

## Welcome to Blackbird Quarter Midget Race Club

2412 Speedway Drive, New Castle, DE 19720



Track History: Blackbird was originally a Sprint Car track located in Blackbird, Delaware. Blackbird moved to New Castle, Delaware and became what is now known as Airport Speedway. In 1985 Airport Speedway introduced a 1/20<sup>th</sup> mile Quarter Midget track on its infield. Quarter Midget racing ran there for the 1985-1989 seasons. In 1990 the Quarter Midget track we now call Blackbird was built behind Airport Speedway and has raced in this location for the past 33 years.

The next pages introduce the sport, novice school date/times, a detailed breakdown of each day of the school, followed by information on safety requirements, information on cars/parts and finally contact information for Board of Directors and Novice Committee members.

### Please note:

- Your kids will be at the track all day, please bring food, drinks, snacks, lunch, etc. Our concession stand is limited during Novice School.
- Plan to be at the track each date of novice school until 5-6pm.
- Dress according to the weather, be prepared for rain. Unless you have an enclosed trailer, you have no escape from the elements.
- Rain out/cancellations & updates will be announced via email and on the Facebook page.
- Please check for updates/reminders before coming to the track each week.
- Be sure to stick around. Your driver can cycle through the rotation numerous times each week. It is not a one and done, go home event.

Additionally, you will find forms to join BQMRC and USAC/NASCAR Youth Series enclosed in the email, along with club documents that need to be completed and fundraiser requirements. You will also see USAC/NASCAR Youth Series safety forms showing what we will be looking for on each car on day one for safety inspections. Each car must pass safety to go on the track. It is the goal to have every car and driver on the track on day one. To make the most out of the school for your driver, please come prepared. If you need any assistance with car safety prior to day one, please email us for help. If you have any questions, please do not hesitate to ask. Email our club secretary, Reannah Cox at [SecretaryBQMRC@gmail.com](mailto:SecretaryBQMRC@gmail.com)

## Welcome to the World of Quarter Midgets

We want to start off by giving you a few important thoughts, racing Quarter Midgets will teach your driver a lot of little lessons that they will experience during their lifetime.

1. How to win/lose with dignity
2. How to be a good sport.
3. How to be respected competitor/participant of the club

In life you're not always going to win at everything that you pursue, so you need to know how to handle a defeat as well as a victory and we think this sport teaches that to some degree. As for displaying good sportsmanship, it is up to us parents and adults to teach this because they watch us and do as we do. We teach and encourage our drivers to shake hands/high five at the end of races, no matter how they finished. This is a very competitive sport but please, if you do choose to voice some concerns about something, do it out of sight and range of the little ears and the spectators at the track because like we said before they watch us and do as we do.

You have two sides of the fence: the competition side and the having fun side. Every driver and handler wants to win, that's just natural, but not everyone will win. There is only one winner in each race and there is a really good chance you will lose more than you will win. Every driver that gets out there, races hard and does the best they can do no matter if they win or come in last is a winner. This sport is called racing not winning. If kids get to race, we have reached our goal, winning is an added perk.

Driving these little cars is not as easy as it looks, the thought processing speed of these young drivers is equivalent to 60 mph in a normal size car. Until you have had the opportunity to drive one for a couple of laps around the track you will not understand the perspective of your driver and what they have going on inside that car. Every child is different, for some it clicks really fast, and others it takes a while, be patient!

**Always be positive around your driver** because if they think they can't win or improve they never will. Set small goals of specific things to work on each practice, each week, and each race. When they see they can accomplish the small goals, the bigger goals will not seem so far out of reach. Just like the little train would say -I think I can, I think I can, I think I can, soon they will KNOW they can as well. They may not always win but they will continue to improve each time on the track if we continue to encourage growth. Try to lead with a positive comment before giving criticism or feedback about mistakes, and areas to improve. If your driver does not buy in that you believe they can do this, they won't either. Ex: "Great job stopping under the red flag, next time let's see if we can stop sooner!"

**Spend quality time teaching the driver the basics:** After week one of novice school make a racetrack with your driver out of something from home, such as cardboard and model what you learn each week using toy cars. Work with your drivers on their cardboard track they helped make, be sure to add in the racing line, the light locations, flag stand with finish line, start box, and make a set of flags out of paper. Review the meanings of the flags. Most importantly number the matchbox cars as they would be on the track and use them to follow the race line, show how they need to line up single file, double file, switching positions, and where to start the race. Parents can also mimic the hand signals the race officials use, see if your driver knows what to make the cars do on the track when they see that signal.

Communication needs to be at the top of the list. As they get further into the racing season, start asking for feedback about their cars. Was it easy/hard to turn? Did the front or the back of the car feel like it was not working? Ask AND listen. NEVER make the driver feel inadequate. Try to explain in a calm manner. Always let the driver help. Come up with a way to describe certain feelings in the car so they know what tight and loose feel like. Believe it or not all drivers are capable of doing more than just putting numbers on the car. The sooner you include them in the set-up process the better. Teach them to take pride in their equipment and respect others equipment. Race cars are not cheap!

We are all here to help; if you need anything please ask. We hope every family member will enjoy their time in Quarter Midgets and make a lot of new friends all around the country. We believe that this is the best sport where the entire family can be involved. You guys are a team now, the crew chief, the support crew, and the driver. It will take a TEAM to win... BE PATIENT and HAVE FUN!

In closing remember safety is our goal but it is your responsibility, please review pages 8, 10, & 11. The safety forms are shown, if your car comes to the track on week one of rookie school ready to pass safety and has a throttle stop installed. You will be ready to hit the track and get started much sooner than spending the day fixing things to make the car pass safety. Cars must pass safety and have a sticker to be on the track. Starting late/missing a session may keep your driver from being ready to complete on opening day of our club's season.

Regards.

BQMRC Rookie Committee



#### **Blackbird Rookie Program Information**

Runs for 5 weeks as follows: 3/29, 4/4, 4/12, 4/19, 4/26 \*\*

Attending each class is strongly recommended, you must make 4 of the 5 dates to graduate rookie school and race the season.

Graduation of rookie school is dependent on attendance, and rookie director approval.

**Graduation:** a driver graduating from rookie school is dependent on their attendance, and skill set at the end of rookie school. Attendance alone is not enough to graduate. Upon graduating a driver will be permitted to race at any track in the region in their class (red/blue) rookie. Only the **rookie director at your home track** may move your class. If a rookie wins 5 races in a class (red/blue) they will have to be moved up. Once the move is made, you cannot move back down.

#### **What happens after a driver moves out of the rookie class?**

Considering rookies require a restricted Honda 120 motor to participate, the next logical step is to run Jr/Sr/Hvy Honda, depending on the driver. The goal is for each driver to work their way into their Honda class by the end of the season, or at least start the following season in their Honda class.

Drivers who have not turned 9 before May 31st are considered a Junior and will run Junior Honda. (a blue plate still, and weight does not change from rookie class)

Drivers who are 9 on or before May 31st are considered a Senior and will run Senior Honda when they complete rookies (no restrictor plate, car and driver must weigh a minimum of 290)

If a driver is 8 and weighs 100 or more, they can run Heavy Honda. (no restrictor plate, different carburetor, and car and driver must weight 340 lbs)

Once out of the rookie class, a driver must compete in 3 Honda races before participating in any additional classes such as the animal or 160 class and must have rookie director/race director approval to move into the 160 classes.

## 2025 SAFETY INSPECTION AND REGISTRATION FORM

Safety Decal Serial Number \_\_\_\_\_  
(Mounted on back halo of car)

### Car Related Items

☐ Roll Cage  
1" min clearance from top of driver's helmet to bottom of roll cage

☐ Seat/Shoulder Belts (2 yr., maximum, SFI, Anti-Sub) Exp. Date \_\_\_\_\_

☐ Nerf bars/Bumpers  
Min. (3) 6/32 bolts, Grade 5  
min. - Min. 3 bolts for nerfs includes shoulder bar

☐ Shoulder Bar  
Min., 8/32 bolt at spud or clamp - Grade 5 min.

☐ Axles/Hubs  
Axles not past wheels

☐ Belly Pan  
Min., gauge 0.040 AL, no open holes

☐ Fire Wall  
Min. Gauge 0.048 AL, no open holes

☐ Steering Wheel  
1" thick, 2" diameter pad., min

☐ Steering System Fully Functional  
No over centering

☐ Brakes

☐ Fuel System  
Min.. of 2 hose clamps must be used if hose clamps are used. Ties and duct tape not permitted; min., 2 wraps of safety wire

☐ Fuel Line  
Rated for Gasoline or Methanol

☐ Fuel Sleeve  
Fire resistant sleeve

☐ Fuel Filter  
Steel or Aluminum

☐ Check shut valve for leaks

☐ Vent hose end open & correct length  
see 22 4 rule book)

☐ Exhaust system

☐ Throttle cable  
(no binding)

☐ Tail cone  
(below top of bumper)

☐ Tires/Wheels  
(three lug nuts)

☐ Oil catch can  
(Located under tail, only oil, not fuel)

☐ Weights  
(Ballast cannot be mounted any higher than 7" above the bottom of lower frame rail. No ballast can be mounted to the body panels. Ballast can be mounted in the left side kick out but must be bolted to a metal kick out floor pan, a tab or a frame upright. Ballast in the kick out cannot be mounted to the side of the body panel or to a fiberglass floor. The kick out floor pan must be attached to the chassis with tabs, bolts or rivets, in order to attach any ballast. ALL weights attached through metal belly pans shall be secured with a min., 1.5" fender washer and bolts so that the bolt heads will not pull through the belly pans. Two (2) bolts are required if ballast is 6" or larger in length or width)

☐ Side Panels  
L \_\_\_\_\_ R \_\_\_\_\_  
(2" hole for access to flywheel nut; Max. 22" high, or easy nut access)

☐ Enclosed Nose Section

☐ NASCAR Youth Series Decal, Cookout Decal, Hoosier Decal

### Metallic outer shield rake line

☐ Helmet  
Snell SA 2015 or higher or SFI 24.1 2015 or higher

☐ Face Shield  
No cracks, SFI 3.2 A/1 min.

☐ Neck Collar  
Nomex or Equivalent or Head & Neck Restraint SFI 38.1 Certified

### Driver Equipment

☐ Arm Restraints  
Worn close to wrist, not above elbow

☐ Suit 1 or 2 piece  
SFI 3.2 A/1 min., no jeans; SFI 3.2 A/5 & head sock in Formula Mod

☐ Shoes  
Completely cover feet, flat bottom

☐ Gloves  
SFI 3.3/5, 1 layer

Effective January 1, 2012, Head and Neck Restraint Systems shall be inspected for recertification every five years after the date of original certification. Product inspection, maintenance, and/or replacement procedure is per individual manufacturer. Inspection must be done by the original manufacturer only, and not authorized resellers or dealers. When a unit is determined by the manufacturer to be acceptable for continued service and in compliance with the current version of the specification, the original manufacturer shall place on the product a new SFI 38.1 conformance label marked with the inspection date.

Driver's Name: \_\_\_\_\_ Handler's Name: \_\_\_\_\_

Safety Director Print/Sign : \_\_\_\_\_

Class: Rookie 120 160 Form Mod Animal W/F  
Division: Junior Senior Light Heavy Unrestricted

**Week 1 – SUNDAY 3/29/2026**

**SAFETY INSPECTIONS BETWEEN 9-10**

Arrive with car, driver, safety gear. Unload the car and be ready for inspection with all those items.

Helmet, gloves, suit, and driver need to be present with car @ inspection

**School/instruction start time 10am**

2) While final cars are being inspected, drivers will learn flags, track layout, pedals, lights, hand signals, and basic safety

3) Handler expectations for week #1 will be discussed.

4) Drivers will walk the line painted on the track to preview where they will be driving.

5) Drivers will get geared up and line up in staging. One at a time they will follow the line on the track and respond to lights/flags (only safety approved cars can participate)

6) Rotation #2 will start to add in going green at the start zone, slowing down after the checkered is thrown, pulling off safely with handler's signal, and pushing over the scale.

*OPEN PRACTICE @ the end of the day for those willing/interested in staying*

**Week 2-Saturday 4/4/2026**

**SAFETY INSPECTIONS BETWEEN 9-10 for non-safety approved cars/gear**

Arrive with car, driver, safety gear. Unload the car and be ready for inspection with all those items.

Helmet, gloves, suit, and driver need to be present with car @ inspection

**School/instruction start time 10am; RACECEIVER NECESSARY from WEEK #2 on**

1) Drivers who did not complete week #1 or need to show mastery of the skills will need to be in staging first.

2) Experienced drivers will demonstrate week #2 lessons, while the rookie director talks rookies/handlers through the process.

3) Repeat week #2 skills with two drivers on the track.

4) With 2 cars incorporate staying nose to tail

5) With 2 cars incorporating switching positions, front to back, back to front.

6) With 2 car practice going to the rear

7) With 2 cars practice catching up to the tail end of the field

8) Week #1 skills are still expected to be in practice during each consecutive week

*OPEN PRACTICE @ the end of the day for those willing/interested in staying*

**Week 3-SUNDAY 4/12/2026**

SAFETY INSPECTIONS BETWEEN 9-10 for non-safety approved cars/gear

Arrive with car, driver, safety gear. Unload the car and be ready for inspection with all those items.

Helmet, gloves, suit, and driver need to be present with car @ inspection

**School/instruction start time 10am; RACECEIVER NECESSARY**

- 1) Drivers who did not complete week #2 or need to show mastery of the skills from the previous 2 weeks will need to be in staging first.
- 2) Experienced drivers will demonstrate week #3 lesson and rookie director will talk the rookies/handlers through the process
- 3) Repeat week #2 skills with 3 cars are the track
- 4) Allow cars to start a race single file, and guide/discuss passing as situations arise
- 5)Emphasis on the box, and knowing when and when not to pass, and knowing what to do when getting passed.
- 6) this cycle will go quick, and will repeat 2 rounds
- 7) if time allows put 2 cars on the track and from single file practice going to double file, return to single file, switch, and repeat with the opposite car on the outside of double file

*OPEN PRACTICE @ the end of the day for those willing/interested in staying*

**Week 4-SUNDAY 4/19/2026**

SAFETY INSPECTIONS BETWEEN 9-10

**School/instruction start time 10am; RACECEIVER NECESSARY**

- 1) Drivers who did not complete week #3 or need to show mastery of the skills from the previous 3 weeks will need to be in staging first.
- 2) Experienced drivers will demonstrate week #4 lesson and rookie director will talk the rookies/handlers through the process
- 3) Practice going from single file to double file with 2 cars (allow both cars a chance on the inside/outside) practice double file start
- 4) Combine 2 sets of 2 cars to practice going double file with 2 rows, practice double file starts
- 5) continue to coach through passing as it occurs during the mini races
- 6) this week cars will need to have paper numbers to start getting handlers and drivers familiar
- 7) all previous week's skills will still need to be displayed, and will be corrected if necessary

*OPEN PRACTICE @ the end of the day for those willing/interested in staying*



**Week 5-SUNDAY 4/26/2026**

SAFETY INSPECTIONS BETWEEN 9-10

**School/instruction start time 10am; RACECEIVER NECESSARY**

- 1) Drivers who did not complete week #4 or need to show mastery of the skills from the previous 4 weeks will need to be in staging first.
- 2) Drivers will go through typical race day procedures
- 3) Drivers will draw a pill which will determine their starting position.
- 4) Drivers/Handlers will number their cars, and line up for their heat races.
- 5) Drivers will have a warm up right into their heat race where racing infractions will be called and explained to the driver and handler.
- 6) Heat finishing position will determine feature line up, and lower mains if necessary.
- 7) Cars will be renumbered, restaged, and will race again, cars that qualify will move on to the next lower main. This will repeat until we have a full field qualified into the feature event
- 8) Feature event will be held
- 9) Usac and blackbird racing/safety rules will be enforced in all races, this includes weight.
- 10) Awards ceremony to follow

*OPEN PRACTICE @ the end of the day for those willing/interested in staying*

## **BQMRC Board of Directors:**

**President:** Craig Neri - [blackbirdclub@comcast.net](mailto:blackbirdclub@comcast.net) - (215) 704-1660

**Vice President:** James Dawson [jdawson114@gmail.com](mailto:jdawson114@gmail.com)- (856) 297-0107

**Secretary:** Reannah Cox - [secretarybqmrc@gmail.com](mailto:secretarybqmrc@gmail.com) - (640)227-1040

**Treasurer:** Donna Glass - [donaglass@comcast.net](mailto:donaglass@comcast.net) - (267) 249-8907

**Board Member:** Brandon Foehrenbach – [pheasnt2008@gmail.com](mailto:pheasnt2008@gmail.com) – (443) 786-8187

**Board Member:** Brett Ballard- [Bballard@allcounty-garagedoors.com](mailto:Bballard@allcounty-garagedoors.com)- (609) 364-3980

**Board Member:** Ed Singleton- [Buickturboperformance@yahoo.com](mailto:Buickturboperformance@yahoo.com) - (610) 306-1623

**Novice Director:** Amber Martin: [tankteach.at@gmail.com](mailto:tankteach.at@gmail.com)

**Club info:** <http://bqmrc.org/>

Blackbird Quarter Midget Race Club Facebook

## **Group Page:**

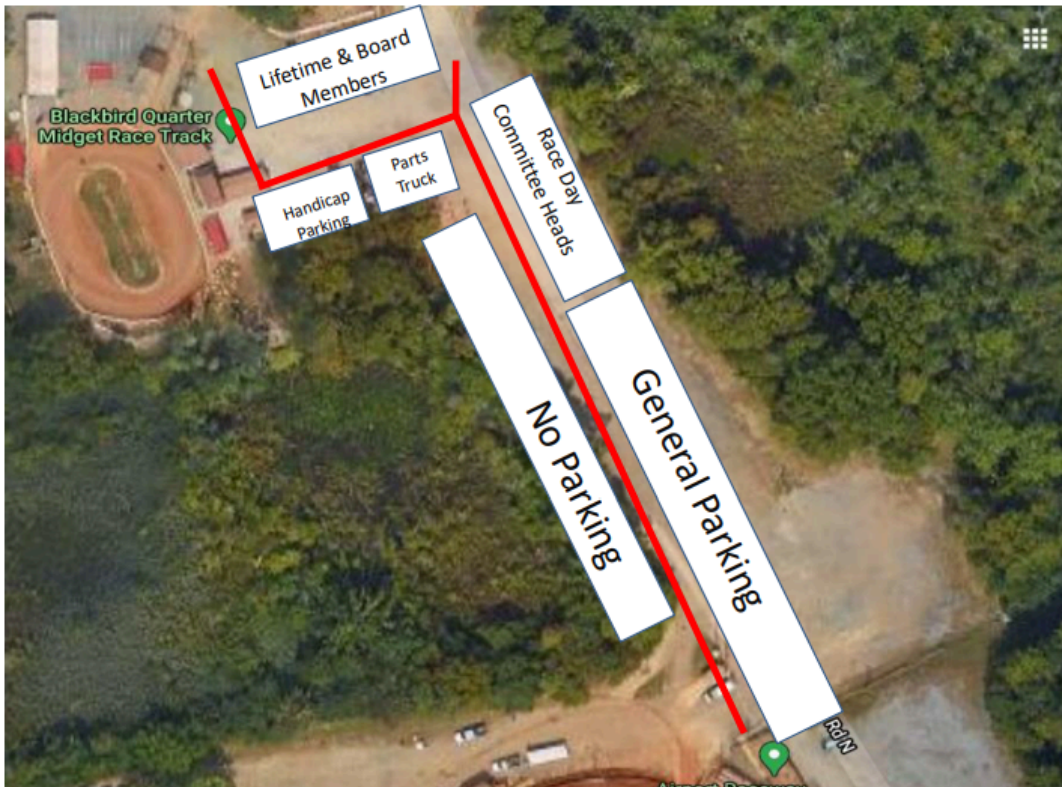
Blackbird “The Flock” Members Only.

(You will need to complete your membership paperwork and request to join before being approved).

## **Parking:**

In and out of track area 5 MPH Do Not Block Driving Route Track Vehicles must be able to access the bunker and track without interference. Members must be able to access the Dumpster by the Bunker for Trash Duty





In the pages to follow you will find information about race cars, where to purchase cars, find parts, purchase safety gear, information on car maintenance, safety inspection, setup, etc....

This is meant to be informational; it's not meant to be overwhelming to someone new looking to get started in the sport. This is a sport you can get into with no previous knowledge of mechanics and or racing. The club members, chassis builders, parts sale vendors, engine builders, are all here to help.

This package was put together to help people looking to get into the sport with no previous knowledge to help them be better prepared and know what to expect. Please reach out to any of us for help, you can start with the secretary you to the right person, but please read the info that follows first as it may answer your questions.

Our club meets every month, typically on the 2nd Tuesday. Feel free to come to a meeting and discuss anything in person, we are here to help. Contact the secretary for location & time or pay attention to the club's Facebook page.

During rookie school we will typically make time to show the hands on setting up a car, how to perform different types of maintenance, etc. for anyone that wants to attend.

#### **Page (9) – Helpful information**

#### **Page (10/12) - Blackbird and Nascar youth series safety forms**

**Page 10** – Shows the club's check list that our safety team follows. Please make sure your car passes these checklists if it does not pass you will not be allowed on track for school with the car

**Page 11** – Shows the Nascar Youth Series safety form. Each category is required to pass to get your car's sticker to race. If it does not pass you will not be allowed on track for school with the car.

**Page 12** – Shows the minimum weight a car must be with and without a driver to pass tech on race day.

**Page (13)** – Rookie Restrictor plate and throttle stop information

**\*\*\*Please bring your car set up with a throttle stop\*\*\***

**Page (14/15)** – Car set up and maintenance information for rookie families

None of what you will read here matters if you do not work with your driver on being comfortable in the car. Please make time to work with your driver, get them in their gear and get used to wearing it, make it fun, let them watch TV with their helmet on, it will be a lot of weight on their head they may not be used to wearing. Next is get them in the car, set the seat belts and strap them in, pull the belts tight. Again, make it fun, take an iPad and turn on a racing video on YouTube let them sit in the car and pretend to drive. Listen for feedback and watch them in the car, make changes to make them comfortable. Think of yourself on a long drive with a seat that's not adjusted to you or broken and can't move... you're uncomfortable, and it makes the trip miserable. You want your driver in the car not thinking about their elbow hitting a bar, or their helmet banging the roll bar with no padding, or their knee hitting the steering column. You almost want them to be able to nap while sitting in the car, that's the level of comfort you're trying to achieve. Work with them, get them comfortable, it will pay dividends on the racetrack.