

2020 Rules and Regulations

SKAGIT QUARTER MIDGET RACING CLUB

These rules are designed as a guideline for the smooth operation of quarter midget races. We realize that these drivers are children. These rules were written to instill an even playing field for everyone and to teach the proper race etiquette and values for the young drivers, crew, family, friends and everyone that these children are in contact with during a race event. In the spirit of proper race conduct and courtesy, extensions of the racer's family and race team, in the stands or in the pits, will be held to the same standards as the handler, and will be considered the handler's responsibility. These rules were written to promote continuity and fairness to all attending the race event whether on the track or in the stands.

Skagit Quarter Midget Racing Club is not a QMA sanctioned track. We do however require QMA legal motors in order to provide a level playing field for all racers in attendance. These rules shall be interpreted for the spirit that they were written. Loopholes, specific wording and gray areas shall not be used for gain in any form.

TIMELINE:

9:00 Gates Open

RACE DAY:

9:00-10:00 Registration

10:20-10:30 Pit Meeting

10:30-11:00 Pack the track & hot laps

11:00 Qualifying starts

At the conclusion of qualifying, 10 min break then heats start.

At the conclusion of heats, 10 min break then the mains start.

***All cars must be registered by 10:00 or your car will be placed at the back of your heat race.*

FORMAT:

1. Have your car tech'd by an official. **Morning tech officials will have bright yellow vests.
2. Complete bottom portion of tech form.
3. Bring completed form to check in booth with payment.
4. Prepare your driver and be ready for packing and hot laps.
5. Hot laps, qualifying, heats, & mains will be in order: Novice, Jr, Sr, 160, Animal
6. Qualifying will be best of 2 laps; green flag then two laps.
7. Heats will be 15 laps.
8. Mains will be 25 laps, except novice which is 20 laps.

****All CARS MUST HAVE TECH SHEET COMPLETED IN ORDER TO REGISTER.**

All cars must pack the track with the exception of novice! Failure to pack will result in your car being placed at the back of the pack for heat races.

While qualifying if an error occurs with the timing system, that car will return to the hot chute to re-qualify at the end of their class. If that car does not return to the hot chute it will automatically start in the back of the heat race. Cars experiencing mechanical or other issues will not be allowed a re-qualification. Please ensure car is ready to qualify.

If a technical error occurs with the timing system, 2 heat races (10 laps each) will be run for each class.

If two heats are run, pill draws for 1st heat; invert for 2nd heat. Points = 1 pt for 1st place finish on up to 10 pts for 10th place finish. Lowest point total for pole in main. Tie goes to lowest pill draw.

Each class is to be in the staging area 5 minutes prior to the scheduled race. After signal for one to go is given, no cars will be allowed to join the race.

FEES:

Race day fees

- Member race fee \$30 (includes driver & 1 handler)
- Non-member fees \$40 (includes driver & 1 handler)
- Transponder rental \$10
- Additional wrist bands \$5

One-time fees

- Membership fee \$100 (must be paid by 2nd race)
- Pit stall \$40 for season
- Race number \$10 for season
- Transponder \$100

SEASON POINTS:

- Points apply to main events only for each season race (Dirt Cup is not a points race).
- Points classes are: Junior 120, Senior 120, & 160, Animal.
- To be eligible for points you must be a paid member (fees due by 2nd race). AND
- To qualify for points your driver must take the green flag for the main event. If a driver completes the qualifying event and does not start the main event they will be awarded 25 pts.
- Driver points for 1st place finish will be 50 points with each subsequent place given 2 less points (i.e. 50, 48, 46, etc).
- Each driver may throw out 1 race per season; may not be a race in which car was disqualified.

- In the event of a tie in PTS for top 3 in a class at the conclusion of the season, tie breaker goes to the participant with the most 1st place finishes. If needed we will look at 2nd place, 3rd place, etc until the tie is broken.

AWARDS:

- 1st, 2nd, & 3rd place heat finishers will receive ribbons for each class.
- 1st, 2nd, & 3rd place main finishers will receive trophies for each class.
- Awards will be presented at the conclusion of each race at the weigh in shack.
- 1st, 2nd, & 3rd place season points champions will receive trophies at World of Outlaw Race at Skagit Speedway.

GENERAL INFORMATION:

- ALL cars must be checked in by 10:00 or your car will be placed at the back of the pack.
- All persons entering pit area must have a wrist band for insurance purposes.
- All drivers must be 5 years of age or older on race day. Birth Certificates are required for drivers new to SQMR.

SECTION I

GENERAL RULES

This is and will be the only rule book regarding Skagit QMR racing. Not having read this manual will not be accepted as an excuse for not abiding by the rules and guidelines set forth in this manual.

Drinking of intoxicating beverages or use of drugs by any participant in the pits during an event is strictly prohibited. Anyone who shows any evidence of intoxication or drug use, or acts in any manner unbecoming, will be ejected from the pits.

SQMR officials have the right to eject the entry of any car, driver or participant in any event.

No member or participant shall subject any official, spectator, or other participant to abuse or improper language at any time. Offenses will be reported to and handled by a SQMR Board Member.

Violations may be punishable by loss of points, disqualification and/or banishment for a set time period. In the event of a violation a special board meeting will be called to handle such offenses.

At the start or restart of the race, cars must maintain track placement either crossed up for initial start or single file for restart. Must maintain position until green flag is waved.

All starts will be rolling starts unless otherwise specified. When entering scale area after race completion, drivers must use due caution. Cars must stop and no longer be under power past stop sign. Failure to do so may lead to disqualification for that event.

Scales will be provided at all races and will be monitored by an appointed club member. All cars, including those that do not finish the race, must cross scales after each race or a DQ WILL BE AWARDED FOR THAT EVENT.

No radio devices will be allowed for communication between driver and crew.

Under green flag absolutely no coaching or hand signals will be tolerated or a DQ WILL BE AWARDED FOR THAT EVENT.

No overnight camping in the trailer parking area. If you need a campsite for the night please contact the Skagit Speedway campsite manager. He is located at main track entrance.

Transponder must be placed on left side of car between 40 and 42 inches from the front of the front bumper to the center of the transponder in the upright position and measure 4 inches from the bottom of the car to the center of the transponder. Please ensure that the transponder is working before pushing car onto the track.

SECTION II

TRACK AND FLAG RULES

The Flagman and/or a board member may disqualify any car or driver from the race on any infraction of club rules.

Once on the track, the Head Flagger in conjunction with the tower has the first, last, and only call regarding race decisions.

Racing ages: 5 – 15 years old. All membership fees are due by the 2nd race of the season. There will be 1 throw out race; you may not use a DQ as throw out race. Upon Board approval, drivers who move up a class during the season, must do so by the 3 race, and will be placed 1 position behind last place car. Cars moving up after the 3rd race will carry zero points over to their new class.

****All handlers wanting to move their driver to another class MUST request and receive board approval.****

No race will be held without proper first aid and safety gear available. It will be solely up to CPR certified board member or other designated CPR certified safety person to determine when 911 must be called.

All decisions are final, there will be no protests.

Any participant violating rules may be disqualified, suspended, and/or lose points won that day.

All cars leaving the track during a race need to pull into hot chute. All work must be completed in the hot chute. Absolutely no work is to be done on cars on the race track. Disregard for this rule will result in DQ.

Cars may not be driven outside of track area. Absolutely no driving a car outside of fenced area.

On single file restarts, there will be a cone placed at the start/finish line which the drivers MUST stay above. If a driver drives below the cone, but does not cause a yellow, or gain in position, the race may stay green. If a driver is forced below the cone, and no yellow is caused, the race may stay green. If a driver goes below the cone, and advances their position, the race will go yellow and the driver goes to the back of the pack.

Any practice done after race program has ended must have permission from a board officer and all rules and regulations must be observed. PM practice is limited to availability.

In case of any unforeseen problem, Skagit Quarter Midget Racing reserves the right to adjust the schedule and /or procedures as needed. If a car has a safety issue with their car during a race, (seat belt, steering, etc...) they are to stop in the infield in front of the flag stand (or as close as they can get to it, depending on the safety problem) Car will retain its position upon re-entry on to track.

GREEN FLAG

Green flag will indicate the start of the race. Upon lights out, or the one to go signal from the flagger, the track will be closed and cars may not enter the track, or participate in the race.

Initial start: The flagman starts the race in turn #4.

Last two laps must be completed under green flag conditions.

After the green flag is thrown, the flagman has the option to throw the yellow flag if the start was unacceptable. On a restart, all cars retain their original position. **Cars stopping on track after initial green flag start will be placed at the back.** After 2 attempts the start will go single file.

On the restarts, the line-up will be the same as the last completed green flag lap. Cars that stop on the track under green flag will be placed in the back. Lapped cars will retain their positions. Car placement is determined by the previous completed green flag lap position. Cars are required to maintain their position. Any stopping will result in being placed at the back of the pack.

Flagman may adjust speed of pace laps as needed. The palm up sign means increase speed. The palm down sign means decrease speed.

Cars may only enter track with flagman approval.

No cars may enter track under green flag conditions.

Any display of violence or excessive foul language in the pit area WILL result in the engaging parties being disqualified and the forfeiture of points for that event.

YELLOW FLAG

All cars will retain their track position during yellow flag/light conditions, including lapped cars.

During yellow flag/light conditions, any car causing another accident may be disqualified.

When observing the yellow flag/light, the lead car will slow immediately and the rest of the field will assemble single file behind.

Cars stopping on the track to avoid an existing accident will retain their position.

If two or more cars are involved in an accident, their placement at the subsequent restart will be at the back of the pack. Car placement is determined by the previous completed green flag lap, not by who caused the accident.

When a yellow flag/light is displayed, a car may go to the hot chute but will be placed at back of the pack.

No one is allowed on the track but track officials, unless directed by the Head Flagger under yellow flag/light conditions.

RED FLAG

A red flag/light stops the race. Stop as soon as possible. Do not pass through the accident area, if avoidable.

Each driver will stop and maintain position. Any driver causing an accident during the red flag/light condition may be disqualified.

Do not block the pit/exit area.

Cars may go to the hot chute for repairs but will be placed at the back of the line-up for restart with the exception of a red flag medical condition. All non- medical Red flag/light events will be considered open reds.

In a red flag/light condition, a damaged car must be inspected.

Only ambulance, fire safety, track officials and crew on cars involved will be allowed on the track.

WHITE FLAG

A white flag indicates one lap remaining in the race.

CHECKERED FLAG

A checkered flag indicates the completion of the race.

After the lead car receives the checkered flag, all other cars will receive the checkered flag after which the yellow flag and light will be displayed.

All cars exit on yellow except the winner.

The winner may take an additional lap to receive the checkered flag.

BLACK FLAG

Under a signaled black flag and/or the stoppage of the race, the driver indicated must leave the track.

A car receiving the black flag for mechanical problems may return to the race (with approval) after completion of repairs in the hot chute. Car will be placed at the end of the line-up.

Any driver, who causes 3 stoppages (defined as causing a yellow or red flag condition) during one race event, will be black flagged for remainder of the race.

Flagrant rough driving will result in black flag upon first occurrence.

A black flag for intentional fouling, nerfing, spinning, or crowding another car will result in offending car being sent to back of the pack. Any second offense will result in an immediate DQ.

Any disruption from the pit area by handlers can result in car being black flagged.

SECTION III

SAFETY

Upon arrival at the track, have car safety teched and registered to ensure proper insurance coverage. All attendees must have insurance band visible at all times while inside the track fenced area.

Full face helmet designed for racing with a SNELL SA 2005 rating or better is required whenever a driver is on the track. Full coverage driver gear is required including: sturdy shoes, long socks, arm restraints, neck collar, and gloves. Although not required, gear designed for race application is strongly recommended. Long hair must be secured and kept under helmet. Fire head sock recommended.

Car must be in good race condition with functioning brakes and throttle return springs. All cars are required to have two functioning throttle return springs. Any added weight must be securely bolted onto floor pan.

Wings cannot be wider than nerf bars.

All cars must have a full roll cage that encloses the driver and allows a minimum 1” clearance between top of helmet and roll cage. Cage net is recommended on right side of cage.

All cars must have an approved 5 point racing harness installed as per manufacturer’s instructions. Belts have a 4 year replacement span. (Any belt from 2016 to current that falls under the 4-year rule)

If a driver has a safety issue during the race, pull to grassy infield in front of the flag stand.

Absolutely no standing in hot chute area at ANY time. All mufflers must be attached with a safety wire/spring to avoid flying off during race.

BRAKES:

All cars are required to have working brake(s) on drive axle.

Brakes must be disk type and must lock up both wheels completely upon application; all classes.

FUEL AND FUEL LINES

Ignition kill switch shall be mounted within easy reach of the driver (Novice must have an additional kill switch with 3 inch extension on the top of the cage within reach of track official).

- Honda 120, Honda 160, Animal: Gasoline, automotive type only. Additives OK
- No Methanol or Av Gas allowed

- All fuel lines must be made from flexible tubing rated for the appropriate fuel.
- A fireproof sleeve must be used over the fuel line – from the fuel tank fitting to the carburetor inlet. FOR ALL CLASSES. This must be a sleeve design made of one piece (not a wrap), that the fuel line will slide through. This sleeve must also fit the Outside Diameter of the fuel line. Fuel lines must be kept away from moving parts and must not be made of metal. All fuel lines must not leak. Lines must have a positive connection such as a hose clamp or cable tie.
- Fuel filters must be of a metallic type of material. Aluminum or Steel ONLY. No glass or plastic filters allowed. The filter may NOT exceed 1.5 inches in diameter and 3.0 inches in length.

SECTION IV

CAR RULES

NOVICE 120:

Red QMA Restrictor

Restrictor hole size: 0.3125”maximum

Novice Honda Engine rules:

All GX120 Motors MUST comply with the 2020 QMA rulebook. The only exception is the air filter adapter.

QMA legal Honda GX 120 engine and gear box only. All parts to be stock Honda specifically made for the GX 120 engine.

All stock Honda parts must be used and properly installed with the following exceptions:

- 1: Governor System may be partially or fully removed with exception of the steel drive gear on the crankshaft.
- 2: Any style air cleaner and adapter can be used.
- 3: Stock Honda fuel tank must be removed.
- 4: Recoil starter must be removed.
- 5: Stock Honda muffler must be removed and replaced with standard QM pipe with single 4-8hp Briggs and Stratton muffler #294599 or Briggs style muffler. No modifications can be made to muffler except for washers welded to can for safety wire. No stepped pipes.
- 6: Choke butterfly must be removed from carburetor. Hole can be filed with silicon, cut down old shaft or screw.
- 7: Oil level wire must be cut but system must stay intact, including components inside of block.
- 8: Gear box may be rotated to any desired position.
- 9: Main jet in carburetor may be changed up to #70. Main jet must be tight.
- 10: on/off switch may be removed and the hole covered.
- 11: Valve oil seal must be removed.
- 12: Spark plug may be replaced with any automotive style plug with $\frac{3}{4}$ " reach maximum
- 13: All metal shrouds must be attached and not modified
- 14: Any type of throttle linkage can be used.
- 15: Fuel tank mounts can be removed from block.
- 16: Starter cup can be cut down.
- 17: The keyed end of the sun gear may be tapped or machined for snap ring.
- 18: Honing and deglazing of the cylinder bore is allowed.
- 19: Lapping the valves is allowed.
- 20: Honda 160 valve springs are allowed.
- 21: Brass screw on flywheel magnet must be under the top coil leg ATDC. If not, timing may be deemed illegal.

22: QMA red restrictor plate must be installed between carburetor and black insulator with one stock Honda gasket on each side of restrictor. Restrictor must not be modified.

Car weight rule with driver is 250 lbs. minimum. No wings mounted on car.

All novice cars must have top mounted kill switch with 3-inch extension.

This is a beginner class for ages of 5-10 years old.

THIS IS A NON-POINTS CLASS.

JUNIOR 120:

Blue QMA Restrictor

Restrictor hole size: 0.4375" maximum Junior Honda Engine rules: All GX120 Motors MUST comply with the 2020 QMA rulebook. The only exception is the air filter adapter. QMA legal Honda GX 120 engine and gear box only. All parts to be stock Honda specifically made for the GX 120 engine.

All stock Honda parts must be used and properly installed with the following exceptions:

1: Governor System may be partially or fully removed with exception of the steel drive gear on the crankshaft.

2: Any style air cleaner and adapter can be used.

3: Stock Honda fuel tank must be removed.

4: Recoil starter must be removed.

5: Stock Honda muffler must be removed and replaced with standard QM pipe with single 4-8hp Briggs and Stratton muffler #294599 or Briggs style muffler. No modifications can be made to muffler except for washers welded to can for safety wire. No stepped pipes.

6: Choke butterfly must be removed from carburetor. Hole can be filed with silicon, cut down old shaft or screw.

7: Oil level wire must be cut but system must stay intact including components inside of block.

8: Gear box may be rotated to any desired position.

9: Main jet in carburetor may be changed up to #70. Main jet must be tight.

10: on/off switch may be removed and the hole covered.

11: Valve oil seal must be removed.

12: Spark plug may be replaced with any automotive style plug with $\frac{3}{4}$ " reach maximum

13: All metal shrouds must be attached and not modified

- 14: Any type of throttle linkage can be used.
 - 15: Fuel tank mounts can be removed from block.
 - 16: Starter cup can be cut down.
 - 17: The keyed end of the sun gear may be tapped or machined for snap ring.
 - 18: Honing and deglazing of the cylinder bore is allowed.
 - 19: Lapping the valves is allowed.
 - 20: Honda 160 valve springs are allowed.
 - 21: QMA flywheel keyway or Tier 3 flywheel (black magnet) must be used. Keyway must be installed with QMA engraving facing the valve cover.
 - 22: Brass screw on flywheel magnet must be under the top coil leg ATDC. If not, timing may be deemed illegal.
 - 23: QMA blue restrictor plate must be installed between carburetor and black insulator with one stock Honda gasket on each side of restrictor. Restrictor must not be modified.
- Car weight rule is 250 lbs. minimum with driver. Top and nose wings are allowed.
- This class is for younger drivers with prior experience. For ages 5-8 years old

SENIOR 120:

No Restrictor

Senior Honda Engine rules:

All GX120 Motors MUST comply with the 2020 QMA rulebook. The only exception is the air filter adapter.

QMA legal Honda GX 120 engine and gear box only. All parts to be stock Honda specifically made for the GX 120 engine.

All stock Honda parts must be used and properly installed with the following exceptions:

- 1: Governor System may be partially or fully removed with exception of the steel drive gear on the crankshaft.
- 2: Any style air cleaner and adapter can be used.
- 3: Stock Honda fuel tank must be removed.
- 4: Recoil starter must be removed.
- 5: Stock Honda muffler must be removed and replaced with standard QM pipe with single 4-8hp Briggs and Stratton muffler #294599 or Briggs style muffler. No modifications can be made to muffler except for washers welded to can for safety wire. No stepped pipes.

- 6: Choke butterfly must be removed from carburetor. Hole can be filed with silicon, cut down old shaft or screw.
- 7: Oil level wire must be cut but system must stay intact including components inside of block.
- 8: Gear box may be rotated to any desired position.
- 9: Main jet in carburetor may be changed up to #70. Main jet must be tight.
- 10: on/off switch may be removed and the hole covered.
- 11: Valve oil seal must be removed.
- 12: Spark plug may be replaced with any automotive style plug with $\frac{3}{4}$ " reach maximum
- 13: All metal shrouds must be attached and not modified.
- 14: Any type of throttle linkage can be used.
- 15: Fuel tank mounts can be removed from block.
- 16: Starter cup can be cut down.
- 17: The keyed end of the sun gear may be tapped or machined for snap ring.
- 18: Honing and deglazing of the cylinder bore is allowed.
- 19: Lapping the valves is allowed.
- 20: Honda 160 valve springs are allowed.
- 21: QMA flywheel keyway or Tier 3 flywheel (black magnet) must be used. Keyway must be installed with QMA engraving facing the valve cover.
- 22: Brass screw on flywheel magnet must be under the top coil leg ATDC. If not, timing may be deemed illegal.

Car weight rule is 275 lbs. minimum with driver. Top and nose wings are allowed.

This class is for older drivers with experience. For ages 9-15.

GX160:

160 stocks Honda Engine rules:

All GX160 Motors MUST comply with the 2020 QMA rulebook. The only exception is the air filter adapter.

QMA legal Honda GX 160 engine and gear box only. All parts to be stock Honda specifically made for the GX 160 engine.

1: Governor System may be partially or fully removed with exception of the steel drive gear on the crankshaft.

2: Any style air cleaner and adapter can be used.

Stock gx160 carburetor only. No gx200 carburetors as used in OMA beavv 160 Classs

3: Stock Honda fuel tank must be removed.

4: Recoil starter must be removed.

5: Stock Honda muffler must be removed and replaced with standard QM pipe with single 4-8hp Briggs and Stratton muffler #294599 or Briggs style muffler. No modifications can be made to muffler except for washers welded to can for safety wire. No stepped pipes.

6: Choke butterfly must be removed from carburetor. Hole can be filed with silicon, cut down old shaft or screw.

7: Oil level wire must be cut but system must stay intact including components inside of block.

8: Gear box may be rotated to any desired position.

9: Main jet in carburetor may be changed up to #82. Main jet must be tight.

10: on/off switch may be removed and the hole covered.

11: Valve oil seal must be removed.

12: Spark plug may be replaced with any automotive style plug with $\frac{3}{4}$ " reach maximum

13: All metal shrouds must be attached and not modified

14: Any type of throttle linkage can be used.

15: Fuel tank mounts can be removed from block.

16: Starter cup can be cut down.

17: The keyed end of the sun gear may be tapped or machined for snap ring.

18: Honing and deglazing of the cylinder bore is allowed.

19: Lapping the valves is allowed.

20: Honda 160 and 26# valve springs are allowed.

21: Brass screw on flywheel magnet must be under the top coil leg ATDC. If not, timing may be deemed illegal.

23: Car weight rule is 285 lbs. minimum with driver.

24: Top and nose wings are allowed.

Animal:

New class for 2018, inquire about rules.

SQMR ENGINE PROTEST RULES

1. 1. Only a tech-official, the protesting handler, and the handler or the owner of the protested car to be present at inspection / tear-down
2. 2. Participants can only protest a car that finishes in front of them; both must be in the same class
3. 3. The protest fee will be \$250.00
4. 4. Protest acceptance fee is \$25.00 (non- refundable)
5. 5. Once the protest form is filed and the tech inspector has accepted the protester's fee the protest cannot be retracted. If protest is NOT accepted by the protested the \$250.00 is returned to the protester and the protested forfeits all points from that day's event.
6. 6. After inspection of the protested engine is completed, if the engine is determined to be a LEGAL engine:

The owner of the protested engine will receive \$225.00.

7. 7. After inspection of the protested engine is completed, if the engine is determined to be an ILLEGAL engine:

The protested car will be disqualified from the day's event, and lose all points for that event.

The owner of the car protesting will be reimbursed \$225.00

Post-Race Tech Procedure

On all race days including special events, there will be a random post-race tech that will be announced to the drivers and handlers of the class being inspected after the cars have staged for their main event. Immediately after completing the main event, the top three cars will cross the scale, and proceed directly to the impound area located behind the scale. The parts of the motor being inspected will also be random, and at the tech officer's discretion. All motors will have the same areas inspected; however the areas being inspected will vary from week to week.

If a car displays unusual speed in relation to its competitors, it may be randomly inspected regardless of the class being post-race inspected. Any cars found to be illegal will receive zero points for the day's events, and will be required to show proof of compliance through technical inspection and surrender the illegal part(s) to a tech official before car will be allowed to compete or register at future SQMR race events. Three DQ's will result in a lifetime ban.

Offending cars will be presented a Disqualification Sheet explaining the violation. The Disqualification Sheet MUST be signed off by an official and returned to the check in booth in order to enter any future event.