



Novice Guide & Handlers Handbook



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A WELCOMING MESSAGE TO ALL NEW MEMBERS FROM THE PRESIDENT

Welcome to the wonderful world of Quarter Midgets. Don't be overwhelmed with all the information on your driver, car, Club rules, racing rules, etc. All the rest of us were a little bit at first but we got it and you will, too.

You have just become part of an incredible group of people with the common interest of racing with their children. Just look around you at the track; everything you see has been completed by members. No grants, no loans, just a willingness, hard work and time to make the Club and track one of the best in Region 9. Every year the new members become an important part in the future of our club. I encourage you to get involved, like many members before.

As I was told on numerous occasions "There are no stupid questions" so don't be afraid to ask any question at all. Also, don't be shy to ask for help when you need it. We try hard to engage our new members in a "buddy system" where they can work with a senior family to get all their questions answered. In the beginning, it is often just the lingo and the function of many things that you are asking about but as time passes, you will get more technical in your queries as you fine tune your race program.

At the LQMA, we share a strong common denominator, racing with our children. You won't find a better way to invest you time and money!

I hope in the coming months you will begin to enjoy all our training program has to offer with your membership. There are other extra venues that will also now be available. One of these is traveling to Region races. Our members have made many friends South of the border and the 'Esprit de Corps' of our club at these races is fantastic. Back at our track join us at the Last Lap; don't wait for an invitation. If you have a trailer or a motorhome you are welcome to stay at the facility. You'll surely become part of our racing family and enjoy all that the Club has to offer!

In closing I'd like to extend you a hearty welcome and remind you to be safe, have fun and get involved with your Club.

Darren Chorney
LQMA President

LANGLEY QUARTER MIDGET ASSOCIATION

The LQMA track was constructed in 1979 and is built on Federal Government land allocated for the use as a motor sport park. There are no grants or subsidies given. The complex that we have today is there as a result of generous donations from various sources and the hard work of our members. After attending a work party, you will see how rewarding everyone's efforts truly are.

As you travel to other QMA tracks you will come to appreciate that we have one of the best equipped facilities in North America. During Club meetings we arrange to have "work parties" where we all come out and clean, paint, rebuild, etc. various structures and the grounds. Often, we will get together afterwards for a barbeque or roasting marshmallows by the fire. Essentially, all the activities revolving around the track help bring us together as a club and create a warm relaxing social atmosphere for when the racing is done.

When the season is over the drivers collect various awards ranging from trophies to embroidered race jackets. These are handed out at a Year End Banquet. Some of the awards are:

- Best Jr. and Sr. Novice
- Hard luck Trophy
- Sportsmanship Award
- Joy of Racing Award
- Club Point for each class

The races you can attend vary from any one of the Club races to the LQMA Championship Points Series and the annual Region Race where our American members come up to race for the weekend. If you decide to become more competitive you can explore the Region Points Series and travel to 2 other Northwest Tracks in pursuit of the coveted Region Trophy. At an even higher level there are also National Events which will also come to our track in their rotation. Regardless, we have all the racing you will desire in a fun filled family setting.

Introduction to Quarter Midget Racing

Welcome to the sport of Quarter Midget Racing. As the handler or parent of a novice driver you probably have many questions you would like answered prior to starting out. Please feel free to ask your Instructor any question you may have at any part in the training. Some things to keep in mind are:

- Your child is perfectly safe as long as you observe the fundamental rules of safety and common sense. These rules will be covered during our course. The parents and handlers are **expected** to reinforce these rules long after the training is complete. Your attendance to the training, therefore, is important.
- All cars must have a safety check PRIOR to being allowed on the track for the first time during training and for every race day afterwards.
- The length of our course ranges from 6-8 sessions. It is recommended that you attend at least 5 of them at **minimum**. You and your child will get from the training what you put into it. There is some home training required and if its track time you need, we will try to accommodate you with some extra laps. The child must achieve a minimum competency to race with others. This will be determined by the driver trainer.
- If family members attend the races, they should be informed that they are to remain in the spectator areas during race times. Please be particularly careful not to allow children or pets onto the track or pit area.
- When your driver is on the track you should retire to a position behind the fence so as not to create a distraction to him/her.
- **The Instructors are in charge of the training course.** He/she will direct the activities in and about the track and pit area during the training period.
- The children will not be able to drive in a car until they have become knowledgeable of flags, safety rules and hand signals. Your assistance by teaching them at home will help them become more familiar with it all. Without the basics they will be unaware of what to do when they are actually in the car. **This is very important.** Please spend as much time as you can re-enforcing the necessary information so it all becomes second nature to the child.
- Safety equipment must meet certain standards. Ask you instructor what the latest standards are prior to purchasing any equipment. Check all your equipment before every race. When in doubt get a knowledgeable second opinion and leave nothing to chance.

- Please try to remember that some children take a little longer than others to adapt to this sport. Driving is something most of us do when we are 16, not 6! Try not to push or pressure your child to do what they may not yet be able to. They need constant encouragement and praise during the first few lessons to reinforce their confidence. Let the instructor do the “correcting”. It is more effective in the long run this way.
- Once you are a registered member of our Club, you may practice at the facility whenever you want, with some restrictions. Please remember, **do not practice on public streets, parking lots, etc.** as it is strictly forbidden by all association within this sport and is illegal.

Your Instructors are:

Rich Yeoman
Joe Catton

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604-819-0372
604-825-1532

LQMA RULES AND REGULATIONS

1. All release forms must be signed before anyone can go out onto the track.
2. **Alcohol is not to be consumed during the racing day.** This is a National Rule and may result in suspension from racing. After the race day is complete alcohol must be consumed discreetly (i.e. alongside or in your motorhome/trailer).
3. **Smoking is not allowed** in the inner fenced compound i.e. Pit Area, Hot Chute, Racing Surface, Off-Chute, Fueling, Sealing, Tower and Snack Shack patios.
4. **Helmets must be worn** on anything with wheels (bikes, roller blades, skateboards, pit carts, etc.) No bikes, rollerblades or skateboards are allowed inside the fenced area during the race day.
5. No one is allowed on the adjoining neighbors' properties.
6. Please do not let children climb or debark the trees.
7. Tents are to be pitched alongside respective motorhomes or in the grassy area alongside 8th Ave.
8. Only QMA members are allowed on the track surface and in the hot chute area.
9. Fuel is to be kept in the area specified or in a trailer.
10. No starting engines in line-up including staging.
11. Stay above the yellow line when entering the track.
12. No approaching the flagman, judges or tower staff. Please see the Race Director if you have any concerns.
13. There are only two (2) handlers allowed per car in the hot chute.

14. During warm-up if your car does not start by the time the car reaches the track exit, you must exit the track.
15. No starting engines before 7:30 am or after 10:00 pm.
16. The race director is responsible for opening exit chute gate after checkered flag.
17. No mixing of classes, during open practice – maximum five (5) minutes per class. Please be considerate.
18. If more than three (3) cars are on the track, there must be a flagperson.
19. The flag person has the option of throwing the green anytime the first four cars lined up.
20. Any car flagrantly disregarding the flag person may be put to the back.
21. All heat races and Main races will have a twenty (20) minute time limit from the start of the green flag which may be changed at the discretion of the Race Director. In the event of a yellow flag, the clock will not be stopped.
22. For Novice races there must be at least two (2) handlers assigned to each corner.
23. All corner workers must wear reflective vests.
24. All dogs must be kept on a leash outside the fenced area and their mess picked up and disposed of.
25. Curfew – No drivers out and about after 10:00 pm.
26. This is a summary document and only serves to give you a guideline to work with. Our Executive will provide you with the latest version of the track rules and LQMA Race Format upon request. Our racing rules will follow those rules as established by the QMA rule book when not otherwise specified.
27. All QMA racing and conduct rules apply.

TRACK/RACE OFFICIALS AND THEIR ROLES

Flagger	Responsible for control of the race from lining up cars, communicating cautions, restarting/stopping race to finishing the race. The flagger is the most important official to drivers as they interact the most with him/her.
Race Director	Responsible for communicating what is happening in the pits to the tower; acts as a go between to communicate between tower and handlers; over-sees race day to ensure cars are going out on time and coming off when done.
Pit Steward	Responsible for ensuring that cars have their correct numbers on them and that they are in the correct lane for their race; another job is checking to ensure children are buckled in and handlers are ready to push off when their race is ready to warm up; provides answers about delays, etc. to the participants in the hot chute.
Scaling & Sealing Stewards	Responsible for recording scaled weights of cars and/or drivers immediately after race ends. They also will assist or check the painting of the necessary sealing locations on your car to qualify for tech afterwards (NOTE: These volunteers are NOT responsible for sealing your car. You, as a handler MUST double check your sealing to ensure it is legal. It is ultimately the handler's responsibility, not the stewards.)
Tech Director	Responsible for performing routine performance and safety checks on cars to ensure they are both legal and safe to operate per QMA rulebook. The Tech Director has the discretion to perform checks at any reasonable time when he believes necessary.
Safety Director	Responsible for providing a comprehensive safety check of all cars intending to race and signing off on a check sheet to allow for registration of those cars at sign-up (NOTE: race cars get banged up and require constant checking. Don't assume because you passed safety that your car will be ok all day. Keep an eye out for any abnormalities, especially after contact with others.)
Judges	Responsible for making enforcing rule and making calls. They relay their decisions to the tower. The judges are the final word in most race calls. They are given time to make their decision and can seek counsel but they must ultimately decide amongst themselves.
Driver Trainer	Responsible for providing baseline skill set to all new drivers and deciding when they are ready for movement to higher classes in the case of a "move up".

DO'S AND DON'TS

1. The car is definitely **NOT** a toy. It is not to be played with in the usual sense of the word.
2. Obey the flagman, he is in charge out on the track. Do not take signals from the pit area during an event.
3. Keep in mind what you are doing, not what you did last week or what you will do tomorrow.
4. Do not watch or wave to the spectators, or family members. Keep your eyes on what is happening on the track in front of you.
5. Do not chew candy or gum while driving. If involved in an accident, you could choke.
6. When leaving the pit area and coming out onto the track, follow these simple rules:
 - Look for other cars already on the track and do not break into flow of traffic. Let the pack go by before dropping down to run your pattern.
 - Wait for the flagman's signal before coming out onto the track.
 - Do not "play" with other drivers on the track. "Fooling around" can cause accidents.
 - Before leaving the pit area for the track, always check your safety equipment to ensure it is in operating condition. Long hair must be out of sight and tucked up and underneath your helmet or in a fireproof balaclava and tucked into the driver's suit.
7. Always keep your switch in the "OFF" position when the car is not in use.
8. Drivers should be cautioned at all times to keep their elbows and hands inside the car. It is mandatory that all drivers wear arm restraints to keep arms and hands from flying out of the car.

9. When leaving the track to enter the off-chute or hot chute area:

- Look quickly behind you for other cars before turning out of the traffic pattern.
- Hold left hand high to signal to other drivers that you are pulling out and going in to the pits.
- Upon reaching the off-chute or hot chute areas, the driver should turn off switch and apply the brake;
- The off switch does **NOT** stop the car. Handlers must reinforce this as it is the most common error of new drivers. **Brakes = STOP**
- The car handler should be waiting at the off-chute or hot chute area for his/her driver and car and CLEAR that entrance area immediately.
- Watch out for other drivers, handlers and cars as you go to your parking space or pitting area.

SAFETY IN THE PIT AREA

1. Fuel and safety rules:
 - Your car can be refueled in the refueling area only and not on the track.
 - Whenever the car is being fueled, the driver **MUST** leave the car and stand to one side – this applies at all times.
 - Handlers must not smoke inside fenced area.
 - There will be absolutely **NO FUELING** on the track, infield or staging area (except “AA” and ½);
2. Playing and rough housing;
 - There will be no playing in the pit area or staging area. Drivers could be hit by moving cars, etc.
 - The use of bicycles, roller blades/skates or skateboards is absolutely forbidden in the fenced area. Where use is permitted a helmet **MUST** be worn.
3. Always stay near your car unless you have permission from your handler to leave the area. Always tell your handler where you will be to avoid missing your race.
4. There will be not more than two (2) handlers per car.

QUARTER MIDGET RACING FLAGS & SIGNALS

Red	Stop immediately (but safely)
Yellow	Caution – Slow Down – No Passing
Green	Start Racing – Increase Speed – Go
Black	Disqualified – Go to Pits
White	One Lap to Go (take one lap)
Checkered	Finish – Slow down after crossing the finish line
Green & Yellow furled and held together	Single file restart
Yellow & Black waving	Everyone Clear the Track
Green & Yellow furled Held side by side waving in opposite parallel motion	Double file restart
Red furled with one finger in air	Stop Next Lap
Any flag held in a furled position with one or more fingers held above it	Take Number of Laps indicated & then take action required by the flag

Hand Signals are as important as flags and care should be taken that all novice drivers are able to recognize those listed below:

- | | |
|---|-----------------------------------|
| 1) Finger drawn across throat in a slashing motion | Stop & turn off switch |
| 2) Hands held flat in downward motion | Slow down |
| 3) Pinch fingers and thumb together in 'talking' motion | Go a little faster |
| 4) Arm in air, fist clenched, In circling motion | Go as fast as you can |
| 5) One or more fingers in upright position | Take the number of laps indicated |
| 6) Hands toward body | Come closer |
| 7) Hands away from body | Move away |
| 8) Fingers pointing to eyes | Put face shield down |
| 9) Hands hitting bum | Go to back of pack |

LQMA RACING GUIDELINES

General

1. LQMA will abide by the rules and regulations set forth by the Quarter Midgets of America (QMA) and the Langley Quarter Midget Association Constitution.
2. During racing events, 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 meet and/or suspended for a period to be determined by the Executive committee without a vote of the membership.

3. No one will be allowed in the hot chute area except drivers with their cars, handler and officials.
4. Four (4) cars in a class constitutes a race. Less than four may be combined with another class, light before heavy.

Disqualification

1. Drivers will be disqualified for any violation of QMA rules as set out in the Racing Rules and Specifications Directory and again outlined in Guidelines for Judging (LQMA)
2. When a flagman gives a FURLED black flag, the driver is being given a warning only and is not disqualified. When the flagman gives a driver an UNFURLED black flag, the driver is disqualified and MUST leave the track. After the race, the judges and/or flagman will notify the concerned driver and handler as to why he was disqualified.
3. Judges: There will be 3 judges for each race unless otherwise directed by the Race Director. All three judges will be in the judge's stand.

Protests

1. All protests will be submitted in person, in writing, within ten minutes after completion of the race, to the Race Director ONLY. This written protest must include your name, car number, who the protest is against and the complete circumstances. Absolutely no person will be allowed to enter the track, infield area or tower to protest a decision. Violation of this rule shall result in suspension and your car disqualified. Refer to the QMA rule.

Miscellaneous

1. Any car owner who is found guilty of running his car or engine outside of specifications will lose all trophies for that day's racing. The positions of the other cars in the race will be adjusted accordingly. Disqualifications and suspensions as per QMA rules.
2. No one is allowed on the track until it has been prepared (i.e. fire extinguishers, vests, etc.)
3. You must sign in before you practice, the safety check must have been done on your car prior to you signing-in. You will receive an "OK" sign when you sign-in which must be affixed to the side of your car, allowing you to enter the track to practice.
4. Practice is limited to six (6) cars on the track for five (5) minutes and each car practices with its own class (i.e. stocks, mod, Honda, etc.)
5. Tail cones do not have to be in place to time-in or practice, however, have them in place to race.
6. Racing will be run "straight-up", as per the QMA race order.
7. All Club racing goes by the QMA Rule Book.
8. If your paper number is 1 to 4, then the handler becomes a corner worker 1 to 4. Paper numbers 5 to 8 become corner workers 1 to 4 for Novice Races (two corner workers per corner). Other races 5 to 8 are back up corner workers.
9. Check the bulletin board to see if you are a Judge. If you would like to learn to judge or flag, stand in with an appointed Judge or Flagman.
10. If you have a concern over the daily racing, please see the Race Director.
11. Handlers must be at least sixteen (16) years of age and there may only be two (2) handlers per car.
12. Please keep your pit area clean, observe the No Smoking rules and fuel in the proper areas.
13. Please help to take out Fire Extinguishers, and vest at the beginning of the day and put back at the end of the day. Remember Fire Extinguishers need to be put on the track even during non-race days when practicing.
14. Please help to remove garbage and keep the track clean at the end of the day.
15. Read the QMA Rule Book and become familiar with the rules.
16. **All** family members are expected to help and volunteer in the running of the Club and on race days.

You and Your Driver

Communication between driver and handler is a two-way street. One definition of communication is the getting and giving of information in the most efficient and exact manner possible. Racing is an extremely competitive sport and everyone wants to be a winner. Egos rise to the surface; everyone has one and everyone needs it massaged. Your driver will usually have the biggest ego of all. Keeping this in mind, approach them with a positive attitude and you will be rewarded with positive action on the track.

Berating your driver is a simple mistake, but big mistake. Do everything you can to keep their attitude on a positive level no matter what his/her performance is on the track. Remember that your driver's positive ego is one of your advantages.

From time to time your driver may come off the track outwardly frustrated or very withdrawn. Before you reprimand them just think, they may have had the life scared out of them or maybe something broke or they crashed after being so pumped up for the race. Work your driver through this rather than chastise them.

Usually firing a lot of questions at our driver just after they comes off the track will have them rattled and you will get incomplete information. Give your driver time to think the race over. That way they should be able to give you correct information rather than telling you what they think you want to hear. When your driver comes off the track, train them to think the race over and their handling of the car while you are taking the car to the pits. Then ask questions, e.g. specific information like 'was the car loose'...'did it push'...'where'...'when'...and so on. Don't ask questions like 'was that faster', your driver will not know you have the stopwatch.

Try to keep emotion and egos out of information gathering and try to minimize the outside influences on the driver during this questioning time.

Sometimes you may wish you had a remote control on your driver's helmet so you could correct or steer the car. To get an idea of what your driver is going through, put on a full-face helmet. Tape off all of the visor but enough to see the track, then lower yourself into the driver's level. Now watch the practice session. You will see it all from a different perspective. Things will be different than if you had a full field of vision. Therefore, when communicating with your driver remember that your perspective may be very different from theirs.

Quarter Midget Performance Tips

1. **Tire Pressures:** Each time the car is setup make sure to put the tires at the pressure you will race them to make sure that any other measurements taken are relative to how the car will be raced.
2. **Approximate Ride Heights:** Put the car on a level flat surface and then set each corner to the height you want it in race trim. Even though this step will be repeated later it is important to do it now at this point also to ensure the next steps are accurate. Choose whether or not to complete these steps with or without driver and then always do it the same way for uniformity. Because this is kids racing and they are not always to find doing without driver is the most common. This means that comparing ride heights with other handlers may not always be an apples to apples comparison but it will make sure your process is consistent.
3. **Square the car:** Most often this is done by taking off the wheels and hubs and placing the car into a set of alignment bars. While some setups result in the rear axle being slightly out of square, for a baseline start with it parallel to the lower roll cage bar in front of or behind the engine. Be careful to measure precisely using squares to your level surface for references to make sure your measurements on each side are consistent. Even 1/16th of an inch in variance will make a big difference. Adjust your rear radius rods accordingly to put the axle square.
4. **Square birdcages:** Most brand cars are designed so that the rear bird cages or "bearing carriers" are positioned so that the two radius rod mounting points are directly above / below each other. If a line was drawn from the top point to the bottom and continued to your level surface it would be perpendicular to the level surface. Not being square can result in some funny rear axle steering movement as it travels up and down. This is also adjusted by lengthening and shortening the radius rods, again be careful to either make equal adjustments on top and bottom or to re square the rear axle when you are finished.
5. **Set Axle Lead:** Next the front axle lead is measured by tape measuring from the outside edge of the front axle with wheels in straight position (if they were on the car) back to the rear axle with the table parallel to the outside frame rail of the car. There is a big difference in brands of cars with this setting. Anything from the right side shorter by a quarter inch to the right side longer by a whole inch. This is adjustment by lengthening or shortening the front radius rods. Making sure to adjust the top and bottom rods evenly on the side adjustments are made.

6. Set Caster & Camber: Caster can be set with either a caster / camber gauge or an angle finder. Use an angle finder to measure the angle from the top of the spindle bolt to the bottom parallel to the length of the car front to back. Right front caster is usually set somewhere between 2 and 5 degrees. Caster is adjusted most often by shortening or lengthening a single radius rod on that corner of the car. Tiny adjustments make a big difference. Most front axles have a caster split built into them so setting the caster is done on a single corner and the LF will be what it will be.
7. Set Front Alignment: The Toe-In / Toe-Out is set next so that the front wheels are parallel with each other while the car is in the alignment bars or has the wheels on it on a level surface.
8. Final Ride Heights: With all the wheels and tires back on the car and back on your level surface check the tire pressures one more time then re-measure to make sure each corner of the car is set to the desired height.
9. Wheel Spacing: Make sure the wheels are moved in or out to the desired position for each corner. This usually means the left sides are tucked in as far as legally possible (not inside the side nerf bars) and right rear in the middle of its adjustment range.
10. Scale the car: Using anything from accurate bathroom scales to electronic scales put each wheel on its appropriate scale pad and record the weights. Make adjustments to the coil spring collars or torsion bar adjusters to each the Cross Weight or Left Rear Split you are looking for. Make sure to make 4 equal adjustments all the way around the car. This will ensure that the ride heights remain where they should be.

For example, if the cross weight is 50% (LR + RF) / Total and you are looking for 54% then put 1 turn in the LR and RF (clockwise) and take a turn out of RR and LF (counter-clockwise).

11. Practice: Put the car and driver on the track. Do hundreds and hundreds of practice laps. Get some drivers in your same class together for practice races (no wagering please).

Have a great attitude toward your kids. Very few people in the world get the opportunity to race for real, at this age, or any other age. Consider participation in this sport as a gift and a privilege.

Encourage them even when they make mistakes. Some mistakes will cost you money when you have to replace damaged parts. So what, keep smiling ;-)

Teach them good sportsmanship. You lose a lot more times than you win.

Be a role model. Act as if somebody is always watching you (somebody always is!).

Volunteer for the lousy job at the track because you know it's the right thing to do for the kids.

Be a hero to your child, because they will tell their friends about you.

QMA CODE OF CONDUCT

One of the areas of concern in QMA is the unsportsmanlike conduct of a few handlers and drivers. This conduct involves rude gestures to judges and race officials, mishandling of children, and abusive language directed at race officials and other handlers.

While the vast majority of those involved in Quarter Midget Racing do not exhibit this kind of behavior, none the less for the few who do, it is not acceptable conduct and will be addressed.

Anyone (including drivers) observed displaying the kind of conduct referred to above will be addressed by the Race Director accompanied by the Club President in an attempt to "*convince*" them that the kind of conduct they displayed is unacceptable in our sport.

Hopefully this discussion will result in no further displays of the same conduct but should there be a re-occurrence the Region Board will meet to discuss and administer disciplinary action.

Quarter Midget Novice Checklist for 2020 Race Season

Car Items

- Minimum one inch between driver's helmet and top of roll cage
- SFI 16.1 seat belts that are at least 4 point and less than four year's old
- Front and Rear bumpers to be bolted and bolts must be 6/32 to max 10/32 grade 5 or better
- Shoulder bar must be retained by an 8/32nds Grade 5 bolt of better and can be clamped or welded
- Axles can't stick out of wheel rim and cannot be made of carbon fibre (Titanium is OK)
- Belly pan that comes forward to enclose the foot section. Minimum requirement is ½" screening of .048" wire diameter
- Must have a fire wall between cockpit and engine compartment so no fuel can enter front section (min .048 aluminum)
- Steering wheel must have 1" thick by 2" diameter pad
- No binding in steering over center
- Ignition system (switch) must be securely fastened and up must be on
- Brake line must be of metallic sheathed variety and heel stop must be in place at pedal (see rules for specifics)
- Fuel lines must be attached with any positive stop type clamps (I recommend conventional steel clamps as can be found on a radiator hose – Tridon Style – to avoid not conforming)
- Aluminum fuel tank only (.050 thickness minimum)
- NO TIRE DOPING OR FUEL/OIL ADDITIVES!! (will be randomly tested with track sniffer); also, no tire warmers except heat gun may be used to clean tires off
- Exhaust system - No portion of the exhaust system may extend outside of a straight edge extending from the rear edge of the rear tire and the extreme rear of the rear bumper, must be intact at the scales. Forward exhaust pipe (including mufflers) shall not extend outside of the nerf bar
- Throttle cable must move freely and not bind
- Tail Cone must not sit above rear bumper in normal rest position
- Tires and wheels must have at least 3 securing lug nuts
- An oil catch can must be utilized with a hose from valve cover and must be located under the tail cone
- Weights must be securely attached and should not be mounted on the side sheet metal
- Flywheel nut must be accessible through a 2" hole in sheet metal
- QMA sticker on right side of the car

Driver Items

- Helmet rating either SA2010 or SA2015
- Face Shields may not have cracks in them and must be clear once sun has gone down. Shaded visor allowed until then.
- Driver Jacket required that is 3.2A/1 minimum (tag must be readable)
- Driver Neck collar must be SFI 3.3 rating minimum
- Driver Gloves must be SFI 3.3/5, 2 layer
- Driver Wrist Restraints must be secured close to wrist and may not be above the elbow
- Driver Suit (if utilized) must be SFI 3.2A/1 minimum
- Driver Pants must be minimum denim (no sweat pants or pyjama type bottoms)
- Driver Shoes must cover entire foot and have a flat bottom

Other items worthy of mention

- QMA stamped restrictor plates necessary in appropriate classes
- Honda 120's must have Tier 3 Flywheel
- When a bar is put across rear rims and rotated upwards it may not contact nerf or shoulder bars (DQ at scale)
- Track width from center to center of tires must be 28" minimum to 34" maximum
- **QMA Required Ages and Weights by Class/Division**

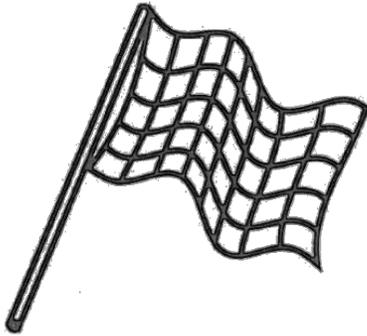
<u>CLASS</u>	<u>DRIVER AGE</u>	<u>DRIVER WEIGHT(min)</u>	<u>COMB. WEIGHT(min)</u>	<u>CAR WEIGHT(min)</u>
Novice Junior	5-8	N/A	250 lbs.	160 lbs
Novice Senior	9-16	N/A	260 lbs.	160 lbs

Who's Who in the Zoo

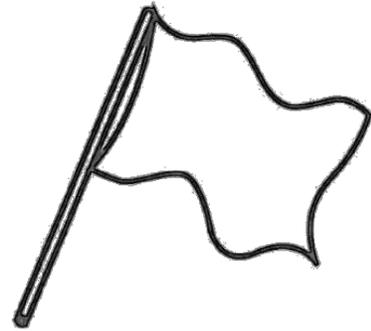
LQMA Executive

President	Darren Chorney	president@lqma.ca
Vice President	Jason Strobel	vicepresident@lqma.ca
Secretary	Nadine Scott	secretary@lqma.ca
Treasurer	Melissa Shrimpton	treasurer@lqma.ca
Tech Director	Kevin Ringrose	tech@lqma.ca
Race Director	Cliff Manahan	racedirector@lqma.ca
Safety Director	Geoff Cornwall	buicksix@telus.net

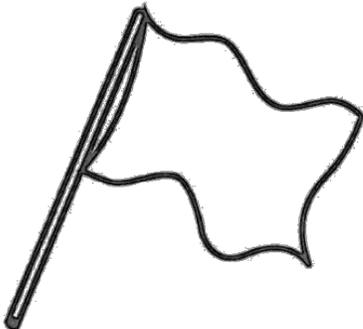
Color the Flags and draw a line to the meaning of each flag.



Checkered Flag

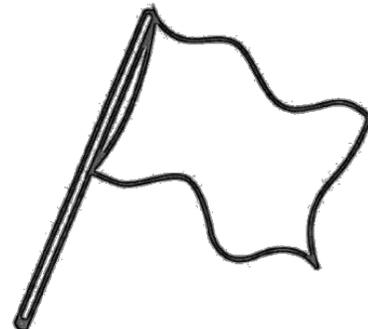


Green Flag

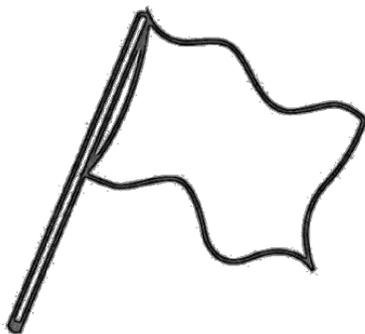


Yellow Flag

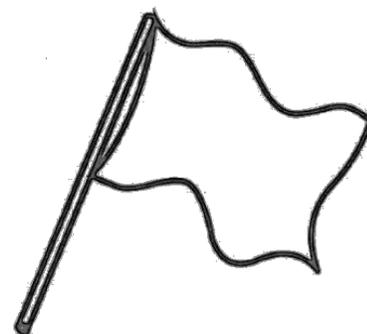
- Slow Down
- The race is over
- Get off the track
- One lap to go
- Starts the race
- Stop on the track



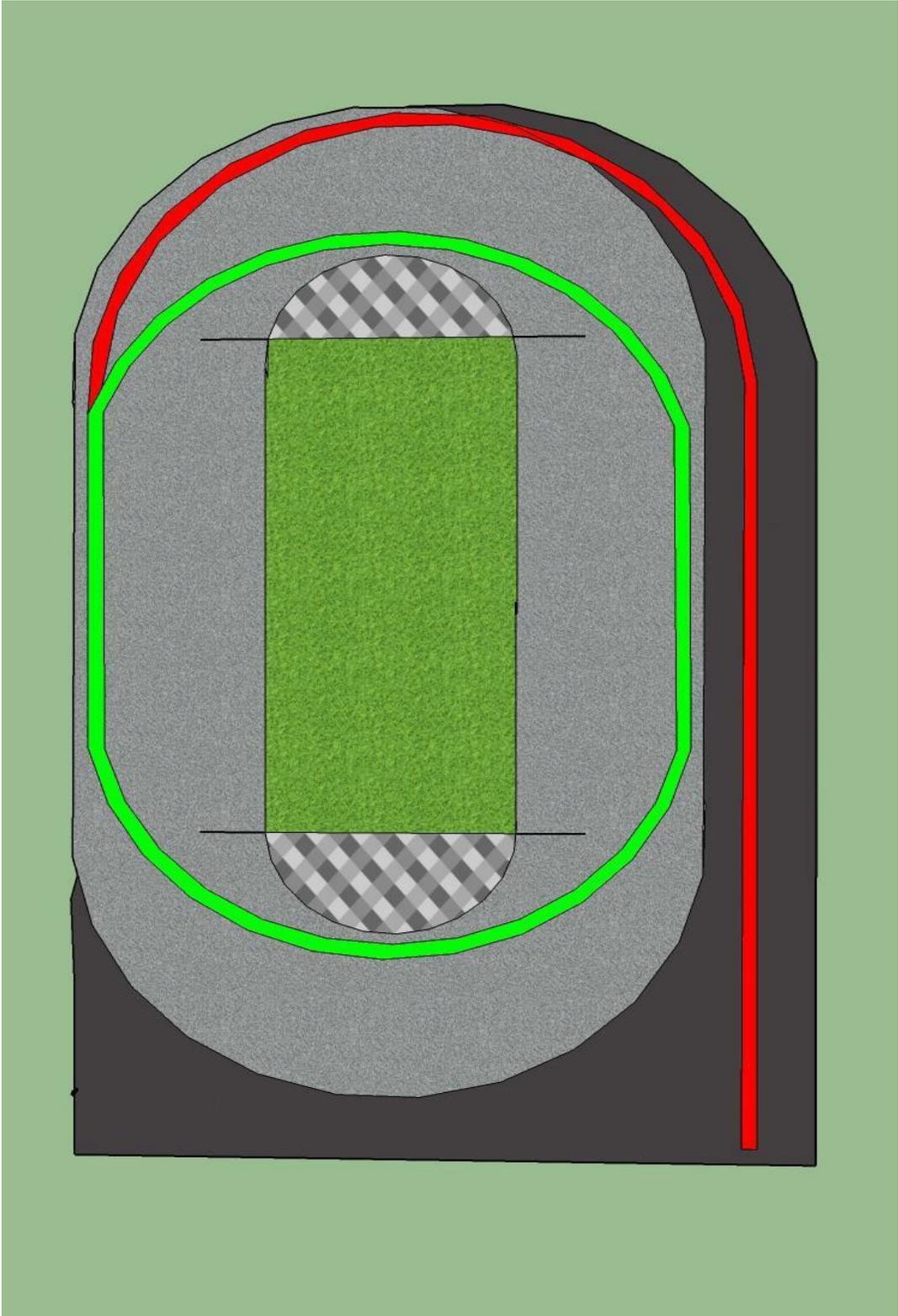
Black Flag



Red Flag



White Flag



LIGHT GRAY: Track
BLACK: Hot Chute / Pits
RED LINE: Entrance to track
GREEN LINE: Driving pattern on track



Novice Evaluation

Driver: _____

Date: _____

<u>Item</u>	<u>Pass</u>	<u>Fail</u>
1. Car Safety Passes Inspection	<input type="checkbox"/>	<input type="checkbox"/>
2. Safety gear meets specifications	<input type="checkbox"/>	<input type="checkbox"/>
3. Secures seat belts properly	<input type="checkbox"/>	<input type="checkbox"/>
4. Arm restraints on properly	<input type="checkbox"/>	<input type="checkbox"/>
5. Neck collar worn correctly	<input type="checkbox"/>	<input type="checkbox"/>
6. Use of on / off switch	<input type="checkbox"/>	<input type="checkbox"/>
7. Enters track properly (speed and above line)	<input type="checkbox"/>	<input type="checkbox"/>
8. Proper pattern on the track	<input type="checkbox"/>	<input type="checkbox"/>
9. Knows and obeys all the flags	<input type="checkbox"/>	<input type="checkbox"/>
10. Knows and obeys common hand signals	<input type="checkbox"/>	<input type="checkbox"/>
11. Exits track properly (against wall and hand signal)	<input type="checkbox"/>	<input type="checkbox"/>
12. Pulls into hot chute properly (slow speed and stops in box)	<input type="checkbox"/>	<input type="checkbox"/>
13. Exits to track scales properly (slow and avoids other cars and people)	<input type="checkbox"/>	<input type="checkbox"/>
14. Lines up in double file starts properly	<input type="checkbox"/>	<input type="checkbox"/>
15. Finds spot and lines up in single file restarts	<input type="checkbox"/>	<input type="checkbox"/>
16. Proper passing techniques	<input type="checkbox"/>	<input type="checkbox"/>
17. Understands judging rules	<input type="checkbox"/>	<input type="checkbox"/>
18. Removes belts and out of car quickly	<input type="checkbox"/>	<input type="checkbox"/>

Driver's Signature: _____

Handler Signature: _____

Trainer Signature: _____