

2001 NATIONAL MEETING SHORT SHEET
Las Vegas, Nevada February 8 – 10, 2001
Submitted by Patty Abbott – National QMA Secretary

Based on the outcome of the voting of the RCP's and motions from the floor, the following is being distributed to the general membership of QMA and to be effective April 1, 2001 unless otherwise stated. If any member has specific questions regarding the process, they may first contact their Regional Director and then if necessary a Board of Director member. All regions were represented at the meeting, which also included tech. Each region was allowed to submit five (5) RCP's for this years meeting. The approved changes are listed below with any addendum's or motions to clarify wording included.

Rule Change Proposal's to be incorporated into the existing QMA Racing Rules and Administrative Guidelines.

HONDA 120 CLASS/DIVISION RULE CHANGES – based on the Honda Tech manual.

- Reinstate the Heavy Honda GX120 division and all its applicable rules as it was prior to removal of this division in 2000. Heavy Honda will run after Sr. Honda at States and Grands (optional for Regionals)
- Cylinder bore will be 2.364 max. Note: All measurements taken at top of bore or very bottom of bore parallel to crank and 90 degrees from crank. Any cylinder block deemed questionable by tech will be taken out of service. This will not be a disqualification. All blocks must be sent to National Tech.

HONDA 160 CLASS/DIVISION RULE CHANGES – based on the Honda Tech manual.

- Cylinder bore will be 2.680 max. Note: All measurements taken at top of bore or very bottom of bore parallel to crank and 90 degrees from crank. Any cylinder block deemed questionable by tech will be taken out of service. This will not be a disqualification. All blocks must be sent to National Tech.
- Page #6 (2) Dump Tube Guage Flat .418 **NEW .414**
- Page # 10 (C) Surface of head to lowest machined area in port Intake Max 1.062 **NEW 1.162** Exhaust Max 0.993 **NEW 1.122**
- Page # 14 (G) Fly wheel weight 2525 Grams **NEW 2390 GRAMS**
- Page # 16 (D) Rod Weight 184 Grams **NEW 145 GRAMS**
- Page # 16 (C) Rod 2.3655 Min **NEW 2.3580 MIN.**
- Page # 18 (G) Machined surface of block down to thrust face of cam boss 3.224"max. **NEW 3.235" max.**
- Page # 18 (H) Machined surface of block down to bearing face 3.420" max. **NEW 3.428" max.**
- If someone has a GX120 or a GX160 engine in a box that is open and the engine has not been run on the track it is a new engine.
- Gx160 Cam profile will be changed in very near future.
- Page # 10 (B) Head measure from surface of head to top of valve guide. This dimension will be (old) 0.902 **NEW 1.000**
- Page # 12 EXHAUST no change
- Page # 12 INTAKE

	Degrees	
0.020"	3-1/2 to 6-1/2	BTDC
0.050"	10-1/2 to 13-1/2	ATDC
0.100"	26-1/2 to 29-1/2	ATDC
0.150"	45 to 48	ATDC
0.200"	71 to 74	ATDC
MAXLIFT .227" Peak 104 – 107		ATDC
0.200"	136 to 139	ATDC <u>NEW 136 to 140 ATDC</u>
0.150"	162-1/2 to 165- 1/2	ATDC <u>NEW 1621/2 to 166ATDC</u>
0.100"	180-1/2 to 183-1/2	ATDC <u>NEW180-1/2 to 184ATDC</u>
0.050"	197-1/2 to 200-1/2	ATDC
0.020"	213-1/2 to 216-1/2	ATDC

BOTH 120 AND 160 MANUALS

- Typo in both Honda manuals 120 valve spring check spring @ 13/16.912 **SHOULD BE .812**
- All Honda engines 120 and 160 may replace valve cover with factory replacement only with vent tube on cover part # 12310-Zel-841
- All Honda 120 and 160 all factory air filter assemblies must be removed.

RACING RULES

- Shoes are required that completely cover the feet for all Drivers, Handlers, Alternate Handlers and Flaggers when in the Hot Chute, Staging Area and on all racing surface.

- Driver's suits – The current section 5D is replaced by “It is strongly recommended that driver suits will have a SFI 3.25A-5 rating.”
- All protests must be made in writing within one hour of the completion of that race to the Race Director or delegate only. You must be signed – in in that class to be able to protest.
- Claims will be from within the same division of class only (Junior, Senior, Heavy, Light. 160, Heavy. 160) Novice classes are exempt from this rule.
- States races will be held at least two (2) weeks before the first Grands. Each Region will determine the date for its States race. The date and location of the race shall be advertised at least thirty (30) days before the race to all members in that region and members at large in the *Quarter Reporter*, effective 2002.
- For States and Grands (optional for Regional) Timing and practice will be done in the order of sign – in numbers (first to sign – in last to qualify) no changes allowed, if car is not in position or unable to time in the proper order the car will be awarded a “no time”.
- It is mandatory that lines be placed at the entrance and exit of the corners. (See attached sheet) Approximately 12 – 15’ back from the apex and approximately 5’ long and 6”wide. These lines are to show the drivers where the judges are watching for clean passes. These lines are also to help the judges know if a pass is clean or not.
- Drivers are required to have a QMA decal shown on their car, at the location to be determined by the Publicity Director. The decal requirement will be implemented by mailing decals to members in the *Quarter Reporter* when completed and to be affixed to cars by January 1, 2002.
- Only a handler signed in on a car racing in the same division at a specific racing event may make a claim on an engine.
- A car that has been pushed around the track by handlers can only pass the flag stand twice; thereafter the car must go to the designated work area before returning to the track surface.

OTHER

- A manual should be assembled that will explain step by step how to develop a new club and build a new track. This should be done by a committee of RD's experienced in new club/track start – up and with national resources.
- AMS will send both a Novice card and a driver card for a new member to the club President beginning April 1, 2001.
- AMS will send a copy of the Procedures Manual to every club secretary. The complete Procedures Manual will be made available at a price of \$20 to any member; this will be noted in *Quarter Reporter*, the documents are also available on the QM.org site.
- A copy of *Coast to Coast*, provided by the publisher , will be sent to new members, along with other new member material.
- RCP form must be properly filled out, typed and signed or it will not be considered.
- This board and all future boards will adhere to page 7, section 2, Rule Change Schedule of the Guidelines and Procedures of the Racing Rules and Administrative Guidelines.
- Investigate bringing back drivers over 18.

TECH ISSUES

- Black or red Honda shrouds are legal on the 120 or 160.
- All car owners must put a minimum 2” diameter hole on the right rear side panel to access the flywheel for the painting of the flywheel nut.
- Eliminate the factory air cleaner on all Hondas. If an air filter is used they must use a QMA approved adapter.
- Suspension will start immediately at which point the illegal part(s) will be sent within five(5) days to the Regional Tech Director or designee for review upon receipt of part(s). The Tech Director has 48 hours to determine if part is legal or illegal. If the part is deemed legal it will be retuned to handler. Handler will be notified if part is legal or illegal. All illegal parts will be sent to National Tech Director. All legal parts will be retuned to Handler.

SAFETY ISSUES

- Remove M from the allowable helmet rating in all references in Section 4, page 19 of the rule book.
- In section 4G page 19 of the Rule Book add the word “only” after D.O.T, so rule will read.....D.O.T. only helmets.....
- By 2002 all clubs will have five (5) canisters of Fuel Buster or equivalent (approved by the Nat. BOD) at their track. All 2001 Grands will have this in place.
- By April 1, 2001 the majority of the bottom of the tail cone will be no higher than the top of the bumper when normally installed. Access holes are allowed
- Plastic fuel tanks will be disallowed after 1/1/2002.
- A Handler safe area is recommended in the hot chute for each track; this area to be clearly designated.
- No restraining device of any kind is to be used that can keep the driver's head or body outside of the roll cage.

ATV

- The ATV engine will be allowed in the Super Stock class with the Briggs and Deco engines and operated under its own rules and specifications effective March 1,2001. This engine will be subject to a \$1000 claimer rule, with the details of the Claimer Rule to be written by the National Tech Committee. The Tech Committee will work with ATV to establish

inspection criteria with a Tech Manual being completed no later than May 15, 2001. ATV shall guarantee the current price of \$986 for an engine that is race-ready, i.e., carburetor to oil pan, will not increase before January 1, 2003. Fifty (50) engines must be verified as available January 1, 2002 by a committee composed of a member of the BOD anRD and a member of the National Tech Committee, otherwise no further consideration of the ATV engine will be permitted for five (5) years. No engines will be sold until fifty (50) are available and verified.

- All HP stock carburetors will be allowed on all super stock engines once the fifty (50) engine criteria has been met.
- The price of the HP carburetor be no greater than \$225 until 6/2003.

SCORING

- QMA approved the AMB hardware as its recommended scoring system hardware.

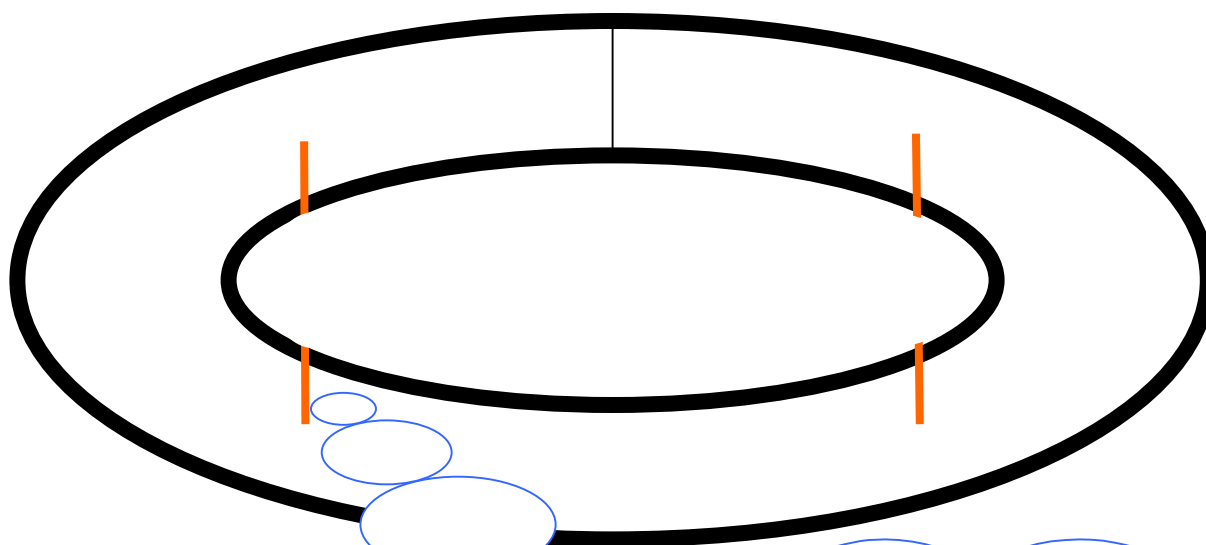
2002 GRANDS SELECTION

- East Topeka June 30 – July 6
- West Southern Colorado July 21 – July 27
- Dirt Hagerstown August 4 – August 10

HONDA has agreed to sponsor all 3 Grand Nationals, \$10,000.00 ea.

A National Code of Conduct has been formed and approved.

Track Diagram; See Bullet 7 of Racing Rules



Lift Lines should be approx. 12-15 feet from the apex of the turn. It should be approx. 5 feet long & approx. 3-6 inches thick. This line is to help the Judges find where the drivers should be yielding. It will also help the driver know when to yield if he or she doesn't have the pass made cleanly. These Lines are mandatory as of April 1 01