



## **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. 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. Teach the younger generation about the proper handling of mechanical devices, coordination, self-reliance, alertness, and the ability to handle motor-driven vehicles.
- 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 and that is 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.

### **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 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 State 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 entire 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 of his/her driver will be racing, having one head judge throughout an event will provide consistency to the program. Each club should have a head judge and a committee of head judges to head judge each class or division running during the racing event. This would provide consistency within that class or division.

### **Duties of the Head Judge:**

- a. Be familiar with all driving rules.
- b. Assign the judges for each race.
- c. 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. Keep track of all DOT's and Calls during a race. A Judging Sheet is available on the judge's stand for writing down DOT's and Calls. This sheet is to be used to verify with the official head scorer in the event a driver needs to be disqualified because of 2 calls or 3 DOT's.
- e. Have communication with the tower, Race Director 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 infraction.
- 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.
- 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 does not agree with the decision. It is the majority of the judges that witnessed a racing incident. 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 the 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 DOT's 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:

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 them, **get both a call and a DOT.**

If the offending car did not go DOT, then only write call or the infraction on the line next to their number. (Always try to write down what infraction was made).

If a car receives two calls, or three DOT's (including those in which a call was made at the same time), the head judge is to notify the Head Scorer. Once confirmed with 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.

## V. JUDGES:

1. The following judging procedures shall be utilized at all QMA events.

2. 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 at a QMA event.

### 3. Number of Judges

3.A. A head judge will be delegated for the event and have the responsibility of seeing that qualified judges for each race are selected and are in proper judging position prior to the race being started.

3.B. At all QMA events, a minimum of three (3) but preferably five (5) judges per race, including the head judge, shall witness the race and be responsible for making all decisions on driving infractions.

### 4. Selection of Judges

4.A. Judges shall be selected from among the members attending the race event.

4.B. All judges must be QMA members in good standing and should be selected from a representative number of clubs attending the event. They must be 16 years of age or older and not a driver racing at the event.

4.C. Judges must be experienced members and should be well versed in all QMA racing rules and regulations.

4.D. Judges shall be selected for their knowledge of the recognized racing rules, for their experience in the sport of Quarter Midget racing, and for their ability and desire to make a fair, impartial, unbiased call during the running of the race.

4.E. If possible, judges should be selected and agreed upon and their approval attained prior to the beginning of the event to facilitate the running of each race without delay.

4.F. Judges will not be handlers, owners, parents or family members (Aunts, Uncles, Grandparents, Cousins, sisters, brothers, etc..) of drivers entered in the same class/division at that event and must be a QMA member.

4.G. All novice handlers must be trained for judging prior to actually judging.

4.H. 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.

### 5. Authority of Judges

5.A. Judges will have the authority to disqualify or Black Flag for flagrant calls or in the event of a "racing incident"; they may call for the offending car to be put to the back of the line up.

5.B. All calls by the judges will be for either immediate disqualification or a non-black flag call, which sends an offending car to the back of the line up.

5.C. Judges have the option to put any car(s) to the rear that fails to keep proper pace. (ie. When the flagger needs help in controlling the race).

5.D. 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 before a race, during the race or after a race.

## **6. Time**

6.A. Judges authority for a race will commence with the cars entering the track and terminate when the cars are exiting the race.

6.B. Judges must stay alert to all happenings on the racetrack even under yellow flags. Calls can be made under Yellow flag conditions.

## **7. Method of Disqualification**

7.A. A judging sheet will be provided to each head judge for each race.

7.B. QMA will supply a sample sheet for use by the judges. (Judging Sheet must be used for each race).

7.C. For disqualification of a driver, it must be a majority vote by all judges seeing the incident.

## **8. Location of Judges**

8.A. All active judges for a given race shall be located together in a common central location providing the 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 race track, block the view of a judge from seeing the racing surface. It is possible for a judges 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. A location as high as possible will facilitate exercising this responsibility and should be selected wherever possible.

## **9. Signaling**

9.A. Judges must have a communication link; via radio communication or telephone with the Flagger to assure disqualification of the correct car and driver.

9.B. Only the head judge will be designated to provide this communication with the Flagger. All disqualifications or calls that are agreed upon by the judges shall be processed through the Head Judge to the Flagger and Tower.

## **10. Miscellaneous**

10.A. Disqualification for a racing rule infraction at a States Event shall not affect the position of the driver on the QMA qualification sheets. (Exception Tech Suspensions)

10.B. No trophy or awards, other than participation awards, shall be given to a driver for a race in which he does not finish and or an event in which he was disqualified.

Exception #1: When using Grands Format, a DNF may advance and line up behind normally transferring cars in the order they went DNF, if there are unfilled starting positions.

Exception #2: A car with 3 DOTs will be given a DNF and allowed to transfer through the races, in the same manner as above if applicable.

## **11. Dead On Track**

11.A. Any car (or cars) going dead on the track 3 times for any reason (while under green flag racing conditions) will be black flagged and scored as a DNF.

11.B. A car (or cars) going DOT that are involved in an accident and a call is made on only one car (or cars), the non-offending car (or cars) will retain their position as of the last green flag lap scored and are not charged with a DOT. The offending car (or cars) are scored with a chargeable DOT and a call if they were went dead on the track. If they did not go DOT and a call is made on a car (or cars) they are charged with a call only.

12. Flagman shall not make any disqualification calls unless so directed by the judges of that race. If a driving incident/accident occurs under green or yellow flag conditions, the majority decision of the judges seeing the incident will be as follows:

12.A. If the violation is flagrant, the car(s) causing the incident/accident shall be disqualified. If the judges determine that the violation is not flagrant, the car(s) causing the incident/accident will be sent to the back of the pack (and charged with a DOT if the car stops on the racing surface). On the second violation by the same car(s), the car(s) will be disqualified.

12.B. In the event that a car is sent to the back of the pack or disqualified, all other cars involved in the incident will be returned to their position on the last recorded green flag lap. When you go to the scales following a race, and you do not have the proper required safety items or non-safety related items such as a muffler, you will be disqualified by tech. If any non-safety related parts are liberated, you may go to the work area and make any necessary repairs if a yellow flag is displayed. If the flagman feels the track conditions are safe, he may choose not to display the yellow flag.

12.C. Judges have the option to put any car(s) to the rear that fails to keep proper pace. See Judging Procedures.

12.D. A car is allowed 3 DOTs or 2 calls before they are black flagged. 3 DOT's are scored with a DNF and 2 calls are scored with a DQ.

**13. At any time cars are on the track they are subject to black flag calls.**

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

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

16. During a red flag situation, NO cars can be worked on or moved, until the medical personnel have declared the condition of the injured driver (s). In the event there are no injured drivers. (The National work rule is then followed). The judges have the right to ask the handler(s) to step away from the car (s) / driver (s) or to one side so they can observe that nobody is working, moving or touching a car or driver. This is a DQ offense.

### **17. YELLOW DOT**

If a car goes DOT during yellow flag conditions, the driver will retain their running order as of the last recorded green flag lap and will not be charged with a DOT unless there is a call made by the judges, then the offending car called will either (1) go to the back of the line up or (2) will be blacked flagged.

18. Anytime a tail-cone falls off a car, a yellow flag will be thrown and the car sent to the hot chute/designated area to re-place the 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 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 3<sup>rd</sup> DOT. The tail-cone may be replaced to cross the scales.

19. If a car is rolling and obviously going dead on the track and the flagman throws the yellow flag for a safety reason before the car goes dead on the track, that car will be restarted at the rear of the pack and will be charged with a DOT unless a call is made. When a yellow flag is thrown in anticipation of multiple cars going dead but the cars do not stop, unless a call is made the cars will restart at the rear of the pack and will not be charged with a DOT. No precautionary yellows.

20. All calls made after the checkered flag has been thrown are immediate disqualifications. Any incident that may occur in the hot chute or as cars leaving the track and judges feel that it was intentional or deliberate, a call is made and the car is disqualified.

**21. Race Director Authority**

21.A. The Race Director will have authority to immediately disqualify a driver/car for the following:

1. Loss of car related safety items. (Nerf bars, bumpers, shoulder bar or fuel tank, under green flag conditions)
2. Loss of driver related safety items (Helmet, gloves, neck collar, arm restraints, belts, etc.) under green flag conditions.
3. Liberation of fluids under green flag conditions.
4. Signaling by Handler to Driver. (Under green flag conditions)
5. 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 race on an emergency stop.)

**21.B. Race Director disqualifications may not be protested.**

**Reasons for immediate Disqualification (DQ):**

1. Loss of Car related safety items. (Nerf Bars, Bumpers, Shoulder Bar and Fuel Tank. Under green flag conditions.)
2. Loss of driver related safety items. (Helmet, gloves, neck collar, arm restraints belts). (Under green flag conditions.)
3. Liberation of any fluids 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.)
5. All 4 wheels under the speed breakers to gain an advantage. (Position, track distance etc.)
6. Disobeying Flags - Doing this deliberately or flagrantly to cause an accident or to gain a position. This rule also applies to passing the designated line when the green flag is thrown, you must fall to the end of the field before attempting to pass. Failure to fall to the end of the field before attempting to pass will result in an immediate DQ. (Jumping starts or passing under yellow without being told, after being warned at least one time and then being put to the tail for driving in a rough or dangerous manner, cause for DQ).
7. Signaling by Handler to Driver. (Under green flag conditions.)
8. Car being operated in an unsafe manner. (Excessive bicycling, Stuck throttle, No brakes, etc) Excessive biking is defined as when both left side tires lift up higher than 12 inches (the height of the right rear tire) for more than two consecutive turns or laps.
9. Making adjustments or repairs on the race track or 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 race on an emergency stop.)
10. Third chargeable DOT. (Under green flag conditions.) This will be scored as a DNF.
11. Second chargeable Call. (Two call under green or yellow conditions.) This will be scored as a DQ.
12. Improper wearing of safety equipment. (No neck collar, belts not over both shoulders, helmet not fastened etc.)
13. Defensive Driving: When a driver changes his driving pattern more than one time between yellow flag conditions or more than one time during a green flag run. 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.

14. Out Late Line: For cars attempting to re-enter the race on restarts the following situations and rules will apply:

**1. MADE THE LINE IN TIME**

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

**2. OUT LATE - NEXT LAP COMPLETED**

Situation #2: Car with nose NOT past the designated out line as determined by the judges or not attempting to rejoin the field while in the pit area after a restart green and at least one lap subsequently scored. Rule for #2: Car will not be allowed to return to the race and will be scored as a DNF or DQ if judging call(calls) were made.

**3. NO ATTEMPT, - NEXT LAP CAUTION**

Situation #3: Car not attempting to rejoin the field and in the pit area after a restart green and the subsequent lap returns to for #3: Unless DOTs or judges' call overrule, the car will be allowed to rejoin the race and will restart at the rear of the field in the order they returned to the track.

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

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

**5. ATTEMPT MADE, OUT LATE - NEXT LAP CAUTION**

Situation #5: Car is attempting to rejoin the field with the nose of the car NOT past the designated line as determined by the judges before the green flag drops and a caution occurs before a lap is scored and is not due to the car entering the track late. Rule for #5: Car will be allowed to return to the race on the next restart and will restart at the rear of the field. In all situations it is the flaggers responsibility to manage the speed of the cars while under caution so a car returning to the track can safely do so and join the field at the rear of the pack.

**Helpful hints to making the right call. (More details if you ask the head Judge)**

1. Charging. When the inside car doesn't have their right front tire to the driver compartment of the outside car by the time the inside car reaches the reference line and drives (charges) into the outside car.
2. Chopping. When the outside car comes down (chops) into the inside car while the inside car has their right front tire to the outside cars driver compartment when the inside car reaches the reference line.
3. Rough Driving. A driver is running over or into the cars in front of them or beside in a rough or dangerous manner.
4. Racing Room. When a driver will not yield racing room to another competitor also considered to be rough driving.
5. Guilty driver must be 100% at fault.
6. One Driver must be 100% innocent
7. Innocent driver must do everything in their power to avoid the incident.

### **Judging trying to become more Consistent!**

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 thing 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 straightaways. Charges and chops only occur in the corners. If an outside car comes down on a car that is making a pass in the straightaway, 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 breathe 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 an 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. Car being operated in an unsafe manner: (Excessive bicycling, stuck throttle, no brakes, etc.) Excessive biking is defined as when both left side tires lift up higher than 12 inches (the height of the right rear tire) for more than two consecutive turns or laps.

6. 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 9)

7. Calls during yellow: Again, this is rarely done and calls should be made if any incident occurs during yellow. Judges can disqualify a driver during 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 drivers or drivers involved in an incident or went DOT, as soon as the yellow flag is thrown or they are under power again, the drivers feel that they should get behind the cars 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 disqualifications. 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 too fast at this time. The head judge should notify the flagger that the cars are going too 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.

8. 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. If a call is made during green flag racing, the head judge radios 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.

9. Calls after the checkered flag has been displayed. All call(s) 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 that 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, all call is made and the car is disqualified.

**Clarification only.... 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.**

1. Methods of judging. Making the right call is important to having a fun race 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."

A 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.

Example: 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 watching 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 cars to follow.

2. 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.

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

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 rule book. You do the best that you can.