegal at that event, it will be considered to be one offence.
- 5.1.5 Refusal for technical inspection shall be interpreted as an admission that the engine is illegal and a suspension from the Honda class will be immediate with all awards, qualifications being revoked.
- 5.1.6 Confiscation of part or parts – only the illegal part and all related parts and not the whole motor will be confiscated. A full motor tear down is required if an illegal part is found.
- 5.1.7 Illegal Honda engine parts will be confiscated.

PART 6 NOVICE / HONDA 120 JUNIOR RULES AND PROCEDURES

6.1 PURPOSE

The fundamental purpose of the Novice Class and Honda 120 Junior is to train new drivers so that they understand the basic racing rules and so that they are able to handle themselves and their cars in a safe manner on the track. It is intended that the Novice and Honda 120 Junior Class be utilized to learn and perfect racing abilities and techniques. Extended competitive racing in the Novice Class once the fundamentals are attained is not to be allowed.

6.2 NOVICE CLASS - DRIVERS AND HANDLERS

- 6.2.1 The minimum age for novice drivers shall be five years for driver training and practice. (Except NSW where the minimum age is seven years)
- 6.2.2 Each Novice Pit Crew, upon joining an association shall present the drivers birth certificate to the JQMA and the "official age" of the driver shall be entered in the permanent records of the association. Copies of these records shall be maintained by the JQMA.
- 6.2.3. Extensions after the driver turns 7 years of age will be for no more than two events at a time, if needed.
- 6.2.4 A driver may be moved to the Honda 120 or Honda 160 class at any time if in the opinion officials the driver is qualified. (The driver must be a minimum of 7 years of age.)
- 6.2.5 It is required that all Novice Drivers have a JQMA official Driver's logbook.
 - (i) The logbook is to be presented to sign-in booth when signing in on race day.
 - (ii) Entries will be made in the logbook. The logbook will be returned to the Pit Crew / Driver by the Chief Steward after comments have been made and initialed.
 - (iii) False or unauthorized entries in the logbook will be cause for a 90-day suspension from all JQMA tracks and events.
- 6.2.6 All Novice Drivers must have their logbook when signing in for any race.
- 6.2.7 A duplicate of any lost logbook must be obtained from the JQMA. A Record of past races will be reconstructed in replacement logbooks from JQMA Records.

6.3 NOVICE / HONDA 120 JUNIOR TRAINING

- 6.3.1 Completion of Novice / Honda 120 Junior Training, given by a competent instructor, is mandatory for all new drivers.

6.4 RACING

- 6.4.1 The Novice / Honda 120 junior Class will not be a recognized as a "racing" class by the JQMA and will run under the Honda 120 / Honda 160 engine rules at all JQMA events.
- 6.4.2 The Novice Class shall be divided into the Junior and Senior divisions, Honda 120 Junior will be divided into light and heavy divisions. The Novice class divisions may not be combined to make a training class. Honda 120 Junior Light and Heavy may be combined to make a training class.

- 6.4.3 The Novice program and its implementation fall under the JQMA authority. Therefore, illegal Honda engine parts will be confiscated but the suspension will not be levied against Pit Crew or Drivers for the first offence only.
- 6.4.4 Novice Class participants will be required to install a #1 restrictor plate on their carburetor per Article 10, “restrictor plate program”.
- 6.4.5 For safety reasons, no more than eight cars may be entered in any Novice or Honda junior 120 or 160 training class.
- 6.4.6 During the Novice training, if a driver makes an infraction of a racing rule and the judges call it, the training will be stopped. The driver will be put to the back of the restart lineup, not given a black flag. An explanation will be given to the driver of what he or she did wrong and why it should not be done.
- 6.4.7 If the same driver makes a second infraction, they are out of that training session.
- 6.4.8 On the first day of Novice training, the driver shall be entered in all training sessions at the back of the lineup.
- 6.4.9 Infractions such as liberating fluids, dropping safety parts (as per Judging rules), etc., are not driving infractions and drivers should not be given a second chance before disqualification. These infractions as always would result in immediate disqualification. The second time violation for disqualification relates only to driving offences, such as chopping, charging, racing room and flagrant (obvious) violations.

PART 7 RACING RULES AND PROCEDURES

7.1 GENERAL

7.1.1 Age Requirements

- (i) All persons that enter the track or hot chute areas must be a minimum of sixteen years of age, ie pit crew.(Drivers are exempt)
- (ii) Drivers who turn 16 before the last National event can finish the current calendar year (31 June).
- (iii) Drivers must present their JQMA Licence and NASR insurance card at all JQMA meets. No driver participation under five years of age. (7 years of age in NSW)

7.1.2 Minimum Race Meeting and Practice Standards

- (i) Regular race meeting standard quantity of fire extinguishers (minimum of 5 extinguishers) and fire crew
- (ii) Minimum of one first aider eg paramedic or qualified first aid personnel
- (iii) Station wagon or similar vehicle capable of transporting minor injury cases
- (iv) Appointed person equipped with an operative mobile phone and supplied with the phone number to the nearest road transport ambulance station
- (v) Designated person eg Steward to be clearly in control of all activities on the day
- (vi) All participants including officials and crew to sign a NASR Release and Waiver of Liability Assumption and Risk and Indemnity Agreement.
- (vii) All participants must understand that in accordance with their duty of care the choice is clearly theirs if they decide to participate under the conditions that exist at any time.

7.1.3 Regional and National Events

- (i) At all JQMA races, the Host Club and the Race Director for the meet will clearly identify the responsibilities and authorities of the Officials selected for the meet.
- (ii) All JQMA race meets shall have one person to read the clock along with someone to verify the reading during qualifying, and during the races, have a minimum of three experienced scorers, preferably five, for writing down each individual lap. JQMA scoring procedures will be followed at all races.
- (iii) In addition to current scoring procedures, allow Clubs that choose to use electronic scoring to mandate its use. Electronic scoring, if used, will be in addition to all normal scoring procedures.
- (iv) When fuel and gasoline is to be furnished at specified events if a car requires fuel, the tank must be emptied and fuel line disconnected from the carburetor. After refueling, tank will be sealed. This seal will not be tampered with or broken. When more fuel is needed, Officials will break the seal, fill the tank and reseal. Drivers shall not be in car during fueling.
- (v) Qualifying Fee

Below is listed the maximum pit fee to be charged at all Regional events, Championships and the National Championship. Also listed is the amount to be sent to JQMA per sign in (each entry).

Table 7.1 - Qualifying Race Fee Structures

	Maximum pit fee to be charged	Amount to be retained by Hosting Club	Amount to be sent to JQMA*
Regional Meeting	\$6.00	\$4.00	\$2.00
National Maximum	\$15.00	\$10.00	\$5.00

* Please note that copies of all paperwork and fees must be mailed to JQMA within five days of each event. National event host clubs may charge up to \$10 per entry for late registration.

7.2 RACING RULES

7.2.1 All JQMA Events

- (i) All JQMA rules, regulations and engine specifications will be strictly adhered to at all JQMA events. All decisions of the Officials will be final.
- (ii) All participants at a JQMA race must present their valid JQMA membership card and NASR insurance card at the time of signing in.
- (iii) All cars must have their numbers plainly visible.
- (iv) Cars may qualify and practice without tail cones; however, they must have tail cones in place for racing.
- (v) Cars leaving track must do so with caution. Driving through the pits is prohibited.
- (vi) No foreign matter, such as gum, candy, etc. shall be allowed in driver's mouth while he/she is in the car, mouthpieces are allowed.
- (vii) The possession or use of intoxicating beverages or illegal drugs by a driver, car owner, mechanic, pit attendant, spectator or official anywhere in the track, pit or parking area will be strictly prohibited. Any driver, car owner or mechanic, who, at any time or any place, causes a scene or disturbance before the public, shall be escorted from the meeting.
- (viii) No radios and/or radio communication with the driver is allowed during a race or event practice.
- (ix) All winners' cars will be official only after Scrutineer declares the engine legal. (Definition: at JQMA events, it will be mandatory that engines be inspected for legality. Extent of inspection will be at the discretion of the JQMA. Engines will be considered illegal if car driver, owner or pit crew refuses the required inspection.)
- (x) No change or adjustments to chassis or engine settings may be made to any Quarter Midget racecar by any method, while it is on the racing surface. Methods specifically include, but are not limited to, driver actuated and remote controlled. Additionally, no device, system or other method capable of making changes to these settings will be installed, permanently or temporarily in any car. This includes practice sessions occurring on a scheduled race day.

7.2.2 Exceptions

(i) Components that incorporate, as part of their design predetermined and predictable changes to that component will be allowed. (Example: temperature or load sensing shock absorber valves or integral temperature sensitive carburetor fuel metering devices.) No changes or adjustments can be made to chassis or engine settings to any Quarter Midget racecar by any method, while it is on the racing surface. Interpretation and enforcement of these guidelines is the responsibility of the Scrutineer in attendance at the event.

(ii) Chassis or engine components that because of their required placement and normal use or function are within reach of the driver will be allowed. These may not be adjusted while the car is on the racing surface. (Example: shock absorbers with the normal knobs are allowed, however, a larger knob can not be installed if it is within reach of the driver.)

7.2.3 Race Procedures

(i) After initial warm-up period has elapsed, all cars on the track and past designated line will be lined up according to original starting position. All others will start at the back of the pack - in the order they enter the racetrack.

(ii) For restarts, cars not on the track and not rolling past the designated line when the green falls can not go on the track, unless there is a yellow flag before a complete lap is scored, at which time they are allowed to re enter the race. Either way the car is required to go to the back of pack in the order they enter the track.

(iii) When a race is in progress, no pit crew 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 a track official.

(iv) No more than two pit crew per car in the hot chute during race and not more than four pit crew may work on any one car in the hot chute.

(vii) Four corner Officials are necessary for each race. These Officials will be stationed around outer circumference of track, not in infield.

(v) All clubs are required to have at least five fire extinguishers or equivalent available for fire fighting any time cars are on the track.

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

(vii) A car that has been pushed around the track by pit crew can only pass the flag stand twice; thereafter the car must go to the pit area before returning to the track surface.

(viii) Once a car qualifies or pushes off from the staging area for the first race you must run the same car (chassis) for the entire event. In the event of irreparable chassis damage an exemption can be requested and will be the at the chief stewards discrepancy.

7.2.4 Protests

(i) Judging calls may not be protested.

(ii) All protests must be made in writing within one hour of the completion of that race, to the Race Director. You must be signed-in in that class to be able to Protest.

(iii) Anyone protesting to an official other than the Race Director will be suspended from participation.

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

7.3 GENERAL RACING PROCEDURES

7.3.1 Flagging

- (i) Flag Person's position to be located on flag stand on the outside of the track.
- (ii) A move-over or lapping flag should be used.
- (iii) Auxiliary Flag Persons or safety people in the comers with caution flags are forbidden.
- (iv) The green flag should be displayed (held in open view for drivers but not blocking track) at all times until replaced by another flag.
- (v) The yellow flag is to be displayed any time a car stops on the track and the area of the track where the car has stopped should be pointed out to the other drivers.
- (vi) The yellow is to remain displayed until all pit crew and safety crew have cleared the racing surface. A yellow light may be placed in turn three and must be controlled by Steward. This is at the clubs discretion and is not mandatory.
- (vii) The red flag will be displayed any time injuries or potential injuries may have occurred. All cars must stop immediately but safely when a red flag is displayed. If there is an injured driver NO cars may be removed from the racing surface or work on until the driver(s) have been cleared. The red flag must also be displayed and cars stopped before anyone is allowed on the track determine if work or repair to the track or walls is necessary and/or to perform any such work.
- (viii) For non-emergency requirements (refueling stops, debris removal, etc.) a rolled red flag with one finger extended indicating a stop after one more lap.

7.3.2 Practice and Warm-Up

- (i) It is mandatory that the Flag Official remain at the flag stand during all event practice sessions and races.
- (ii) The yellow flag is to be displayed anytime a car stops on track, and the area of the track where the car is should be pointed out to the other drivers. The yellow is to remain displayed until all pit crew and safety crew have cleared the racing surface.
- (iii) Any car not remaining above the safety entrance line should be black flagged so that the Pit Steward can remind the driver of correct track entry procedures and then the driver may return to the track. Cars that continue to disregard the safety entrance line may be subject to losing practice privileges.
- (iv) When the time has expired for a practice session, the yellow flag should be displayed for one lap followed by a black flag in order to clear the track.

7.3.3 Qualifying

- (i) The Flag Official shall indicate to the driver a maximum of ten lap warm up has begun as soon as the driver/car comes to the appointed start/finish line and will count down each completed lap. When one lap is reached, a rolled green flag is displayed in a circular motion indicating the next time around will be starting the clock. (Note: The pit crew has the option of requesting fewer warm up laps, but cannot request a greater number.)
- (ii) After the countdown of warm up laps, use only the following procedure:

Three waves of the green flag followed by a checkered flag. (Optional: two waves of the green flag followed by a white and a then a checkered.) If a driver has completed their qualifying times and has not left the track, the black flag can be waved.

7.3.4 Racing

- (i) Pylons will not be used at any time during racing.
- (ii) After the warm up time has expired, the yellow flag should be displayed for at least one lap before the line up signal is given. The original line up signal-should be a rolled yellow and a rolled green, (one in each hand) displayed as crossed flags.
- (iii) If during the line up process any cars fail to keep a proper pace or continually jump-starts the green, the Flag Official should point a rolled black flag as a warning. Car(s) that still do not keep the proper pace or other infractions may be sent to the back of the line up. The important thing to remember is that the Flag Official must maintain control and remain consistent. Once the race begins (first official green flag) no other cars can enter the race.
- (iv) Once the green flag is displayed to begin the race, it should remain displayed until another flag is required.
- (v) The yellow flag is to be displayed whenever a car(s) stop on the track or the track is under an unsafe condition (debris, fluids, etc.). **NO LAP, INCLUDING THE WHITE FLAG LAP IS EXEMPT FROM A YELLOW FLAG.** If an accident occurs before the checker has been thrown, a yellow flag should be thrown and the unsafe area or where the stopped cars are is to be pointed to.
- (vi) Following a yellow flag and after the restart line up has been determined; a single file restart signal should be displayed. (This can be done by holding a rolled yellow and/or -green held in one hand straight above or in front of the flag person's head.)
- (vii) A red flag should be displayed whenever a car(s) have turned over, hit a wall or another car(s) with excessive force so as to allow the safety crew to verify that the driver(s) have no injuries.
- (viii) If the red flag is necessary for non-emergency stops such as wall repair or refueling, this should be indicated with a rolled red flag and one finger extended for the drivers requiring them to stop on the next lap around.
- (ix) At all qualifying events a white board with the car numbers or alternatively a black marker pen should be available to the Flag Official. These are to be used when the Flag Official is instructed by the Steward to disqualify a driver. It is helpful to have an assistant flag person to be available to hand the next needed flag or to display the numbered white board.
- (x) The checkered flag indicates the finish of the race. If an accident occurs after the checkered flag has been given to the leader, a yellow should be displayed along with the checkered. However, the race is officially complete. There are no restarts after the checkered flag.
- (xi) Laps should be counted from the number of laps to be run (40, 35, 20, etc.) down to one lap to go. This way the Flag Official does not have to remember the length of the race; when lap one comes up he simply displays the white flag.
- (xii) At the Stewards discretion, if under green flag two or more cars become hooked together and do not become unhooked the yellow flag will come out followed by red if necessary. The cars will be unhooked and unless a call is made, all cars will go to the tail and be penalised with stopping on the track.
- (xiii) If a car stops on the track or in the infield under green, a yellow flag will be thrown, car will be penalised for stopping on the track and started at back unless a Judges call is made.

7.3.5 Starts

- (i) The Flag Official is responsible for all starts, restarts, conduct of race, and flags, i.e., green, yellow, red, white, checkered and black when instructed by Judges.
- (ii) All starts will be rolling starts. Pole car front row will determine the pace of each start. Steward has the option to put any car or cars to the rear if they will not keep proper pace.
- (iii) If during the initial lineup and before the green flag falls, a car should stop on the track, they will be put back in their original position unless there is a Judges call.

7.3.6 Restarts

- (i) All restarts will be single file.
- (ii) If a car stops on the track under a green or yellow flag it will be restarted at the rear of the field.

7.3.7 Caution Laps and Emergency Stops

- (i) There will be no passing under the yellow flag. Cars may close gap to approximately one car length.
- (ii) No lap will be counted while running under yellow flag. All caution lap and emergency stop restarts will revert to the last complete/recorded lap for restart position. The re-lineup position must be verified by scorekeepers.

7.3.8 Cars Stopping On Track

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

7.3.9 Disqualification

- (i) If a car is disqualified during a race, and does not immediately leave the track when shown the black flag, the Flag Official 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.
- (ii) Only the official Flag Official may use the black flag.

7.3.10 Reasons For Immediate Disqualification

- (i) Loss of Car related safety items eg Nerf Bars, Bumpers, Shoulder Bar and Fuel Tank under green flag conditions.
- (ii) Loss of driver related safety items eg Helmet, gloves, neck collar, arm restraints belts, goggles etc) under green flag conditions.
- (iii) Tail Cone (non-safety item) may be replaced if a yellow flag is displayed on the lap that it was dislodged and the driver may resume racing starting from the rear of the field. If no yellow flag occurs the car will be disqualified. The tail cone must come all the way down to the bumper when installed. If for some reason the tail cone should move from its installed location the driver will be allowed to continue until said tail becomes a safety problem. This is a safety and technical item.
- (iv) Loss of fluids (Oil, Antifreeze, Water, Gas, Methanol etc) under green flag conditions.

- (v) 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 and doing this deliberately or flagrantly to cause an accident or to gain a position.
- (vi) All 4 wheels under the speed breakers to gain an advantage. (Position, track distance etc.)
- (vii) Disobeying Flags. Jumping starts after being warned at least one time and then being put to the tail for a second warning. third time could be cause for disqualification. Passing under yellow without being instructed.
- (viii) Car being operated in an unsafe manner. (Excessive bicycling, Stuck throttle, No brakes, etc)
- (ix) Making adjustments or repairs during a refuel or emergency stop. Cars may be worked on in the designated work area per National work rule on refuel stop or after an injured driver is declared ok to race or has left the event on an emergency stop.
- (x) Car stops on track twice under green flag conditions will be scored as a DNF.
- (xi) Improper wearing of safety equipment. (No neck collar, belts not over both shoulders, helmet not fastened etc.)
- (xii) Helpful hints to making the right call. (More details if you ask the head Judge)

Charging. When the inside car doesn't have his right front tire level to the driver compartment of the outside car by the time they reach 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 cars driver compartment.

Rough Driving. 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 to be rough driving

Defensive Driving. When a driver changes his driving pattern more than one time to block a fellow competitor from passing them.

Guilty driver must be 100% at fault.

One Driver must be 100% innocent

Innocent driver must do everything in their power to avoid the incident.

7.3.11 Definition Of Driving Infringements

- **Charge:** A charge is when the inside car charges into the corner and hits the outside car. If he does not have the right front tyre up to the left side nerf bar of the car in front of him by the time he gets to a certain point on the track then he must give the lead car the room. Another way to say this is that the right front tyre must be to the other drivers helmet by the time he gets to a certain imaginary line on the track then he must give the lead car the room. (This is the new lines that we are talking about.) This imaginary line is a straight line that you put in your mind that runs from the wall to the first point most cars start to make their corner. Approximately 10 feet to 12 feet back from the apex of the corner. In other words 18 feet back from the centre of the arch of the corner.
- **Chop:** A charge is when the inside car has his right front tyre up to the nerf or helmet of the outside car by the time they get to your imaginary line. Then the lead car come down and chops the inside car. The main things to watch for is your imaginary line and where the cars are located by the time they get there. If you tell yourself at your

imaginary line that the pass has been made or not then from that point on its up to the drivers.

- **Rough Driving:** This is pretty much common sense if a car is running over another car or hitting them in an unsafe or rough manner.
- **Racing Room:** When a driver does not yield racing room to another competitor also considered being rough driving. Example when the inside car makes a clean pass but then runs the outside car into the wall on the straightaway. At this point the inside car did not leave racing room. This is just one example.
- **Defensive Driving:** When a driver changes his driving pattern more than one time to block a fellow competitor from passing them. This is probably the most controversial call to make. If a car chooses to run a low pattern and is slowing the field this is not blocking this is his pattern. Now if he chooses to move up and then back down then he is blocking.

Clarification: If there is an incident while racing under green flag and there is no yellow flag thrown, and a call is made on a car, the car receiving the call should be black flagged. The same holds true for the last lap if the checkered flag is thrown. It does not matter whether the car receiving the call finishes the race or not, he still receives a disqualification. If there is an incident and the checkered flag is thrown and a call is made on a car, any innocent cars that do not finish he will scored as a DNF. Innocent cars that finish will be scored were they finish.

A couple more tips would be is the guilty driver 100% at fault. Did the innocent driver do every thing in his power to avoid the incident? One driver must be completely innocent. I hope these tips help us make JQMA more consistent in our judging.

PART 8 INSPECTIONS

8.1 SCHEDULE OF INSPECTIONS

- 8.1.1 All cars shall return from the track through the inspection area to be scaled immediately following qualifications.
- 8.1.2 All cars shall return from the track through the inspection area to be measured and weighed immediately following qualifying and all races.
- 8.1.3 All cars shall return from the track through the inspection area to be checked for fuel additives immediately following qualifying and races.

8.2 WEIGHING PROCEDURES:

8.2.1 Drivers Weight

A driver's weight will not matter. The minimum weights for the car and driver's combined weight will be used at all races (see Table 4-1).

8.2.2 Car Weights

All cars may be weighed after Qualifying, Mains, Semis, or Consolation race events.

8.2.3 Combined Weights

- (i) Equipment and shoes will be included in total weight (car and driver combined). At the end of a race, driver and car will still have to meet total weight.
- (ii) For combined weight drivers should be sitting or standing in cockpit.
- (iii) No weights will be carried loose in cars.

8.2.4 Weights

The official weights for each class are shown in Table 4- 1.

8.3 APPROVED PROCEDURE FOR FUEL TESTING

- 8.3.1 Use the Digitron DT- 1 5 tester (this is the only approved model at this time).
- 8.3.2 Provide and run track fuel for all National or Championship events.
- 8.3.3 Have a master container (use a clean plastic one gallon gas can) of fuel. Draw a fresh sample of fuel into this clean can. This will be used as a control sample for comparison. Provide a clean safe area for testing.
- 8.3.4 Set the meter to zero in the control sample of track fuel.
Note: Each time the meter is turned off this procedure must be repeated.
- 8.3.5 Suspend the probe in the fuel for a minimum time of ten seconds for time for the fuel to stabilize.
 - (i) Fuel reading from -10 to +40 on the tester is track fuel. The reading will vary because of heated fuel. If testing is done after all other inspections, the fuel will read to within ± 7 of the track fuel. This is because the fuel has had time to settle and cool.
 - (ii) If readings are between 50 and 100 or higher than seven set car aside and retest approximately ten minutes later. If any readings are still this high then disqualify the car.

- (iii) If any readings are +/- 100 at any time, this is not track fuel.
- 8.3.6 Replace the 9-volt battery each day.
- 8.3.7 Other methods may be used at the discretion of JQMA.
- 8.3.8 MANUFACTURED BY:
 DIGITRON
 N 8102 FREY A ST.
 SPOKANE, WA 99207
 509-467-3128
 PURCHASE FROM:
 818-334-0334

8.4 APPROVED PROCEDURE FOR OIL TESTING

- 8.4.1 Use the "Snap-On" model EELD IO 1 tester (This is the only approved model at this time).
- 8.4.2 Engine oil will be tested through the fill port in the block. Cars with Honda engines check through the fill hole in the front or back of the block.
- 8.4.3 You must be able to let the probe pull air from the crankcase only.
- 8.4.4 Turn on the pump and extend the probe through the fill hole and be careful not to touch the probe, or touch it on the block, or in the oil. Listen for a BEEP tone.
 - (i) If BEEP tone is slow, then oil is OK.
 - (ii) If BEEP tone is fast and then stops, it will have found fuel fumes, and is OK.
 - (iii) If BEEP tone is fast and does not stop, there is a fuel additive that is not legal in the crankcase.
- 8.4.5 If an additive is in the case, the handler must change the oil in the hot chute, regardless of time before the race. A recheck must be done.
 - (i) If there is nothing present, the car will be allowed to continue.
 - (ii) If there still are fumes detected, the oil will be changed once again.
 - (iii) No car will be allowed to race with the detection of unknown additives in the crankcase.
- 8.4.6 Check all vent lines and containers to insure that no illegal additives that can enhance the performance of the car can be added after inspection.
- 8.4.7 Other methods may be used at the discretion of the JQMA.

8.5 TECHNICAL INSPECTION PROCEDURE

Some or all of these procedures may be used at National and Local events.

8.5.1 Qualifying

- (i) All technical and safety rules are the responsibility of the pit crew, for example. weight/car, driver and combined, tread and wheel base, nerf bars, bumpers, etc.
- (ii) It is the pit crew responsibility to make sure that the car and engine are weighed and properly sealed after qualifying. If there is any doubt check with the Scrutineer before the car leaves the scale/sealing area.
- (iii) If repairs or maintenance are necessary that require the breaking of seals or an engine needs to be changed approval must be obtained prior to starting any work. All work must be done under the supervision of the Scrutineer or his assistant. Engines must be resealed immediately after the work is completed.

8.5.2 Technical Inspection after Race

- (i) After racing, cars finishing in a transfer or award position must be weighed and have the engine seals checked. Cars finishing mains in announced impound positions must be placed immediately in the designated impound area.
- (ii) Engine and car may not be removed from the impound area unless directed to do so by the Scrutineer.
- (iii) If the car needs to be raced in another class or division pit crew must make sure weights and seals are checked prior to leaving the scale/impound area.
- (iv) If a restrictor plate has to be removed and or added it must be done in the presence of the Scrutineer and resealed. Removed restrictor plate must remain in the possession of the Scrutineer until the engine is inspected.
- (v) No one may enter the impound area for any reason without first obtaining approval.
- (vi) Any car may be disqualified at the Technical Area for loss of any safety items as specified in rules.

8.5.3 Engine Technical Inspection

- (i) When instructed by a Scrutineer the pit crew will remove the engine. It is the pit crews responsibility to have the tools necessary to remove and disassemble the engine. The pit crew should have the necessary storage containers for the disassembled engine components as time may prohibit reassembling.
- (ii) The engine will be inspected by the Scrutineer according to the JQMA manual for the engine being inspected. The appropriate technical sheet should be used if possible. If during inspection a component is found to be illegal the inspector will get a second opinion. If the second opinion concurs the engine will be declared illegal and the car and driver will be disqualified. If the second opinion does not concur, the senior inspector in attendance should be consulted. The Scrutineers decision will prevail.
- (iii) If any engine is disqualified the rules for that class must be strictly followed and the appropriate forms filled out.
- (iv) No engine will be released from tech until the Scrutineer has signed off for release.

8.6 PROTEST PROCEDURE

- 8.6.1 If the driver or pit crew does not agree with the findings of the Scrutineer they must write a protest to the Race Director within fifteen minutes. The engine must remain in possession of the Scrutineer. This protest will be handled by the Officials present at that race meet eg Race Director. The driver or pit crew always has the right for an appeal to JQMA.

PART 9 RESTRICTOR PLATE PROGRAM

9.1 GENERAL

- 9.1.1 Restrictor plates shall be utilized in the following classes:
- (i) 120 Training #1 restrictor
 - (ii) 160 Training #1 restrictor
 - (iii) Junior Midget #2 restrictor
 - (iiii) Intermediate #2 restrictor
- 9.1.2 Restrictor plates are mandatory.
- 9.1.3 Restrictor plates will be supplied by JQMA to Clubs at a nominal cost.
- (i) No plates to be used other than JQMA approved.
 - (ii) Clubs to purchase through JQMA National Office unless otherwise notified by JQMA.
- 9.1.4 Restrictor plates may be removed during non-racing events for practice only.
- 9.1.5 Identification tab / stamp must be visible at all times. Technical inspections of the plate can be done at any time, by removing plate and inspecting surface and hole size.
- 9.1.6 Any alterations of any kind will be reason for disqualification.

9.2 HONDA

- 9.2.1 The Training Honda Classes will run the following restrictors at all times.
120 / 160 Training classes #1 plate = .3125 inch (5/16 inch)
- 9.2.2 The restrictor will be installed between carburetor and plastic insulator, with a stock gasket on each side of restrictor if required.
- 9.2.3 Airflow must pass through restrictor hole with no additional means.

Class	# Size	Restrictor
Honda 120 / 160 Training	#1	.3125 inch (5/16 inch)
Junior Midget / Intermediate classes	#2	.5000 inch (1/2 inch)

Table 9.1 - QMA Restrictor Dimensions

PART 10 HONDA MOTOR REGULATIONS

10.1 GENERAL

- 10.1.1 All motors shall be sealed by the JQMA. Motors will be sealed between the reduction drive and the cylinder head.

- 10.1.2 Any motors not delivered directly from Honda to the JQMA for sealing will incur a additional \$300.00 legality verification fee, before being sealed. All Motors purchased or delivered through the JQMA will not incur this fee.
- 10.1.3 No non genuine Honda GX120 / 160 HXU parts can be used. In the event of parts failure, parts can only be replaced with parts of the same genuine Honda part number. Any alternative parts that can be used are specified in the Honda motor regulations section of the JQMA rule book. E.g Air Filter Etc. Genuine Parts Catalogues for Honda GX120K1HXU and GX160K1HXU can be purchased through the JQMA for \$75.00 each inc.
- 10.1.4 No modification or removal of any original Honda casting marks internally or externally is allowed under any circumstance, unless listed below.

Casting Modifications List

Removal of the two rear (original) fuel tank mounting arms.

10.2 Air Filter & Mounting Flange

- 10.2.1 Uni Filter P# UP4065 is the designated air filter for all JQMA sanctioned events and practice.
 - 65mm Diameter x 100mm Length.
 - Filtration level 4 microns
- 10.2.2 JQMA mandate the use of a JQMA approved mounting flange for the air filter assembly. Part # JQMA ??? (yet to be specified)

10.3 Exhaust & Muffler

- 10.3.1 All complete Exhaust assembles must be N.C part # 31035005 “Exhaust Honda 1” Complete, Steel”.
- 10.3.2 Exhaust Muffler “Separate”

N.C part # 31035013
N.C part # 21035006

10.4 Valve Springs

- 10.4.1 Honda Valve springs elligable for use in JQMA sanctioned events are:

12lb Valve Spring	N.C part # 21034018
18lb Valve Spring	N.C part # 21034019

10.5 Spark Plugs

10.5.1 All brands and configurations are JQMA approved.

10.6 Reduction Drive

10.6.1 The Reduction Drive must be 6-1 ratio and must not vary in anyway internally or externally from Honda's manufacturer specifications.

10.7 Recoil Starter / Pull Starter

10.7.1 Motors supplied through the JQMA will be delivered with the Honda factory fitted pull starter attached. Pull starters may be removed if preferred. No non genuine Honda GX 120 / 160 HXU starter mechanism units may be used.

10.8 Clutches

10.8.1 The motor must be direct drive at all times. No Clutches are allowed on the motor or axle.

10.9 Carburetor Jets

10.9.1 Jet size is free. Jets must be of original Honda manufacture and listed in the genuine Honda parts catalogue for that motor.