



Specification & Rule Book

JULY 2024

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All Junior Quarter Midget racing under the registered JQMV Association will be conducted using the JQMV Specifications and rule book in conjunction with the current Speedway Australia Racing Rules and Regulations.

GLOSSARY

The following terms will be used throughout the Junior Quarter Midgets Victoria rulebook. The following terms have been standardized, and where present shall be defined as follows:

Class:	A portion of a racing event, which is defined by a particular motor choice or Novice status. For example: Novice, Jnr Restricted, 120 open, 160 open are classes.
Division:	The subdivision of any or all classes based on age or weight as specified in this rulebook.
DNF:	Car "Did Not Finish" the race
JQMV:	Junior Quarter Midgets Victoria
Qualifiers:	Those racing events which are run as preparatory events for Victorian Title
Race:	A race is defined as the running of a given heat, or feature within a given class/ division. For example: Heat 1 – Jnr restricted & B Main – Jnr Restricted are "races"
Sanctioned Event:	Any race on the JQMV racing calendar is classed as a sanctioned event. JQMV drivers are not to participate in a non-sanctioned event on same date. If they do they will be rear of field for next two JQMV events.
Dummy Grid:	The portion of the racing facility where pending races are staged.

PART 1 STATE MISSION STATEMENT

1.1 INTRODUCTION

The purpose of the Junior Quarter Midget Victoria (JQMV) is to:

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

1.2 OBJECTIVES

The objectives are:

- Uniform engine, car, racing and safety rules
- Coordination of racing events
- Maintain records of members' addresses, track locations and capabilities.
- Publish a JQMV Rules & Procedures Book, and make available to all members.
- Publish Media releases covering areas of interest to JQMV membership.
- Directors, participating clubs, and track representatives will coordinate JQMV activities.

1.3 THE GOAL

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

1.4 JQMV PUBLICATIONS

- 1.4.1** This rule book as well as technical manuals for all approved engines are made available. This copy can be downloaded and printed from the JQMV web site www.jqmv.com.au

1.5 INSURANCE

- 1.5.1** All drivers, car handlers (crew) and officials participating in any JQMV event must have a Speedway Australia License, official's card or pit pass.
- 1.5.2** The Speedway Australia insurance provider will issue Track Meeting Permits to verify that the insurance coverage is in place and that the event meets the appropriate standards and risk management procedures. The club that is holding the meeting should insure that a copy of this permit is available at each meeting.

1.6 JQMV MEMBERSHIPS

- 1.6.1** Refer to membership form as set by AGM.
- 1.6.2** A Family membership is defined as husband, wife or couple cohabitating and all children/drivers under the age of 18 years of that immediate family living in the same household.
- 1.6.3** Membership dues must be processed by JQMV.
- 1.6.4** At no time will any driver participate in practice or a race without a current JQMV membership and a current JQM SPEEDWAY AUSTRALIA license.

1.7 DISCLAIMER

These rules and Speedway Australia Racing Rules and Regulations are designed to provide for the orderly conduct of Race Meetings (including practice events) and to establish minimum acceptable standards for such Race Meetings.

No expressed or implied warranty of safety shall result from any publication, enforcement or compliance with these rules, nor any variation or deviation of these rules, nor any supplementary regulations approved and such enforcement and/or compliance is in no way a guarantee against injury or death to any Participant, be they a Driver, Pit Crew Member, Race Car Owner or, Official, or any other spectator or person whatsoever.

Neither Speedway Australia, JQMV, any Affiliated Association, Club, Promoter, Official (acting in any capacity whatsoever), or any other Participant shall be liable to any prosecution or action for anything done pursuant to these rules, nor liable for any death, injury, loss or damage arising by any alleged failure to implement these rules at a Race Meeting.

PART 2 CODE OF CONDUCT

Refer to Speedway Australia Racing Rules & Regulations.

2.1 CLUB CHARTER

All affiliated Clubs of JQMV are to comply with all specifications and rules as printed in the JQMV specification and rule book and appropriate technical manuals and procedure manuals.

PART 3 EQUIPMENT DIMENSIONS AND SPECIFICATIONS

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

3.1 DIMENSIONS

3.1.1 Height

127cm maximum, including roll cage and an approved halo of maximum height 7.5cm

3.1.2 Length

(Measurements include the bumpers) 213cm maximum

3.1.3 Tyre Size

Front maximum 11 inch diameter

Rear maximum 12 ½ inch diameter

3.1.4 Weight

Minimum 73kg.

3.1.5 Wheelbase

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

107cm minimum, 142 maximum

3.1.6 Wheel Tread (Measured center to center of tyres.)

71cm minimum, 86cm maximum

3.2 CAR CONSTRUCTION

3.2.1 Axle

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

3.2.2 Belly Pan

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

(ii) The ground clearance shall not exceed 9cm.

(iii) Seat area to be a minimum of 3mm thickness, constructed of aluminum or 1.2mm steel.

(iv) An approved race seat is mandatory

3.2.3 Body Section

(i) All cars must have a body which completely covers the drivers legs, a tail section, and a housing which covers the engine.

(ii) The body and tail section will not have any sharp edges.

(iii) Round the edges of the body and tail section inward not outward for extra protection.

(iv) There must be no sharp corners - such as square corners. Make all corners and edges rounded in shape so as not to cut if in an accident.

(v) The majority of the bottom of the tail cone shall be no higher than the top of the bumper when normally installed. Access holes are allowed.

(vi) If the belly pan or the body does not enclose the front end it must be enclosed by using heavy screening or metal sheeting meeting the following specifications.

Screening

Minimum material: Metal wire

Minimum material dimension: 0.048 inch

Maximum mesh dimension: ½ inch spacing

Metal sheeting

Minimum material thickness: 0.048 inch

Maximum hole diameter: ½ inch (if perforated)

(vii) There will be no fenders, spoilers or air deflectors on roll cage, body, engine housing or tail section.

(viii) Any radical changes in body, tail section, or side panels must be submitted for approval to the JQMV.

(ix) All cars must have side panels on both sides of the cockpit and engine compartment. There must be a 2 inch min. diameter hole in the right side to access the flywheel for seal painting the nut.

(x) Maximum height of body is 28 inch as measured from bottom of frame rail

(xi) The Right hand side panel must be 18 inches minimum to 22 inches maximum as measured from the bottom of the frame rail to top of panel and be at that height 12 inches forward of seat head rest. Height can start to increase after this point and extend to top of roll cage.

(xii) Side sun visor can be used on right hand side with minimum opening of 10 inches.

(xiii) Side panel height at eye line to be 4 inches down from driver's eyes

- (xiv) Left hand side opening to be 20 inches minimum must extend to rear of seat. If left hand sun visor is used it must be no lower than right hand side.
- (xv) Front sun visor allowed and must not restrict child from seeing flag stand. Scrutineer discretion on all cars

3.2.4 Brake

- (i) Brake to be activated by a foot pedal.
- (ii) A minimum of one wheel brake is required, located on the rear axle, sufficient to lock the drive wheels. All cars must run a secondary brake if running a free wheeling or ratcheting hub. Two wheels must lock up when brakes are applied.
- (iii) A Braided or Kevlar brake line is mandatory

3.2.5 Bumpers

- (i) All cars must have front and rear bumpers.
- (ii) All cars must have a double front tube bumper with two connecting tubes welded in place. Bumpers must not extend beyond three inches past outside main frame rail. Any design that does not meet this specification must be approved by JQMV. A detail drawing must be sent to JQMV. These bumpers must carry their letter of approval for verification at all events.
- (iii) The bumper tubes should be mounted over each other and should have at least two inches radius bend on the ends, and be mounted to the frame of the car in order to prevent hooking or lifting.
- (iv) The tubes should be no closer than two inches apart.
- (v) The bumpers will be strong enough to be used by the handler to lift the car, and must be approved by JQMV.
- (vi) Bumpers will be of metal construction. Titanium and/or composite materials shall not be used.

3.2.6 Drive

Drive must be direct, no clutches allowed.

3.2.7 Drive Chain

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

3.2.8 Drive Wheel

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

3.2.9 Engine – Honda Class: Must be an original Honda Engine Block

- (i) Novice GX120 (5/16 Restrictor plate)
- (ii) Junior Restricted 120 GX120 (7/16 Restrictor plate)
- (iii) GX120 Open
- (v) Novice GX160 (7/16 Restrictor plate)
- (vi) Honda 160 GX160
- (vii) No blowers or fuel injection.
- (viii) No freewheeling type flywheels. Definition of freewheeling type flywheel: they are the type whose fins continue to rotate after the engine has been shut down.
- (ix) Honda GX120 and Honda GX160 must use stock gearbox with 6:1 reduction gear.

HONDA MOTOR REGULATIONS

REFER TO HONDA 120 TECH MANUAL & HONDA 160 TECH MANUAL AS PER www.usac25.com

3.2.10 GENERAL

- (i) All motors shall be sealed by the JQMV scrutineer. Motors will be sealed between the reduction drive and the cylinder head.
- (ii) Any motors not delivered directly from Honda for sealing will incur an additional legality verification fee (to be advised by the club), before being sealed.
- (iii) Engines with the following Serial numbers GCBMT, GCAGT, GCACK, GC02, GCAFT & GCBRT can also be used but must conform to above USAC specifications. Engine sealer may also reference QMA & pervious JQMA engine manuals for information.

3.2.11 Exhaust System

- (i) Honda GX120 & Honda GX160 classes must use a max 1" OD S tailpipe between 20" and 26" in length. Refer to USAC25 120 / 160 Tech Manual
- (ii) All JQMV Quarter Midgets will run a 4 to 8 horsepower Briggs & Stratton muffler, part 3294599 or equivalent. Refer USAC25 GX 120/160 tech manual.

Example Image:



3.2.12 Firewall

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

3.2.13 Chassis

All chassis must be manufactured from SAE 4130 and be constructed by a recognised chassis builder and be mass produced (more than 5 cars).

FOR NEW CAR CONSTRUCTION GUIDELINES, REFER TO JQMV WEBSITE

3.2.14 Fuel

Honda GX120, Honda GX160, Standard or Premium Unleaded "Pump Fuel" only; no white or aviation, no additives. E85 is not permitted.

3.2.15 Fuel Lines

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

3.2.16 Fuel Tanks

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

3.2.17 Fuel Pumps

No fuel pumps of any type allowed.

3.2.18 Nerf Bars

- (i) All cars must be equipped with nerf bars (side bumpers) at the front of the rear tyre to prevent tyres hooking or locking together.
- (ii) The nerf bars must extend outward to a minimum of center of the rear tyres, but must not extend beyond the outside edge of the rear tyres.
- (iii) Nerf bars will be of steel construction. Titanium and/or composite materials shall not be used.

3.2.19 Radius Rods

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

- (ii) A rod end adapter into which the Rod-end bearing is threaded may be constructed from non-ferrous material; however the maximum length of adapter is 1 1/2 inch.
- (iii) Bird cages, torsion bars, and sway bars are excluded from the aluminum construction requirement, however, titanium and/or composite materials shall not be used.
- (iv) The definition of an axle radiusing device is as follows: an axle locating device that is fixed on the axle- end and with bearing on the chassis attaching end (for example: a wishbone).
- (v) An axle radiusing device made of steel shall be no longer than 17 inches from the center of the axle to the center of the car attaching point, maximum.
- (vi) There is no length limit on an aluminum radiusing device.

3.2.20 Roll Cage

- (i) All front and vertical bars must extend outward from the cockpit far enough to completely enclose the drivers shoulders and head when the driver is sitting straight up.
- (ii) No wings or other aerodynamic features are permitted on the roll cage.
- (iii) There shall be no less than 50mm (2 inch) of clearance between the top of the driver's helmet and the top of the top cage bars with the driver sitting straight up, 75 mm (3 inch) is highly recommended.
- (iv) All roll cages manufactured must use a steel tubing minimum wall thickness (SAE 4130 steel - 0.058 inch) (mechanical seamless tubing - 0.080inch).
- (iv) All cars must be a down-tube design extending from the top of the roll cage to approximately the front bumper, roll cages must be of radius design, no square corners.
- (v) Roll cages that exceed 34 inch from the top of the bottom frame rail to the top of the roll cage must use minimum 7/8 inch O.D tubing and have a minimum wall thickness of 0.058 inch. Also roll cages exceeding 34 inch must have two rear support bars that attach to the roll cage not more than four inches from the top of the roll cage, and extend downward towards the rear of the car, and must be mounted to the rear part of the frame or frame superstructure.
- (vii) Support bars shall be constructed from a minimum of 5/8 inch O.D. tubing, and have a minimum wall thickness of 0.049 inch. Support bars may be bolted or welded to the roll cage and frame or frame superstructure, but holes cannot be drilled in the roll cage for the purpose of bolting the support bars to the roll cage.
- (viii) Sidebars are optional. If installed, the sidebars must be made of same material and O.D. as the roll cage and securely fastened to the cage. Sidebars must not extend outside the rear wheel.
- (ix) A halo of maximum height 7.5cm may be added to the top of the roll cage – therefore extending the overall maximum height of the roll cage by the halo height. If used and head clearance is less than 50mm to original roll cage a containment seat is required or head nets on either side.
- (x) The use of high density roll bar padding on the top cage bars is highly recommended.
- (xi) The fitment of a clamp-on head protection bar (as per pictures below) is highly recommended.
- (xii) Head protection bars where fitted MUST be able to be removed in the event of an on-track incident to ensure increased access to the driver by medical and safety personnel. Head protection bars are not to be welded to the cage under any circumstances.
- (xiii) Head protection bar clamps to be similar to machined design shown below with 4 -5/16 bolts. External corners to be radiused, no sharp edges or fabricated clamps. Must be 75mm long with top to be steel, lower can be steel or aluminum. All designs to be approved by JQMV prior to manufacture and use.

Example Image:



3.2.21 SEATS

- (i) High back seats are mandatory and are to be of contoured form affording support to upper thighs and base of spine.
- (ii) The seat must be constructed by a recognized industry manufacturer (Eg: Ultrashield, ButlerBuilt, Kirkey) and from metal with a minimum thickness of 1.6mm.
- (iii) The seat must provide lateral support on both left and right sides.
- (iv) The seat bottom must be mounted along the center line of the chassis.
- (v) All seats are to be secured by a minimum of four (4) 5/16" diameter button head bolts and nylock nuts, fixed in four (4) positions, two (2) in the seat base and two (2) in the seat back in accordance with manufacturer's recommendations.
- (vi) Mounting bolts to be a minimum of 6" centers on base with top spaced as far as possible with minimum 1" diameter washers under the head of the bolt. Mounting bolts to pass securely through either manufactured tabs or a spud (sleeve) fitted through the center line of the frame rail or bar and welded both sides.
- (vii) If containment seat is used head net optional.
If no containment seat is used a head net is mandatory for right hand side of car. For novice, head nets are required both sides with left side being quick release. Recommended for all classes.

3.2.20 Safety Belts

REFER TO SPEEDWAY AUSTRALIA RACING RULES & REGULATIONS

- (i) All cars must have an approved Safety Harness, 5 point metal to metal latch type fittings with a quick release buckle. Safety Harness must comply with Standards SFI 16.1.
Harness can be no older than 2 years – Refer Speedway Australia
- (ii) Both the fastening design and condition of the belts is subject to the inspection of the Technical Committee.
- (iii) The safety belt must be securely fastened to the frame. Drivers will be required to use them at all times.
- (iv) The safety belt should be located so that the pressure is across the drivers' hips.
- (v) The shoulder harness/straps shall be mounted on a horizontal chassis bar or frame rail directly behind the drivers shoulders and are to be worn securely across the right and left shoulders at all times.
- (vi) No restraining device of any kind is to be used to keep the driver's head or body outside the roll cage. The driver's upper torso and or head must not protrude outside of the chassis at any time whilst on the race track.

3.2.21 Shoulder Bar

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

3.2.22 Steering

- (i) No cables are allowed for steering systems.
- (ii) The steering system must be designed so the drivers' legs cannot impair right or left steering.
- (iii) A car sitting on the ground with or without the driver must have steering that does not go past center in either direction, so that it will not lock in one position.
- (iv) Steering column bolt through front axle is to be secured with both a spring washer and thread lock.

3.2.23 Steering Wheel

- (i) All steering wheel hubs must be padded.
- (ii) Steering wheel pad will be a minimum of one-inch thickness, and two-inch minimum outside diameter.
- (iii) Steering wheel shall not be constructed of titanium and/or composite materials.
Quick release steering hubs will be mandatory as of 2020/2021 season.

3.2.24 Shock Absorbers

- (i) Any type shock absorbers are permitted. No cock pit adjustable shocks.

3.2.25 Kill Switch

- (i) A functional on/off ignition kill switch is required.
- (ii) The kill switch is to be located so that it will be operated from inside the driver's compartment.
- (iii) It is mandatory that the switch be located in the upper left portion of the drivers' compartment or on the steering wheel.
- (iv) The driver's knee should not be able to contact the switch or its mounting bracket.
- (v) Attention should be paid to installation so that sharp edges and pinch points do not exist.
- (vi) The switch should be installed so that when the handle is down or to the rear the ignition is off.
- (vii) A minimum of one active ignition kill switch is allowed. Novice class must have an additional switch mounted on the upper left hand rear of the roll cage to allow easy access for track officials. Switch must be standard red/black ON/OFF toggle switch style - with OFF rear facing.

3.2 26 Weights

- (i) No loose weights permitted.
- (ii) No weights are to be fastened to the nerf bars, roll cages or front or rear bumpers.
- (iii) Weights are to be bolted using 5/16 inch bolts or welded within the cockpit area between the main frame rails. Weight also may be bolted to the belly pan within the cockpit area, if securely fastened and the belly pan is securely fastened to the frame.
- (iv) All lead weights must be covered.

3.2.27 Rock / Debris Screen

Maximum opening of 50 mm vertical design, made of metal (no plastic) with a minimum gauge of 3.2mm (1/8") and securely attached by a minimum of three (3) hose clamps to the front of roll cage of all cars at all times. Screen must sufficiently cover the open area of the roll cage directly in front of the driver.

3.2.28 Measuring, Sensing, and Sending Devices

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

3.2.29 Tyres

- (i) Only spec tyres as specified below are allowed for use at JQMV events.
- (ii) All tyres must be (Slick) style racing tyres, No grooves of any type are allowed on these tyres.
- (iii) Hoosier D20 or D20A Slick tyres are the spec tyre for JQMV events. Harder compound Hoosiers tyres may be used such as D30, A35-NY1 & D10 maybe used on the left hand side of car.
- (iv) No tyre treatments permitted. Side walls can have tire shine or silicon spray.

3.3 DRIVER'S SAFETY STANDARDS FOR APPAREL

Refer to Speedway Australia Speedway Racing Rules & Regulations,– Minimum Safety Standard for Apparel (Junior Competitors).

PART 4 CLASS AND DIVISION STRUCTURE

4.1 CLASSES - Definition

- (i) Class is defined as a race program by engine type and rules.
- (ii) Specific ages and weights for classes are found in Table 4- 1.
- (iii) No mixing of classes at State, or National Events.
- (iv) All classes will have a maximum of 11 cars per heat race, if 12, two heats to be run. Main events will have a maximum of 16 cars, depending on the size of the track and at the discretion of the Technical Committee.

4.2 DIVISIONS - Definition

- (i) Division is defined by age and or weight.
- (ii) Specific ages and weights for divisions are found in Table 4- 1.
- (iii) **Any driver who will change age during the season may go up to their age group. Once they have made this decision and raced in the senior division, they will not be allowed to return to any junior division for any reason.**
- (iv) The age of a driver is determined by the age they are as of 1 July at the start of each season.
- (v) The maximum age of driver is 17, determined as at 1 July at the start of the season.
- (vi) Three cars or more entering a division will constitute a class. If less than three enter this division, it may be combined with other division in its class at the option of the JQMV.

4.3 JQMV Required Ages and Weights by Class/Division.

Class	Division	Driver Age	Combined Weight (Min.)
Novice	120 Restrictor 5/16	5-6	100kg
Junior Restricted	120 Restrictor 7/16	7-8	110kg
Junior	120cc	9-11	120kg
Senior	160cc	10-16	136kg

4.4 NEW DRIVERS

- (i) New drivers to the JQMV open classes that have not competed in Junior Quarter Midget Victoria's previous season are to run a restrictor for minimum two race meetings and be cleared by the chief steward to join the draw and remove the restrictor.
- (ii) If stepping up from other classes, rear of field for heats for a minimum two race meetings and cleared by chief steward to join the grid draw.
- (iii) All rookie drivers are to display a white (white will be ok) ribbon until included in grid draw.

PART 5 ENGINE PROTEST RULES

1. Protest shall be from within the same division of class only. Competitors in the same division and in the same race may make a protest on an engine. No protesting in Rookie Class. Handlers may not protest more than one car per event and may not protest same driver more than once per calendar year.
2. Honda Engines may be protested for \$500.00 cash only plus any applicable shipping charges if necessary. No protested related inspection will be started prior to the funds being posted with the proper official.
3. A written protest and cash must be submitted to the Chief Steward, or his/her designee, before the end of the race that the protested engine is participating in I.E. chequered flag lap complete.
4. The protest can only be made during an A-Main event.
5. The person protesting the motor must have their engine inspected for compliance first. If the "protester's" engine is found illegal the protest is null and void and the protest fee will go to the club. If the "protester's" engine is found legal the protest will continue.
6. The Chief Steward, his/her designee, will hold the protest money until the protested engine has been inspected for legality. The protested engine shall be tagged/marked and sealed as soon as it car comes across the scale if it has not been sealed prior.
7. The protested engine as well as the engine of the protested party shall be immediately taken to impound and/or presented to the Tech Director for inspection. Engine must remain in impound and in the possession of tech officials throughout the entire process, including shipping to JQM approved inspector or designated tech inspection station and the transferring of funds.
8. Both protester and protested have the option to be present at the time of inspection.
9. Any protest that is withdrawn will be assessed a \$100.00 fee that will be paid to the host club.
10. If the protested engine is found to be illegal, the motor must be completely torn down to check for additional illegalities. The Tech Director must confiscate all illegal parts and related parts from the protested engine and shall immediately forward them to the JQMA technical inspector. If engine is found illegal protest money minus \$50 plus any shipping cost will be returned to the person filing the protest.
11. Refusal of protest, destroying or withholding of parts or any other lack of cooperation in this protest or inspection process shall be interpreted as an admission that the engine is illegal and shall subject the driver and handler to the conditions set forth in the Suspensions Program.
12. Any teched or protested engine, block or parts which are deemed to be over maximum wear limits in one or more spots but is under maximum wear limits in other spots is subject to confiscation but not DQ'able.
13. Note: Reference to Confiscation due to Wear Limits in "Engine Block Internal Rules" of both Manuals.
14. If the engine is found legal \$400 will be given to the person whose engine was protested.

Handlers and drivers guilty of having an engine declared illegal at technical inspections shall be disciplined as follows:

1. ***First offense – 6 months race suspension & fined up to \$1000 for handler and driver from participating in any JQMV Sanctioned event.**
2. ***Second offense within one year of first infraction – 1 year suspension for handler and driver & fined up to \$1000 from participating in any JQMV Sanctioned event.**
3. Third offense within two years of last infraction – Suspended for life from Junior Quarter Midget division.
4. Suspension for life is open to review by JQMV.
5. Suspension shall begin immediately.
6. Illegal **Honda** part/s shall be sent within five Business days to the JQMV office or designee for review. The Tech director has 48 hours to determine if the part/s are legal or illegal. If the part/s are determined to be legal it shall be returned to handler. Handler shall be notified if part/s are legal or illegal. All illegal or confiscated part/s shall be sent to National Tech Director. All legal parts shall be returned to handler.
7. If a **Honda** motor is found to have a valve oil seal during tech it shall be a race disqualification only.
8. Spark plugs and exhaust infractions are a race disqualification only.

9. Failure to go to tech and/or impound will result in a race day DQ. Refusal of tech shall be interpreted as an admission that the engine is illegal and a suspension from the class shall be immediate with all awards and qualifications being revoked with a six-month suspension driver and handler suspension at any JQMV Sanctioned event.
10. For the purpose of this rule only, if a handler has multiple cars competing at one race event and more than one engine is found to be illegal at that event; it will be considered to be one offense.
11. All membership suspensions must be sent to the National Tech Director within 5 Business Days.
12. Illegal Rookie engine parts shall be confiscated (Honda or Animal) but the suspension shall not be levied against handlers or drivers for the first offense. The second offense shall result in a 30 days Suspension from Rookie.
13. The cost to appeal a suspension is \$175 plus any associated fees. The appeal must be made within 3 days of the ruling.

PART 6 NOVICE / HONDA 120 JUNIOR RULES AND PROCEDURES

6.1 PURPOSE

The fundamental purpose of the Novice Class and Honda 120 Junior is to train new drivers so that they understand the basic racing rules and so that they are able to handle themselves and their cars in a safe manner on the track. It is intended that the Novice and Honda 120 Junior Class be utilized to learn and perfect racing abilities and techniques.

6.2 NOVICE CLASS - DRIVERS AND HANDLERS

6.2.1 The minimum age for novice drivers shall be five years for driver training and practice.

6.2.2 Extensions after the driver turns 7 years of age will be for no more than two events at a time, if needed. Chief Steward to review

PART 7 RACING RULES AND PROCEDURES

7.1 RACING

As per current Speedway Australia Racing Rules and Regulations

7.2 Heat Rule

***Race meeting to be reviewed within 48hrs prior to race meeting based off local BOM radar closest each track. If scheduled to be 32°C or over, the meeting will be decided by committee using discretion to manage the race meeting. Race meeting start time may be altered.**

7.3 Drive Chain

If chain falls off during heat race or final it MUST not be put back on.

7.4 Qualifying Requirements

Minimum of 2 Race meetings are required at JQMV events to qualify for a State Title.

7.5 Exceptions

- (i) Components that incorporate, as part of their design predetermined and predictable changes to that component will be allowed. (Example: temperature or load sensing shock absorber valves or integral temperature sensitive carburettor fuel metering devices.) No changes or adjustments can be made to chassis or engine settings to any Quarter Midget race car by any method, while it is on the racing surface. Interpretation and enforcement of these guidelines is the responsibility of the Scrutineer in attendance at the event.
- (ii) Chassis or engine components that because of their required placement and normal use or function are within reach of the driver will be allowed. These may not be adjusted while the car is on the racing surface. (Example: shock absorbers with the normal knobs are allowed, however, a larger knob cannot be installed if it is within reach of the driver.)
- (iii) No adjustments to be made to cars once on the race track, including under yellow on infield

7.6 Race Procedures

- (i) Three center volunteers are necessary for each race. ***Whilst on infield there is to be NO filming, technical devices or coaching - penalties apply.**
- (ii) All clubs are required to have at least two fire extinguishers or equivalent available for firefighting any time cars are on the track.
- (vi) Double sign-in prohibited. A double sign-in is interpreted as "Signing in a driver two or more times in the same class or division".
- (iii) A car that has been pushed around the track by pit crew can only pass the flag stand twice; thereafter the car must go to the pit area before returning to the track surface.
- (iv) Once a car qualifies or pushes off from the staging area for the first race you must run the same car (chassis) for the entire event. In the event of irreparable chassis damage an exemption can be requested and will be the at the chief stewards discrepancy.
- (v) If a car rolls over the driver shall be omitted from the remainder of that race. After being checked over by a First Aid officer the driver may return to the next race.
- (vi) If a car leaves the complex for repairs, car to be checked by scrutineer before the car returns to the track.

PART 8 INSPECTIONS

8.1 Tech officials have the right to check any or all cars in any class at any time.
Random checks to be conducted at scrutineer's discretion

8.2 FUEL TESTING Refer to USAC Testing Procedures as per www.usac25.com

8.3 OIL TESTING Refer to USAC Testing Procedures as per www.usac25.com

8.4 TECHNICAL INSPECTION PROCEDURE
All engines to be sealed prior to use, by a certified JQMV official.

8.5 TRANSPONDERS

***All Transponders are to be placed rear of the rear axle on the lower section of the left or right side down tube. As pictured below.**



8.6 PROTEST PROCEDURE FOR CAR INFRINGEMENTS
If the driver or pit crew does not agree with the findings of the Scrutineer they must write a protest to the JQMV Committee within fifteen minutes. The car and engine must remain in possession of the Scrutineer. This protest will be handled by the Officials present at that race meet eg: JQMV Committee. The driver or pit crew always has the right for an appeal to JQMV.