



# **New Member Documentation**

**2023**



## **WELCOME TO MMRA!**

We are thrilled to welcome your driver & family to the club! Our track has been here for over 50 years. We are happy to see the love of quarter midget racing continue with new families.

As I'm sure you are quickly finding out there is a lot to learn. We want you to know that we are here to help you through this exciting rookie year.

For starters the 2023 MMRA Board is as follows:

President: Oscar Tache' – 586-260-2549 – tache79@gmail.com

Vice President: Arthur Hess – 248-515-5703 – ahess77@yahoo.com

Secretary: Debbie Hess – 248-212-4684 – debhess77@yahoo.com

Treasurer: Przemek Wierzbicki – 248-981-8187 – treasurer@mmra25.com

Tech Director: Jason Barrett – 586-634-2621 – jayb1972@gmail.com

Safety Director: Justin Hermann – 313-215-9415 – justinhermann@gmail.com

Rookie Director: Jay Krawczak – 313-570-9161 – jaykrawczak@yahoo.com

Publicity Director: Jessica Botha – 248-410-1368 – publicity@mmra25.com

Please make sure you, your driver, and family read through the enclosed information and familiarize yourselves with it. Enclosed are club business information, track rules, rookie program information, race day information, and more.

We look forward to getting to know your family and watching your driver develop. If you have any questions or concerns, please don't hesitate to contact any of us to help.

Happy Racing!  
MMRA



## **CLUB BUSINESS**

### **CLUB MEETINGS**

Through the winter/off season (November-April), our club meetings are held on the 1<sup>st</sup> Thursday of the month at the Oakland County Sportsman's Club main clubhouse at 7:00pm. We do ask that you attend these meetings. Due to COVID and/or weather, some meetings may be virtual calls instead.

During the racing season our meetings are at our club races during the handlers meetings which are before heat races begin but after practice has taken place.

### **CLUB COMMUNICATION**

At the club we primarily communicate between email and our private Facebook group. If you have not yet seen an MMRA email or been added to our private Facebook group, please let the Club Secretary know. It is very important that you receive the emails to stay informed of club happenings.

### **PARKING & ELECTRIC**

Please be aware that we do have a parking map for the track. On race days, families have paid for their parking spot (\$50/year) and electric. Electric runs \$50/year or \$10/day for use. Please respect the map and if you wish to also have a paid parking spot contact the Secretary.



## **VOLUNTEERING**

It is also important to understand that our club is changing all the time. Every year new members accept the challenge to bring new ideas and improvements to our track. This is everyone's track. We encourage all of our members to offer suggestions. We also can't stress enough that this club is run by all of us, volunteers. We are not a "drop your kid" sport. We expect every family to help do their share. We understand that you may not be able to make every event. If everyone pitches in it creates a happier club life!

There are several ways to jump in and offer your support and help. During race day there are several jobs that need volunteers and while it may seem overwhelming, now is the time to start learning these positions by shadowing someone. Race Day jobs include flagging, pit steward, race directing, and tower scoring.

We also do several events throughout the year that don't need "experience". We host two or three Driving Experiences. We have Work Bees. We do publicity events such as car shows and parades. These hours also all count towards your OCSC membership.

## **ADVERTISING/FUNDRAISING**

While the track surface was repaved recently, there are many areas around the track that still need attention. We offer several different types of sponsorship opportunities at our track. Perhaps you know someone that would be willing to help. Brochures will be available around the club that explains the different opportunities.

Every year we usually plan for two different auctions. We usually host one at our Midwest Thunder Race (May) and we usually do the



second during our Checkers for Charity Race (August). Any support as far as seeking donated items would be helpful.



## TRACK RULES

- When cars are on the track, NO KIDS ALLOWED IN THE PITS/INSIDE THE FENCED AREA
- When cars are on the track, drivers (kids) in the pits or track area must stay in their cars buckled with helmets on
- Only USAC members above 16 years old (or with special USAC permission) are permitted inside the track fence when cars are on the track
- Fire Extinguisher must be in the pits when practicing or racing
- Flagger mandatory when more than 1 car on the track
- Both gates must be shut when car(s) on the track
- Practice 10am until dusk (no lights for practice)
- Closed toe shoes mandatory in the pits
- No fueling of race cars with the driver in the car
- When leaving, lock all gates/sheds
- When leaving, put away fire extinguisher(s)



## **ROOKIE PROGRAM**

The program is divided into two phases: Red Rookie and Blue Rookie

More information at:

[https://www.nascaryouth.com/files/uqd/666504\\_e885ee150e3a4ba49ae954d490a2c2c3.pdf](https://www.nascaryouth.com/files/uqd/666504_e885ee150e3a4ba49ae954d490a2c2c3.pdf)

### **RED ROOKIE**

The initial red rookie phase is intended to orient the child with safety, communication, and racing procedures so they understand what is expected of them before they enter the track, while on the track, and leaving the track. The training is outlined in Section 402. When rookies display understanding of these basics, they will be moved to phase two.

### **BLUE ROOKIE**

The second phase is to gain experience in racing at faster speeds and gain confidence in the car and their abilities.

### **ROOKIE GRADUATE**

To graduate from rookie class, the rookie must participate in a minimum of three events, with participation in both red and blue rookie to graduate to a competitive class. Your driver must also have the rookie committee approval which consists of the Rookie Director, President, Safety Director, and Tech Director.



# WHAT TO EXPECT DURING ROOKIE TRAINING

## 2023 DATES

April 1<sup>st</sup> – 10am-12+  
April 2<sup>nd</sup> – 10am-12+  
April 8<sup>th</sup> – 10am-12+ (Optional)  
April 15<sup>th</sup> – 10am-12+  
April 16<sup>th</sup> – 10am-12+  
April 22<sup>nd</sup> – 10am-12+  
April 23<sup>rd</sup> – 10am-12+

## SHOP DAY

This day is designed to give you an opportunity to go over your car with a member before showing up to Rookie Training and trying to hit the track. We will make sure that the seating and belts are set up for your driver, the engine runs, and we will also do a preliminary safety check if you have not yet scheduled one with the Safety Director. We will also go through the basics of the car, what tools you'll probably want, some initial tuning tips, and any other questions you might have. If you are unable to bring your car to this event, feel free to show up anyways as there will be plenty of information shared.





## **ROOKIE TRAINING DAYS**

Held rain or shine! The track is closed to all other members (unless previously approved) during these times so the rookies get their time. These days are designed to start with a classroom session. During this session safety rules will be discussed, flags, line-ups, etc.

The second part is designed for on track training. Training will start with each driver alone on the track, and when it is shown that instructions are followed and the instructors are satisfied the driver is in control of the vehicle we will start to put cars together to practice lineups and racing etiquette. There will not be much time spent during rookie training on the racing line and individual car setup. This practice should be accomplished during other times, either when key holding members are practicing or you have completed the training to hold a track key.

PLEASE remember to bring your own lunch as the concession stand will not be open for rookie training. There will be time in the schedule to make sure the kids get a chance to eat.



## **ROOKIE TRAINING TASKS**

The following tasks must be demonstrated during training sessions before a driver will be allowed to compete in a race.

1. Consistent lap times
2. Line up in various positions for double file and single file line ups
3. Come in the pits and stop in a pit stall
4. Follow flagger instructions
5. Cleanly enter the track from the pits
6. Proper response to hand signals
7. Race through the checkered flag and slow down only once through turns 1 and 2
8. Take the checkered flag from the flagger at the end of the race
9. Safely enter/exit the track

**HANDLERS MUST BE PRESENT AT ALL TRAINING SESSIONS**



# SAFETY REQUIREMENTS

## SAFETY EQUIPMENT

1. Helmet (designed specifically for auto racing (SA designation) that meet or exceed the 2015 or better SNELL foundation or SFI foundation 24.1 Youth Spec Helmet)
2. Full Fire Suit (One or Two Piece), SFI 3.2A1 or better
3. Neck Collar or HANs Type Device, SFI 38.1 or better
4. Gloves, SFI 3.3 or better (with labels)
5. Arm Restraints
6. Raceceiver and earbuds or helmet speakers

Some websites that you can purchase racing equipment from are:

- [Saferacer.com](http://Saferacer.com)
- [impactraceproducts.com](http://impactraceproducts.com)
- [pitstopusa.com](http://pitstopusa.com)
- [ogracing.com](http://ogracing.com)

## SAFETY INSPECTION

It is also your responsibility to contact the safety director to have your car and equipment safety checked and stickered for the current race season before you are allowed to race. Safety inspections are done every year.



## FLAGS



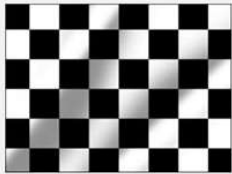
CAUTION! – Slow down, no passing



GO! – Full speed, you're racing!



ONE MORE LAP! – Keep going, you're almost done!



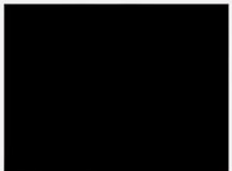
RACE FINISHED! – Don't slow down until you get through the next corner!



STOP! – Come to a quick but controlled stop



MEATBALL! – Technical Difficulty, pull up to race director to check on something



PENALTY! – Go directly into the pits and wait



## HAND SIGNALS

No hand signals are to be given during green flag racing conditions. This will result in disqualification.

**STOP** – Pull cupped fingers across your throat in a slashing motion. This signals the driver to “cut off” the power and stop.

**SLOW DOWN** – Hand or hands held in a flat position palms facing down moving in an up and down patting motion.

**Give it more throttle** – Thumb and index finger in a continuous open/close motion like pinching and unpinching your fingers.

**Spread apart from other cars** – Arms outstretched, palms facing each other and quickly moving them away from each other like a reverse clap.

**Get closer to the car in front of you** – Same as spread, only like a clapping motion without the clap.

**Touch bumpers** – Continuous fist bumping yourself.

**Go to the Tail** – Hand or flag pointing to the rear end.

**Think about what you’re doing** – Finger pointing at head.

**Look and Pay Attention** – Finger or two pointing to eye(s).

**Full Throttle** – Arms extended out in front of you with left hand on bottom and right hand on top, slapping hands together, and holding them.

**Car Entering** – Flagger or Handler pointing to the high side of turn 1 means another car is about to enter the track.



## RACE DAY

Once you have your car ready to go, all your safety gear, and your family has gone through rookie training, the next step is to race! This is where the real fun begins! The following information is intended to help you get through a typical race day.

Rookie only open practice is from 8:30-9:00am. All classes open practice is from 9:00-11:00am. When you place your car on the ground, please remove your pit cart from the hot chute to make room for others. If you would like to warm up your engine, it must be done outside of the hot chute, there is no running of engines under the hot chute.

Car Sign Ins is listed in the club format but for MMRA we sign in from 9:30-10:30am. To sign in you will go upstairs in the tower, fill out the registration paperwork (or preregister online!), sign any necessary paperwork/waivers, and pay for a transponder (\$5/day), car sign in (\$25/car), and electricity if needed (\$10/day). Our heat races are determined by a random pill draw on the computer.

After practice, there will be a handlers meeting at the base of the tower on the bleachers. This is our club meeting and any important information will be shared. This is also a good time to locate the race lineups and pick up your numbers for your car. You will need 4 numbers to tape onto your car: one on the hood, one on each side of the tail cone, and one on the left front side.

At MMRA we use music over the loudspeakers to give you a 10 minute warning to start time. Again, pay attention to the race order as heat races are next. Arrive two races ahead so you have plenty of time to strap in and be ready to push off. Try to line up your race on one side of the hot chute. We do ask that if no pit steward is present that car #1 safety check the even numbered cars and car #2 check the



odd numbered cars. Raceceiver radios will also be checked. When you finish your heat race you must push your car through the scale shed and cross the scale. Please have your weight verified by another handler in your class.

We will have a 1 hour break after all heats are finished and feature lineups are posted. We will play the national anthem before the feature races.

After your feature race, again make sure to pass through the scale shed and have your weight verified. If you are in the top 3 you will need to take your car to impound, but on occasion more may be required to go to impound. If you fail to take your car directly to impound you will be disqualified.



## RACE DAY VOLUNTEERS

**Flagger** – The flagger controls the race. It requires good hand-eye coordination, anticipation, and patience. If you are interested to learn how to flag let a current flagger know.

**Race Director (Chief Steward)** – This person is responsible for determining on-track strikes, helping with line-ups, calling out cautions and red flags to the drivers on the raceceiver. This person is also responsible for tracking pit activity and counting laps during cautions. This is a job that every rookie should shadow starting halfway through the year as it takes some time to see what is happening during a race.

**Assistant Race Director (Assistant Chief Steward)** – This person assists with calls for any track incidents. This person also assists with emergency situations on track.

**Pit Steward** – This person works in the hot chute/staging lanes to organize the car classes and make sure races are ready on time. Duties include checking safety equipment (safety harnesses properly buckled, helmets are strapped, wrist restraints are on, and neck collars or neck restraints are connected), checking brakes (driver will press on brake and steward will tug on car to make sure they are working properly). Pit steward can check to make sure numbers are on the correct cars in the correct spots. Pit Steward is also responsible for checking the raceceiver radios and making sure all drivers can hear. This is not to be done until all current on-track activity has stopped.

**Tower Scoring** – We run a computer system that tracks scoring but we also keep manual scores as well. These people are trained to score the cars and help create line-ups when needed. This is a good job to learn as a rookie.





**Concessions** – You will work with the Concession Coordinator and help prepare food, sell food/drinks, and clean-up.

**Scale Monitor** – This position is not used during club races but on larger race days like Midwest Thunder. This person is in charge of watching the cars cross the scale and making sure they are properly being weighed and meet USAC requirements. Heavy class drivers may be asked to be weighed separately.

**Sealing Motors** – Motors are sealed with paint at certain events. For example during qualifying days the decision could be made to paint motors but most likely you would see this being done and the help is needed at our Midwest Thunder race. A checklist and paint will be provided and this is a good job for a rookie as it will teach you what needs to be painted because if you choose to go to other big races it is the handler's responsibility to make sure the engine gets painted properly, not the painter.

**Restroom Steward** – We have the use of the bathrooms on the side of the indoor range. It is our responsibility to make sure these bathrooms are kept in great shape and leave them that way at the end of the race day. This includes emptying trash, cleaning sinks, replacing toilet paper/paper towels, or unclogging toilets. During the race day it is important to monitor these and keep the kids from playing in them and making a mess. If any issues are seen we need to report them to OCSC. If kids are caught playing in the bathrooms and being destructive it will result in disciplinary action.



**Equipment Steward** – Race day mornings are busy and we try our best to start on time. Please offer to set out necessary equipment for the day. The flags are located in the tower and need to be put out on the flag stand, fire extinguishers need to be set out, and the radios need to be set out. The beacon needs new batteries and also taped down on the wall by the start/finish line. These items also need to be returned to the proper location at the end of the day.

**Refuse Manager** – All of our blue MMRA garbage cans need to be set out at the beginning of the day and then taken and dumped in the dumpster at the end of the day also.



## **ON TRACK BASICS**

When you push your driver off from the hot chute or staging areas make sure to let them know they barely need to use the gas pedal if even at all. Just the engine's idle speed should be strong enough to get them onto the track. When driving onto the track the driver needs to pay attention to other cars pulling on at the same time and to the other cars that are already on the track.

When pulling onto the track you want to stay high in the corner by the wall before dropping into the racing line when it is clear.

When a car first pulls onto the track the tires will be colder than their peak operating temperature and not have nearly the same amount of traction as they will after a few laps of warm up. That is why it is important for the driver to take it easy and be cautious for a few laps until the tires come up to temp and start sticking to the track.

Once it's time to hit the gas, it's time for the driver to start driving the car in their racing "pattern".

### **HERE IS THE BIGGEST SPEED SECRET IN ALL OF QUARTER MIDGET RACING:**

#### **PATTERN, PATTERN, PATTERN**

The pattern is the line that your driver navigates around the track. Every track has a slightly different pattern but they all have the following in common: go high on the straightaway and low in the corner. When the driver is on the gas at full throttle the difference in their pattern will make a HUGE difference in how fast the car makes it around the track. Smooth hands and easy transitions from the corners to the straight-aways are very, very important.



By high on the straightaway, we mean out to the wall without touching it. By low in the corner, we mean down to the bumps in the center of the corner without touching them. It is also important that the driver stays high on the straights for longer than would seem natural. When a driver turns too early towards the corner that is called “pinching” the corner, and will usually result in a car that either turns too much or not enough coming out of the corner.

So after a few laps of running absolutely beautiful and perfect pattern laps it will be time for your driver to pull into the pits or exit the track. Exiting the track is another process that has a specific procedure for the driver to follow. Before exiting, first the driver needs to slow down from full speed, then when on the front stretch move to the most outside lane and wave their left hand up and down so that it is visible to every other driver on the track. Now coast into the exit chute, and come to a stop in a pit stall or at the exit gate.

As a handler when your driver is entering the pits make sure you meet them and point to the pit stall you would like them to stop at. Both you AND your driver need to be very aware of the other people and cars around you to avoid collision. When your car is in the pits the driver must remain in the car and stay buckled in. If you are done and do not need to go back onto the track push your car/driver out through the exit gate before they unbuckle and climb out of the car.

An excellent way to practice and review all the on track stuff including the above but also lining up and passing is to practice at home on a small scale with matchbox type cars. Many quarter midget families have spent hours with a homemade track and matchbox cars. Doing this, can show your driver how to get on the track, how to exit the track, their pattern, and so on.



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