

2002 NATIONAL MEETING SHORT SHEET
Las Vegas, Nevada February 7-9,2002
Submitted by Patty Abbott- QMA National 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 1,2002 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.

Judging Video

- A copy of the Judging video will be sent to all clubs and all 13 RD's

K&K Insurance

- There will be an update on the insurance in the *Quarter Reporter* submitted by Andy Camp.
- Due to an incident that happened it was decided that the insurance needed updating and changes resulting in K&K insurance.
- We now have 5 times more coverage, was \$5,000 now we have \$25,000
- There is \$2 mil coverage for officers; officers are covered while conducting QMA business.
- A copy of the K&K policy will be sent to all RD's by the National Business office (USAC)
- Trailer Contents insurance is now available to all members, \$250.00 for \$20,000.00 coverage and \$400.00 for \$40,000.00.
- K&K is the only Insurance Company that QMA is using.
- The release of liability form must be signed by participant at each race event.
- **Do not use any George Knight or North American claim forms.**

USAC the National Business Office

- USAC became our management company in July of 2001.
- QMA's contract with USAC is the same contract that we had with AMS.
- USAC is the administrative management company only all questions not concerning office issues must be submitted thru Club Officials, RD's and National Board Members.
- QMA and USAC will have separate autonomy.
- USAC promoted all 3 Grands, each Grand National Champion was sent a letter from either USAC President John Capels or Rollie Helming. All fast times and

winners were posted in the USAC newsletter. All Grands winners were invited to the USAC banquet and were presented plaques by Tony George. QMA was represented by USAC at the PRI show in Indianapolis. USAC is also working on getting QMA events televised.

QMA Charters and Insurance

- All clubs are urged to pay their Charters and Insurance promptly.

Management Structure

- All regions need to have a minimum of 5 Officers hopefully representing most of the regions clubs..

Potential new Clubs

- There is interest with approximately 10 new groups to start QMA clubs.
- When a start up packet is sent a copy of the letter will be sent to the Regional Director in that region and also a letter to the QMA Secretary.

QMA line of Communication

- When information is requested it should go from member to club level to Regional level and then if needed to National.
- Rd's should use their resources :QMA Rule book and Procedures manual other RD's,and National BOD members.

QMA Membership Applications

- Applications need to be filled out completely and legible.
- Applications should not be sat on they should be sent in by the club Secretary's as soon as they get them.
- The average turn around should be less than 2 weeks once received by the Business Office.

RCP Forms

- RCP's need to be turned in on a timely basis as well as properly filled out and signed.

Grands Proposals

- When clubs decide to submit for the Grands they should look over the contract and Grands check list to make sure that they can meet all the requirements.

Club and Regional By-Laws

- All clubs and Regions should submit their By-Laws to the National Secretary.

Waiver Forms

- The Waiver forms are not being filled out correctly which results in the States host clubs not receiving the proper rebate
- QMA will be going with a three part form with one copy being held by the member, the host club keeping a copy and the third will be sent to National.

- National will send out a receipt for each Grands Waiver received.

Treasurer

- It was recommended that QMA stick with the Peachtree Software that is currently being used.
- Candidates for Treasurer should have an accounting background.
- The job requires approximately two to three hours of work per week.

QMA Website

- The .org site is the Official web site of QMA.
- The web site is user Friendly and interactive.
- The Webmaster will monitor the website.

National Banner

- The National Banner was made and was present at all 3 Grands.
- The Banner is available for purchase for \$150.00.

Quarter Reporter

- The process of the *Quarter Reporter* is information being sent to the Publicity Director, then to the administrative office, then back to the Publicity Director, then to Printer, then to the mailing house and finally to the members. The whole process takes approximately 3 weeks.
- The deadlines for the *Quarter Reporter* for 2002 are 2/22,4/10,5/10,8/15,10/15 and 12/15.
- It was decided that the *Quarter Reporter* will be more appealing and will include: race results, a kid's page and updates along with the normal sections that already exist.

Electronic Scoring

- It is still in the developing stages and QMA is making strides to move forward with it.
- The system will be more user friendly.
- The pricing of Electronic Scoring *MOSCORE* software \$1500, *AMB* system \$7000 - \$8000, Scoreboard \$5,500

QMA will sponsor all the Heavy AA's trophies at all 3 2002 Grands in the name of Jay Gradia.

Safety Issues

- Each club will receive a Club Safety Director kit.
- A proof of loss statement must be sent to the National Safety Director within 30 days of incident.
- Whenever there is any work on the racing surface being done the Red flag **must** be displayed. ie: wall repair, repairing speed bumps etc.

- Each track should permanently post the phone numbers and addresses to the nearest EMS service, Fire, and Police so that it is readily available. A map to the nearest medical facility should also be posted. This information should also be sent to the RD. Each club should give directions to the track to the nearest Fire department and EMS.
- When using the F-500 go from ear down to chest then up the back.
- Socks will be mandatory, no bare skin between the shoe and the bottom of the pant leg. Effective April 1,2002.
- Neck collar made of Nomex or equivalent mandatory January 1,2003.
- Gloves two layer Nomex or equivalent mandatory effective January 1,2003.
- Driving suits add to recommendation Nomex hoods for AA's and Halves.
- Helmet- all new Novices will buy effective April 1,2002 SA Standard and any new helmet purchased will be SA, Snell 90 or later. Effective January 1,2004 SA rated helmets only.
- There will be no degrading of any driver's safety equipment.

RCP Changes

- **RCP 1** The Qualifying fee for a regional race should be a maximum \$28 and \$35 for a States race.
- **RCP 2** Grands host clubs may charge an extra \$10 for late registration.
- **RCP 8** A car with 3 DOT's will be given a DNF and allowed to transfer through the races.
- **RCP 12** 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.

Tech Issues

- There will be a Stock Carburetion Committee formed to draft acceptance, testing criteria, and business controls for the purpose of the new pumper carburetor for the stock class. The committee will form these procedures and timelines and present a proposal to the QMA Board of Directors by April 1,2002.
- Al Hawkins states that he will guarantee the cost of the carb for 5 years at \$225 so long as others are restricted to the same price for the same period of time. He will also guarantee the price of the manifold at \$59.
- For Honda engines based on the field experience there will be a change in spec on the 120 and 160 head the minimum from the current spec of 2.912 to 2.911. The max remains at 2.917.
- Effective April 1, 2002, any Honda 120 M&N carburetor with a venturi ID that allows the NOGO gauge to pass through will be deemed illegal, the carburetor confiscated and the car will be DQ'd. If the venturi of an M or N carb meets QMA requirements it is legal provided there are no other findings..
- The old Honda 160 will be phased out by 2004 and swapping parts between the old 160 and the new 160 would result in a 6 month suspension and the complete engine would be confiscated.
- Qma Tech will begin testing fuel testers with the help of USAC.
- Dave will check oil if needed he has a source to check the oil

Clarifications of general rules for 120 & 160 Honda

2. (B) Air cleaner assembly must be removed.
- (E) Or exterior
- (K) Shroud red or black only, **no chrome**
- (L) Valve cover part # 12310-ze1-841 is legal.
- (M) Head temperature sender under spark plug is legal.
- (N) Air cleaner adapter infraction will be a disqualification but not a suspension

Page 6 GX-160 #2 0.418" change to 0.414"

GX-120 & 160 valve stem min. 0.214" change to 0.212" intake exhaust

GX-160 page 10C. intake 1.062" max. new 1.162"

Exhaust 0.993" max. new 1.122"

GX-160 page 11 engine block C bore 2.681" max new 2.680"

Page 12 cam profile 0.200" 136 to 139 change to 136 to 140

0.150" 162.5 to 165.5 change to 162.5 to 166

0.100 180.5 to 183.5 change to 180.5 to 184

GX-160 page 14 flywheel 2525 grams min. change to 2390 min.

GX-160 page 15 add new piston drawing

GX-160 page 16 rod C 2.3655" min. change to 2.3580"

D 184 grams change to 145

GX-120 & 160 engine block A add 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

GX-160 page 18 (G) machine surface put 3.224" max. Change to 3.235" max

GX-160 page 18 (H) machine surface put 3.420" max. Change to 3.428"

GX-120 typo valve spring pressure 0.912" change to 0.812

GX-120 & 160 head thickness 2.912" min. to 2.917" change to 2.911" min.

GX-120 carburetor any model M or N that nogo gauge is loose in venturi
carburetor will be illegal if model M or N carburetor nogo gauge doesn't go carburetor is
legal.

GX-120 & 160 there will be a new measurement on crankshaft from camdrive gear
on crank to journal flat on gear box side.

GX-120 & 160 all engines will have a 1/8 hole drilled through an existing gear box
boss so we can measure end play in the field a drawing will be sent of which hole needs
to be drilled out.

GX-160 Old models will be phased out January 1, 2004.

Honda Claimer Rule

1. Claims will be from within the same division of class only (Jr., Sr., Lt. 160, Hvy. 160)
2. Engine may be claimed for \$450.00 cash or certified funds.

3. Only competitors participating in the same division may make a claim on an engine.
4. This claim must be submitted to the Race Director (or his/her designate) before the end of the race the claimed engine is in.
5. The Race Director (or his designate) will hold the claim money until the claimed engine has been inspected for legality.
6. The claimed engine will be tagged as soon as car comes across the scale.
7. The claimed engine will be immediately taken to the Tech Director for inspection or sealing. Inspection of claimed motor **CANNOT** be waived.
8. Both claimer and claimee have the option to be present at the time of inspection.
9. Any claim that is withdrawn will be assessed a \$50 fee that will go to the local club.
10. Multiple claims on one engine will be decided in a lottery system. Owner, Handler or family member cannot claim his or her own engine.
11. Claimed party will retain exhaust system and throttle linkage.
12. If the claimed engine is found to be legal the Race Director (or his designate) will deliver the engine to the person making the claim and shall deliver the money to the person who's engine was claimed.
13. If the claimed engine is found to be illegal, the motor must be completely torn down to check for the illegalities. The Tech Director and or Race Director shall confiscate the illegal parts and related parts from the claimed engine and shall forward them to the National Tech Director. The claim money will be returned to the person filing the claim.
14. Refusal of claim shall be interpreted as an admission that the engine is illegal and will subject the driver/handler to the conditions set forth under Sec.2 of this article (Honda Suspension)

Test Day/ Promotion Day

- This is a way for bringing children to the racetracks and letting them test before the family commits to racing.
- The guidelines are: 1.Charge a minimal fee(\$10-\$20). 2. Use a very small restrictor plate and a positive stop on the throttle (goal is to be under 10mph.). 3. The parents must read and sign the waiver. 4. The ride must not be more than 10 laps. 5. One car on the track at a time. 6. No one may be on the track while the car is running except a QMA official. 7. There must be a kill switch located on the top of the roll cage.
- There will be a draft and adopt a promotional driving program and send it to the RD's.

Driver's cards

- Novice cards will go to Club Presidents and standard driver's cards will be sent to the driver's home address.

Novice

- Novice Driver's kits will be sent to all RD's
- USAC will send the RD's regular updates as Novices join
- There will not be a date put on the Novice cards by the administrative office
RD's will date the Novice cards.

It was voted on by all RD's and National Board members that races shall not conflict with the National meeting.

National will reimburse airfare or travel for an assistant from each region as per the by laws with a cap of \$600.00.

The President will form a committee of at least 1 Tech, 1 RD and other appropriate members to form criteria for engine manufactures to follow and be considered with a deadline for the report by May1,2002. Any findings and or recommendations will need to be approved by the combined bodies.

QMA will develop bumper stickers with contact info for members to place on their trailers and vehicles for QMA promotion.

2003 Grands selection

- **East Mini Indy**
- **West Little Wheels**
- **Dirt Terre Haute**

The Board of Directors will let the RD's know no later than April 1, 2002 the requirements for drivers up to 21 run Senior Half provided they have completed a novice training program and have raced prior to the age of 16.

QMA will remain autonomous and will inform RD's of any articles, promotions or advertising beforehand for approval.