



IMPERIAL PALACE HOTEL & CASINO
ANNUAL NATIONAL MEETING
February 8-10, 2007

Thursday, February 8, 2007

Meeting called to order 8:15 AM PST Members present were:

National Board: Charlie Cagle (President), Scott Tankersley (Vice President), Dawn Tanner (Secretary), Alex Frazin (Treasurer), Curtis Pepe (Safety), H.R. Cook (Publicity), Jerry Mostek (Tech)

Regional Directors: Charlie Abbott (R1), Mark Tobey (R2), Scott Caldwell (R3), Dave Mikels, (R4), Tony Verardi (R5), Donnie Montgomery (R6), Pat Jesmore (R7), Dean Steadman (R8), Kevin Crum (R9), Scott Benning (R10), Doug Woodard (R11), Berney Kullos (R12) and Neill Potter (R13). **Assistant Regional Directors:** Andrea Cumens (R2), Mike Franklin (R3), Rob Stambaugh (R4), Tom Davis (R5), Michael Hughes (R6), Doug Lueck (R7), Roger Walker (R9), Tom Bickford (R10), Dale Hill (R11), Danny Cappello (R12) **Technical Directors:** Dave Preston (R2), Mike Graybeal (R5), Pete Hawkins (R4),

Guests: Maggie Zenor(R5), Brett Tanner(R2), Bill Hill(R10), Kevin Hubanks(R10), Brad Zoeller (R13), Dan Bailey(R6), David Klaus(Briggs & Stratton Racing), Debi Supan(Coast 2 Coast Racing News), Stephene Supan(Quartermidgets.com).

Charlie opened with prayer and then welcomed everyone to the 2007 National Meeting. He said that there were a few changes in the agenda in that Region 2 & Region 4 want to bring their RCP's to the floor. He told everyone that we are here for the kids and we need to do what is right for the kids. Dave Mikels made a motion to allow Region 2 & Region 4 to bring heir RCP's to the floor. Berney Kullos seconded. All voted in FAVOR.

Charlie then announced that Debi Supan was here with her daughter. Debi owns Coast 2 Coast Racing News and the quartermidgets.com website. He asked if anyone had a problem with them staying for the meeting. Hearing none – they stayed.

Introductions were made by the National Board and then by all in the room. Charlie then set some ground rules for the meeting and said that he would like everyone to go through their Regional Director/and or Assistant to speak; if it gets out of hand, we will go to just the Region Directors.

Short Report from each National Board director will be given at this time and they will follow up later with their full detailed reports.

Curtis Pepe, Safety Director: he has a power point presentation prepared for later. It will cover among many other things, what happened last year, RCP with car specs & safety gear.

Dawn Tanner, Secretary: She thanked Patty for a smooth transition. She said she has been given everything she needs including paperwork, documents, forms, cell phone and more. She also had given out the 2007 Manuals and Procedures binders to each Regional Director.

Scott Tankersley, Vice President: He stated that there are still some charters that are not paid yet and he will talk to the individual RDs about them later. They will all have to pay the \$100 penalty. He stated that he promises to get the rulebook out this year by April 1st. We will do the rulebook corrections before we leave this week which help that process. He asked that if at anytime you need anything, please contact him.

H.R. Cook, Publicity Director: He thanked everyone for their support in the election. He would like to take the tools QMA has and make them better to give clubs what they need to make things better for them. He wants to give the "tools" to help clubs get what they need to be successful. He would like to see the clubs be able to promote themselves. He will address many more ideas in his power point presentation later.

Jerry Mostek, Tech Director: He stated that there are many changes in motor platform. He is not going to make any haste decisions on the Honda deal at this time. He will go through some of the changes later. He said that Honda had told him that we wouldn't see the new motors for 7-8 months and then received a phone call Wednesday morning being told that the new motors were here. He doesn't have all the answers yet and no decisions will be made here today.

Alex Frazin, Treasurer: Everyone is aware of what has been going on over the last year with the past Treasurer and he will bring everyone up-to-date during his presentation.

Scott Benning, Regional Directors Report: He first thanked everyone for their work yesterday and extended a hand of peace to the NBOD to make this as good as it can be.

Charlie then introduced David Klaus from Briggs & Stratton Racing to make a presentation at this time. Dave thanked everyone for allowing him to make his presentation and said how it would be based on the engineering side of the business and how it drives the product and overall emissions standards. He stated that Briggs is now hand building engines which gives a better quality and flexibility and control for the future. They will have a website which will go up in April (www.briggsracing.com). It will invite the customer in to ask questions and state their issues which will all be posted. He talked about how they have a quarter midget that they take to speed shows, trade shows, PRI etc... in hope to promote our sport along with Briggs Racing. They would like to have more cars to take to shows with them on the road. He went over emissions and how it affects our sport. For QMA over the next two years could be huge changes because of the emissions standards being put on Briggs and the entire racing world. World Formula will have a changed piston, ring package and rod all of which will be changed in the upcoming year along with cylinder bore finishes, ignition and flywheel. There are no changes projected after this year for 3 years. There have been no price increases. 2007 Performance changes; ignition system, increase KV for better restarting, microprocessor with a rev limiter, steel hub, cast aluminum construction flywheel with replaceable starter gear list \$88 for whole system, fire ring head gasket list \$11.95, heat disperser list \$15 for a total performance package of \$114.95 List price to the consumer which they update on their existing world formula engines. The non performance changes – new cover plate, blower housing, cylinder, starter insert, carb adapter, breather by-pass system. These are all cosmetic changes which don't impact performance. Dave has a world formula in the back of the room for everyone to look at which has the changes.

The meeting broke at 9:35 AM PST and was called back to order at 9:55 AM PST. Everyone was accounted for.

Charlie then announced that we would start the RCP voting process and if it's from your Region, please read it for us.

RCP # 1 – Proposed wording: Each region shall decide its own States race format. **PULLED**

RCP # 2 – Proposed wording: All parts are deemed either legal or illegal. **PULLED**

RCP # 3 – Proposed wording: When a race is in progress, no owner or handler of a car in that particular race will be allowed in the infield or on the track except under red flag conditions or with the permission of the race director. If a car is intentionally stopped on the track under yellow flag conditions by anyone other than a track official or under the exceptions listed, the care will be sent to the back of the lineup on the first infraction. The second infraction in the same race will be an immediate DQ

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-Y, RD7-N, RD8-N, RD9-N, RD10-Y, RD11-N, RD12-N, RD13-N, VP-N, Sec.-N, Treas.-N, Tech-N, Safety-N, Publicity-N. 2 Yes, 17 No - **FAILED**

RCP # 4 – Proposed wording: Tire Treatment – It is prohibited to apply tire treatments or chemicals on the grounds of the race facility except for cleaning with water. Application will be an automatic DQ from the event for the 1st offense. This ruling is optional for dirt tracks only. Each local track will designate a

tire treatment area. Discussion: Scott Benning(RD10) asked if they needed to know about the tire prep tester before the vote to see how the votes may go. If the RCP goes through the dirt tracks would be exempt. Dave Preston spoke on the carcinogens in the tire doping materials. Curtis also said it is not good for the kids. Charlie mentioned his concerned about the carcinogens and the kids.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-Y, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Treas-N, Tech-N, Safety-N, Publicity-N. 1 Yes, 18 No - **FAILED**

RCP # 5 –Proposed Wording: A driver who turns 9 before the start of the first grands must move to the senior division on their birthday. A driver turning 9 after the start of the first grands has the option to remain in the junior division for the remainder of that calendar year.

RD1- Y, RD2-N, RD3-N, RD4- N, RD5-N, RD6-Y, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N VP-N, Sec-N, Treas-N, Tech-N, Safety-N, Publicity-N. 2 Yes, 17 No **FAILED**

RCP # 6 – Proposed wording: If a driver turns 16 during a racing year, he can finish the racing year through December 31st. RD's wanted to modify this and Andrea Cumens(Asst. RD-R2) read the modification. **New Proposed Wording:** In quarter midget classes the age limit is 17 years old (you may not participate after your 17th birthday).

RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-N, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-N, Sec-Y, Treas-Y, Tech-N, Safety-Y, Publicity-N. 15 Yes, 4 No – **PASSED effective 4/1/07**

RCP #7 – Proposed Wording – No mixing of classes at States or National Events. No stock with modified stock, no modified with B, no B with AA. No quarter midgets with half midgets,. This means that cars with modified engines entered as modified should not run with cars with B engines that entered as a B. This does not mean that a modified engine cannot be in a B class car. A car with a modified engine can be entered in the B class and run as a B. This car cannot be entered in any other class at the event. A car may be entered as an A and as a half. This also means that cars with World Formula engines entered as WF should not run with half midgets that entered as a half. This does not mean that a world formula engine cannot be in a half class car. A car with WF engine can be entered in the half class and run as a half, however, this car cannot be entered in any other class in the event.

RD1-N, RD2-N, RD3-N, RD4-Y, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Treas-N, Tech-N, Safety-N, Publicity-N. 1 Yes, 18 No - **FAILED**

RCP #8 – duplicate **PULLED**

RCP #9 – Proposed Wording: All QMA tracks must modify their track walls to an approved soft wall design that absorbs and dissipates energy when struck by a car. This modification must be completed by January 1, 2009. The soft wall specification will be developed and supplied by a committee appointed by the QMA President and will be made available by June 1, 2007. The specification will include all of the currently in use soft wall designs that have been shown to be effective in use and thus tracks who have already implemented an effective soft wall will not be required to change them. **New Proposed Wording:** All **new** QMA tracks must have an approved soft wall design that absorbs and dissipates energy when struck by a car. The soft wall specification will be developed and supplied by a committee appointed by the QMA President and will be made available by December 1, 2007. The specification will include all of the currently in use soft wall designs that have been shown to be effective in use and thus tracks who have already implemented an effective soft wall will not be required to change them.

RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-Y. 19 Yes, 0 No – **PASSED immediately**

RCP #10 – Proposed Wording: If a driver is 8 years old and drives in an unrestricted class (excluding modified), that driver may not race in any junior classes. (Restricted classes to be defined as Jr & Sr Novice, and both Jr Stock & Jr Honda). A revision would also need to be made to Table 5-1 as follows: Sr Honda 8-16 years old, Hvy Honda 8-16 years old, Sr Stock 8-16 years old . **PULLED**

RCP #11 – Proposed Wording: States or Grands qualifying format should be 5 laps under the green flag and take the fastest lap as your fast qualifying time.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-Y, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-Y, VP-N, Sec-N, Treas-N, Tech-N, Safety-N, Publicity-N. 2Yes, 17 No **FAILED**

RCP #12 – Proposed Wording: Rule 3B, At all QMA events, a maximum of 3 judges per race including the head judge shall witness the race and be responsible for making all decisions on driving infractions. These judges shall be the race director, the flagman and a pit steward. Rule 7D (new) If an incident is not witnessed by at least one judge or a decision can not be agreed upon by one or more judges within a reasonable time, then all cars stopped on the track will be given a DOT(reasonable time to be defined as no more than one minute. Most all calls should easily be determined within 30 seconds or less). Rule 8A All active judges for a given race shall be located as follows: flagman at the flag stand, race director in the hot chute near turn 4, pit steward in the hot chute near turn 3. **New Proposed Wording 3B** – At all QMA events a maximum of 3 judges per race including the head judge shall witness the race and be responsible for making all decisions on driving infraction. These judges shall be the race director and two assistants. The race director will be the head judge. 7D If an incident is not witnessed by at least one judge or a decision can not be agreed upon by 2 or more judges within a reasonable time than all cars stopped on the track will be given a D.O.T. (reasonable time to be defined as no more than one minute. Most all calls should easily be determined within 30 seconds or less). Rule 8A All active judges for a given race shall be located as follows: race director in hot chute near turn 4, assistant in the hot chute near turn 3 and an assistant in safe proximity near flag stand. Some discussion was held.

RD1-Y, RD2-N, RD3-N, RD4-Y, RD5-N, RD6-N, RD7-Y, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Treas-Y, Tech-N, Safety-N, Publicity-N. 4 Yes, 15 N **FAILED**

RCP # 13 – Proposed Wording: DELETE-Article 8, Section 1D, Page 29, Half Class the age limit is 18 years old (you may not participate after your 18th birthday). ADD, Article 5, Class and Division Structure Section 1I: Senior Half class will be run only as an exhibition class at club level races only. The board of directors of each club will have the option to authorize to have the Senior half class run at their track. All driver safety and car regulations currently in place for Junior half will apply. Table 5-1, Page 23, QMA required ages and weights by class/division. Half, Senior, 18 and older, No driver wt min., combined weight 350 lbs and car wt 170 lbs. Table 5-2, Page 24, Lap counts by class/division, Half, senior, Main 40 laps, Lower Main 35 laps.

RD1- N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-Y, RD8-N, RD9-N, RD10-N, RD11-N, RD12-Y, RD13-N, VP-N, Sec-N, Treas-N, Tech-N, Safety-N, Publicity-N 2 Yes, 15 No **FAILED**

RCP # 14 – Proposed Wording: Cars will be given a “one to go” signal and the pole car will maintain a slow pace lap bring up the pack to the exit judging line of turn four. No car will be allowed to accelerate until passing the exit judging line at turn four. The flagger may throw the green, if the pack is all together, at anytime after the lead car has crossed the judging exit line at turn four. No car may pass another car until crossing the start finish line after the green flag has been thrown. **PULLED**

Motion from the floor to allow Region 2 and Region 4 to read RCP's from their Regions. Scott Benning made the motion and Mark Tobey seconded. All voted in favor.

Region 2 #1 – Proposed Wording: President shall appoint a committee comprised of 3 Regional Directors and 2 members of the National Board. This committee will submit a proposal to any tire manufacturer which can commit to tire availability, set pricing, factory support and testing. Bid proposals will be sent out as needed by April 1st. Bid packages must be sent back to the committee by June 1st. The committee will then notify the manufacturer selected, for testing by July 1st. The main criteria for the right side spec tire awarding will be, but not limited to compounds for asphalt & dirt, consistency, tire life and pricing. The ultimate goal of the committee will be to secure a spec tire manufacturer on a contractual basis. This will take affect immediately to form the committee.

RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-Y, Sec-N, Treas-Y, Tech-Y, Safety-N, Publicity-Y 17 Yes, 2 No **PASSED**

Region 2 #2 – Proposed Wording: All AA and Half races shall be given no more than 2 fuel stops after the initial green flag at any QMA sanctioned event. (Qualifier, States or Grands). National Tech Director will determine a spec size fuel tank for those classes. Effective 4/1/07

RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-Y 19 Yes, 0 No **PASSED**

Region 2 #3 – Proposed Wording: In order to run WF, AA, B or 160, driver must run one 12 month period upon graduation from the novice classes (not including the novice year) in a lower class or combination of lower classes or obtain the unanimous approval of the Novice Committee with the final approval from the Regional Director before competing in these classes.

RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-Y 19 Yes 0 No **PASSED**

Mark thanked everyone for allowing them to read from the floor.

Region 4 - #1 – Proposed Wording: 4A Judges shall be selected from among the members attending the race event. At all Grand National events, judges will be selected based upon their experience and commitment to the sport of Quarter Midget Racing and secured prior to the beginning of each Grand National Event. The same procedure as to selecting a race director and flagger will be used for these events. 4B If possible, judges should be selected and agreed upon and their approval attained prior to the beginning of the event to facilitate the running of each race without delay. At all Grand National Events, judges and scorers will be compensated by QMA to stay through the entire week until the National events are concluded. There shall be a minimum of 12 judges retained for each Grand National event. Three sets to rotate, QMA will pay each judge not to exceed \$400 per week with compensation for rooming not to exceed \$60 per day.

RD1-N, RD2-N, RD3-N, RD4-Y, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Treas-N, Tech-N, Safety-N, Publicity-N 1 Yes 18 No **FAILED**

Region 4 - #2 – Proposed Wording: After initial warm up period has elapsed (use of the clock or air horn), all cars on the track and past the designated line, will be lined up as follows: odd number cars on the inside from lowest number to highest, and even number cars on the outside from lowest number to highest. All others will start at the back of their respective inside or outside line in the order they enter the race track. In other words, all cars will move straight up to fill positions left by cars going to the tail. Except AA and Half classes which are re-fueled after initial warm-up. Fuel tanks cannot be replaced during any race of any class.

RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-N, RD7-Y, RD8-N, RD9-N, RD10-N, RD11-N, RD12-Y, RD13-Y, VP-Y, Sec-Y, Treas-No, Tech-Y, Safety-N, Publicity-N 11 Yes 8 No **PASSED** effective 4/1/07
Scoring Procedures to be updated to make this change.

Region 4 #3 – Proposed Wording: The national secretary shall publish a weekly schedule of national board meetings. This shall include the date of the meeting, those present at the meeting and the items discussed for that meeting. The national treasurer shall publish the annual and quarterly financial statements that will permit any member of QMA to arrive at a credible conclusion compilation.

RD1-N, RD2-N, RD3-N, RD4-Y, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Treas-N, Tech-N, Safety-N, Publicity-N 1 Yes 18 No **FAILED**

Region 4 #4 - Proposed Wording: Table of Class/Driver Weight a) Heavy Drivers minimum weight to be 110 lbs, b)novice (Jr & Sr) weights not change, c) Jr (Honda & Stock) weights change to 265 lbs., d) Sr(Honda & Stock) weights change to 285 lbs., e)Hvy (Honda, Mod, 160, B & AA) weight change to 335 lbs., f) Lt (mod, 160, B & AA) weight change to 275 lbs, g) Half and World Formula weights not changed. Motion to table by Berney Kullos, seconded Andrea Cumens. All voted in favor to form committee and to have a meeting. All voted in favor. The committee will consist of Mark Tobey, Jerry Mostek, Rob Stambaugh, Curtis Pepe & Berney Kullos (Andrea Cumens will take notes at the meeting). **TABLED**

Region 4 #5 – Proposed Wording: If you go to the designated work area under green flag for any reason other than to avoid an accident, you may not re-enter the race. The judges will determine if the entrance

into the work area was to avoid an accident or not. If the judges determine that the driver entered the work area to avoid an accident, then the driver will be allowed to re-enter the race.

RD1-N, RD2-N, RD3-N, RD4-Y, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Treas-N, Tech-N, Safety-N, Publicity-N. 1 Yes 18 No **FAILED**

Region 4 #6- Proposed Wording: If a car(s) is rolling and the flagman throws the yellow flag in anticipation of a car going dead on the track for safety reasons, but the car(s) does not stop, unless a call is made, car(s) will be restarted at the rear of the pack and will not be charged with a DOT.

RD1- N, RD2-N, RD3-N, RD4-Y, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Treas-N, Tech-N, Safety-N, Publicity-N 1 Yes 18 No **FAILED**

Region 4 #7 – Proposed Wording: Heavy Honda age 8-16. Dave Mikels made a motion to table this until weight committee is formed and seconded by Curtis. All voted in favor. **TABLED**

Treasurer Report – Alex made a power point presentation. He stated that the financial statements are timely and are sent to the RD's and are available to all membership. Alex went over how he does the financial statements. Last year we had an operating budget and stayed within the budget. The National Board has adopted one this year and will give you a copy of that. Highlights: \$7500 to upgrade the Hall of Fame, \$30,000 Publicity and Promotion, \$10,000 for Tradeshows, \$11,900 for equipment and \$30,000 for new club development. Mark asked if the \$30,000 would also be available to help a club that is closing and or moving. \$23,000 for Electronic scoring/Moscore which is provisional based on what is developed here at the meeting. He explained how the \$23,000 would be recovered. He would like to see an increase in States Race fees from \$6 to QMA to \$11 to QMA which would then allow clubs to raise the States Race fee to a maximum of \$40. Andrea asked if we already have the system. Alex responded: we have 31 transponders which are old model and will not hold a charge, the decoder box which is the old style and not the new one. This price includes the clips (which we would sell for \$5), transponders, score board and decoder box. AMB will give a trade-in allowance for the transponders and decoders. Mark asked about selling the old system to a track that already has the program, but needs the transponders. Alex was open to this if the club would pay the same trade-in value. Alex then went on to discussed the issue with the former Treasurer and how things were found and recently settled. He originally found about \$75,000 and saw where she replenished \$38,000. We settled for \$30,000 when all was done. She pleaded guilty to a felony – She gave us a check that day in court for \$20,000 and it has been deposited in the QMA account. She received two years of probation which is supervised until she completes the two requirements; 1) 200 community service hours and 2) restitution to us for balance of \$10,000. She claims she paid us back that \$10,000 and she has 6 months to pay us back or she has 90 days to show proof that she doesn't owe it.

PRI Tradeshow – Alex gave a power point presentation on the PRI show. He explained how he was excited about getting our name out there. He is very happy with the way it went. New club developments came out of this show. There were two cars in the booth, Briggs motor, and a DVD running. USAC called to get a car in their booth and we did. Vega tires booth, Briggs booth, USAC booth, Safety Solutions Booth, New Smyrna booth, Advanced Racing Suspensions both and of course, our booth all had a quarter midget in them. He felt it was a big success. The kids we had there helping at the booth were well behaved and made us proud.

Alex then gave out financial statements to everyone for the year end. Discussion was asked by Mark Tobey about bonding. Alex stated that he will have himself & Dawn bonded. It's a one page thing. He has no good excuse, except for he just hasn't had the time. It will get done, he promises that. Charlie will also fill out one for the company. Bonding for the secretary and treasurer is necessary according to the by-laws. Mark asked if we could make it April 1st to have the paperwork in. Alex stated that the steps will be in place by April 1st.

The meeting broke at 12:00 PM PST for lunch.

The meeting was brought back to order at 1:20 PM PST – All Regions present – All NBOD except for Jerry Mostek.

Publicity Report – H.R. Cook. All RCP voting results are posted on the website. He stated how he started in this position January 1st and received a box with 14 t-shirts, two CD's, 1 set of black flags and a phone and that's about it. Talked about what he envisions for QMA and how to promote quarter midgets. He has lofty goals for the year: website updates, publicity contacts, PRI show expansion, promotional materials, Coast 2 Coast relationship, new club expansion, national exposure and Hall of Fame. He would like to develop a National Promotional video, national brochures and idea boards on website. Coast to Coast does our newsletter at all grands, she shares info with us and shares in our promotion. Quarter reporter will continue to be done online. We are exploring a working relationship with Debi which we feel will benefit both of us. He then gave information on his goals for new club expansion.

Jerry rejoined the meeting at 1:40 PM PST

H.R. went on to talk about the website. He would like to make it more friendly to potential members, more secure, better data base, more graphics and video, latest updates, better links and contacts, driver links and former quarter midget drivers. Hall of Fame is at the Talladega Speedway. It hasn't been updated since 1989. He would like to update records, plaques and the entire area. He explained that all of the Grands winners go on a plaque at the Hall of Fame and that you are automatically inducted into the hall of Fame and should be on the plaque there. He wants to put a DVD together to have showing there for more up-to-date info. We've set up a Hall of Fame budget. We want to work on this and get it updated. Will do his best to get a lot of this done, he realizes these are big goals. Scott Benning asked who is on the Hall of fame committee and how the committee is formed. Dave Preston spoke up as a committee member. They had put together a structure for an inductee to the hall of fame and things will be done differently. There was always a National Hall of Fame, and now we've put together a Regional Hero part in which will also be inducted into the Hall of Fame. Scott Benning has someone they would like considered. After asking many times and never receiving an answer, he would like to know who he could submit the candidate too. H.R. told him that he could give it to him. HR said he did find some forms on the disc but still missing a lot of things. Hall of Fame is the background of our sport. They are going to work on having something changed this year and have it all in place. Old way was just the National board vote. Committee has been formed and has recommendations per original idea and we have two nominations for you on Friday. We will tell them after the meeting that they are in and that they get to choose where and when they want to be inducted. Mark Tobey asked about the judging DVD and the money spent. Mark took the project on his own to revamp it and he tried to get a hold of the codes to unlock the video layers through Jim Muck who then forwarded it onto Tawyna. She stated she was working on this and who asked him to get involved in the DVD clarifications. Mark asked if anyone was working on it and if not he would be interested in working on it. The NBOD will discuss it and let Mark know how they feel about someone taking it over. Pat Jesmore asked about the presentation that Briggs stated and how they would like another car for all of their promotions and if we could look into something for this. H.R. said he could look into this.

Secretary Report – Dawn stated that she was honored and excited to have this position and is looking forward to working with everyone. She apologized for not having a fancy power point presentation and reminded everyone that this was her first meeting and to bare with her. She stated that she is looking forward to being the head scorer this year and working with those clubs hosting the Grands. She gave out some of her background in racing, scoring and involvement in the tower and Region. She stated that she uses the Moscore system weekly at her home track which happens to be a dirt track. She said she would work closely with Walter & Jamie from Moscore. Some of her goals were to get the Moscore system up and working for QMA, to have open communication with all Regional Directors and Regional Boards, work closely with Courtney to ensure that the 2007 Manuals and Procedures books are distributed to all clubs in QMA and that she hoped to have them to all clubs by the end of March. She will be contacting all Regional Directors and Regional Secretaries via email to review states race qualifying sheets electronically to National, waiver forms, applications, scoring procedure clarifications. Mark asked about the distribution of novice cards and Dawn stated she would work with Courtney on this to hopefully get it cleared up. The issue of electronic scoring was brought up and much discussion was held on this. There seemed to be mixed feelings as to how it would be implemented this year and how well it would work. Dawn stated that she would be at the Western & Eastern Grands to help out with the Moscore. She stated some of her concerns with the implementation along with others.

Meeting broke at 3:35 PM PST for a short break and was brought back to order at 3:50 PM PST with all present.

Safety Report – Curtis began his power point presentation with his goals for the year and they are to maintain a high level of safety awareness, review current safety regulations and update as necessary, conduct periodic meetings with Regional Safety, maintain an open door policy with QMA members in order to promote new and innovative ideas. We renewed our contract with the SFI Foundation exclusively with motorsports safety. Curtis went over the accident reporting process. Make sure the forms go to Curtis first and he will take care of getting them to K&K. IMPORTANT, if there is an injury to a spectator, K&K AND the national safety director must be notified within 48 hours. All incident reports MUST be completely filled out. He then went over the waiver forms. Rob Stambaugh asked about possibly getting a blanket waiver form put into the application membership form. HR asked why can't we get insurance covered on the application so that you don't have to sign something every week at every track? Curtis will look into this with K&K. He then went over the 2006 Accident Summary: 29 reported driver incidents/accidents. 10 reported handler/spectator incidents/accidents. He discussed track construction as far as the speed bumps. He stated that the rulebook has what they must look like including dimensions and diagrams and how to construct them. He would like all RDs look at their tracks and take pictures of their speed breakers and let him know what they have and we can move forward from there. Car construction and the discussion of bumpers was held in great length. Curtis tabled this until he can come back to it after talking to Jerry for more clarification.

Car Construction – Proposed Wording: 17 Fuel Tanks – 17.F All aluminum fuel tanks will have a minimum wall thickness of 0.050” Rule 17G: Steel fuel tanks will not be allowed effective 1/1/07. Delete the typo in the book that at the end says min wall thickness .060. Curtis made a motion to accept 17.F, Scott Benning seconded. All voted in FAVOR.

Curtis would like to make a Motion to: add Sec 2, 30.A - All data acquisition and measuring devices shall be mounted securely within the roll cage or down tubes and the read out display shall not be operated by nor be in the sight of the driver. Seconded by Dave Mikels. Effective 4/1/07 All voted in FAVOR

He then went on to discuss the safety belts being recertified every 2 years effective January 1, 2007 which was voted on last year and is in the short sheet but somehow got left out of the 2006 Rulebook and should have been added as: Section 2, 22.H Safety belts require a SFI 16.1 rating and will be no older than 2 years or recertified every 2 years. It was decided that this was just a Rulebook clarification and can be submitted as so.

Motion from Curtis: Sec. 2, 22.E A dual shoulder harness with a sub belt (5 point harness) or a 6 point harness or strap is mandatory and must have a quick release fastener approved by the safety committee. The motion was seconded by Neil Potter. Discussion - Jerry said he would like to see a 6 point rather than a 5 point. More discussion held as to where the belt would be mounted and how. Dean Steadman asked if it wouldn't be better to go to a seat belt manufacturer to ask how to install this sub belt into our quarter midgets before we make it mandatory.

RD1-Y, RD2-N, RD3-N, RD4-Y, RD5-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-Y, VP-N, Sec-Y, Treas-Y, Tech-N, Safety-Y, Publicity-Y 7 Yes 12 No Motion FAILED

Curtis showed a proposed motion regarding driver's gloves: Sec 3 3.C. Driver's gloves require a SFI 3.3/5 rating or greater. Alex made the motion and H.R. seconded. All voted in FAVOR

Curtis made a Motion regarding neck collars: Sec 3 6.B Neck collar made of Nomex or equivalent is mandatory with a recommended rating of SFI 3.3. Dave Mikels seconded the motion and all voted in FAVOR.

Rob Stambaugh asked Curtis about looking into the Hans again and the Hutchins without a neck brace. Can we revisit that sometime over the next year? Curtis said he would look into it.

Next Curtis discussed Break pedals. Proposed/Motion: Sec 3 10 Brake Pedal 10.A. A full brake pedal or positive heel stop is mandatory to prevent the foot from pushing through the pedal. Reasoning: Proactive step in reducing broken left legs. 5 broken in 2006. 1 in 2005, 4 in 2004. Motion made by H.R. and seconded by Dave Mikels. Discussion held as to why not make it the gas pedal too and it was

said that the broken legs have all been left legs due to the fact that they are usually off the gas and pushing hard on the brake when their heel slips past the brake pedal and breaks.

RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-Y 19 Yes 0 No. Motion PASSED

At this time Curtis said that he would like to revisit the bumpers and come back with the tire doping issue.

Doug Woodard asked about the jacket/suit and why they are not SFI rated? He was told that it's on the agenda for Friday afternoon and we could discuss that then. Question asked about having a plastic cap on the fuel tank and whether it was allowed. Curtis said yes and all were told to tell their clubs.

A motion to adjourn was made by Berney Kullos at 5:30 PM PST and was seconded by Mark Tobey. All in FAVOR.



IMPERIAL PALACE HOTEL & CASINO
ANNUAL NATIONAL MEETING
February 8-10, 2007

Friday, February 9, 2007

Meeting called to order 8:10 AM PST Members present were:

National Board: Charlie Cagle (President), Scott Tankersley (Vice President), Dawn Tanner (Secretary), Alex Frazin (Treasurer), Curtis Pepe (Safety), H.R. Cook (Publicity), Jerry Mostek (Tech)

Regional Directors: Charlie Abbott (R1), Mark Tobey (R2), Scott Caldwell (R3), Dave Mikels, (R4), Tony Verardi (R5), Donnie Montgomery (R6), Pat Jesmore (R7), Dean Steadman (R8), Kevin Crum (R9), Scott Benning (R10), Doug Woodard (R11), Berney Kullos (R12) and Neill Potter (R13). **Assistant Regional Directors:** Andrea Cumens (R2), Mike Franklin (R3), Rob Stambaugh (R4), Tom Davis (R5), Michael Hughes (R6), Doug Lueck (R7), Roger Walker (R9), Tom Bickford (R10), Dale Hill (R11), Danny Cappello (R12) **Technical Directors:** Dave Preston (R2), Mike Graybeal (R5), Pete Hawkins (R4),

Guests: Maggie Zenor (R5), Brett Tanner (R2), Bill Hill (R10), Kevin Hubanks (R10), Brad Zoeller (R13), Dan Bailey (R6), David Klaus (Briggs & Stratton Racing), Stephene Supan (Quartermidgets.com), Bill Rickman (R8), Eric Rickman (R8), Dave King (Honda), Harold Poland (Honda), Aaron Hogan (R6), Amy Hogan (R6), Ralph Hornanden (R6), Jerry Burkett (BAC Technologies), Julie Burkett (BAC Technologies), Ken Pirkle (Broadway Techs RACEceiver), Rollie Helmling (USAC), Tim Ridley (RKI/JTR Eagle).

Charlie welcomed everyone and asked everyone to please watch the talking amongst themselves today because it was difficult to hear people speaking yesterday. Also please remember that you must go through your Regional Director or Assistant Director to speak.

He then introduced Rollie Helmling from USAC and welcomed him to our meeting. Rollie thanked everyone for allowing him to speak this morning. He said that it has been good to be with QMA for 6 years and would like to continue with QMA for the next 3 years. He would be happy to answer any questions or comments in regards to any concerns with the USAC partnership. He talked highly of Courtney and her work. He stated that she works for QMA and is a paid employee of USAC. He spoke of the electronic scoring and how it is not the be all of all answers. They are also using a spec tire beginning with the 2007 racing season. He would like USAC to assist with our committee on spec tires if they can to help out. He talked about the 5 & 6 point seat belt system and how QMA can look at USAC procedure book because they have information on how to mount etc... USAC is extremely safety conscientious and will be willing to offer any information to Curtis that they can. He stated that USAC is

SFI members also and they follow the SFI recommendations. They just renewed a contract with Choice Hotels to participate in a program that kicks backs money to USAC and QMA may want to possibly participate in this program. He gave contact information to the board along with discount cards in regards to this program. It offers a discount package and they have a "sports discount" phone number. You as a member would receive a 15% discount if you stay at one of the listed hotel chains and QMA receives 3-5% back. Mark Tobey asked if the tire deal would fall under our current contract with USAC, but Rollie said it did not, however; USAC would be happy to assist with no charge. H.R. asked Rollie what he could foresee the relationship between USAC and QMA 2 years down the road. In other words, what can USAC offer to the contract should we renew? He'd like to offer this suggestion – USAC has been in business for 52 years. His suggestion would be that USAC continues to do administrative work for QMA and have QMA consider hiring an executive director, or a general manager to have on staff to be responsible to the QMA board to run and manage QMA. H.R. then asked Rollie, if USAC would possibly be interested and capable of taking over our website and maintaining it so that USAC & QMA would have uniformity. Rollie said that at the moment, he didn't think so. Dawn stated that she loves Courtney and loves working with her. The relationship between the two of them is working very nicely. Dawn's only concern in regards to possibly a change in the contract would be to state who would be responsible to pick up the work if Courtney were out for an extended period of time, i.e. maternity leave. She states that during that time, she had a very hard time getting information needed from the USAC office. It was brought up about the data base system currently used and not being able to email rosters to Regions. Rollie thanked everyone for their time and he looks forward to working with QMA in a renewal contract.

At this time, Charlie took role and all Regions were present along with all National Board of Directors.

Charlie introduced Tim Ridley from RKI Instruments with a tire tester called JTR Eagle which tests tires for doping. Tim began by saying that he is not telling us that it's the instrument to end all and be all. He said that he was here to show us what this tester can do. Presently, the World Karting Association (WKA) uses this tester for testing tires for doping. He showed the instrument and passed it around for everyone to look at it. He explained how it works and gave demonstrations how it works. It operates on 4 D Cell batteries and will run for approximately 30 hours. It weighs 5 pounds. He suggested that when starting out on an inspection program, you should set your limits higher and you can lower them as needed. A brand new tire coming out of the wrapper will register a number on the tester. The average tire will run around 30 parts per million(ppm) but they've set theirs at 60 ppm. He stated that QMA would have to develop an inspection program. WKA uses a 60 for their zero tolerance policy. The cost is \$1775 if purchase separately but RKI would offer \$1575 for 13 or more. Jerry spoke about a track in North Carolina that is using this tester now because of so much doping and trouble with the water run-off.

The meeting broke at 10:10 AM PST for a break and was called back to order at 10:40 AM PST. Charlie took role and all Regions and NBOD were present.

Charlie introduced Dave King from American Honda. Dave said that Honda will be here for the long term with QMA. Honda has decided to go with 50 state engines. GX 120 has a new flywheel, piston and rings which are moved higher and changed the top two piston rings and change to the head. He stated that we wont see any more change until 2010/2011 with the adoption of the whole phase 3. In the GX 120, the horsepower is identical to the old one. Jerry and Dave didn't think we would see these out for another 7-8 months. Jerry got a call on Wednesday saying someone purchased some GX120 & GX 160 motors on the East coast and they were the new ones. The new flywheel is 5 degrees retarded. The old one has a white magnet and the new one has the black magnet. Honda was taken by surprise also that these motors are available and here. Honda didn't raise the cost of the motor. They cannot control the distributor. Danny Cappello asked about how many 120's they sold in the last year? Dave thought somewhere around 900 of the GX120 and about 1400/1500 of the 160 motors nationwide. They have 1700 in stock still of the 120. Mark asked if you have a piston failure and order one and it's the new one what happens. Jerry said he can't tell you. He can't make this decision here today because it's not fair to him or you when he has only known about this for 5 days. H.R. thanked Honda for their support in our industry for allowing people to get involved in QMA. Honda gave us two engines – one will be going in the Hall of Fame and one will stay with H.R. for publicity. Dave spoke saying that he felt this is a two way relationship. Honda is proud to be involved with QMA. Their way of giving back is supporting QMA. He then thanked everyone for giving him the time. He will see everyone at the Grands with the \$30,000 along with hats and t-shirts.

Carbon Fiber axle issue – Jerry and Julie Burkett from BAC are here to answer questions and they will leave when time for the vote.

There is no present rule on axle. Scott Benning asked if anyone had any questions to ask the manufacturer. Dave Preston asked what the cost of the axle is and they replied "\$499 with the keyway and locking collar". They hope the price will come down as the production increases. More questions were brought to the floor and Jerry & Julie Burkett answered them pertaining to the axle. H.R. asked what the production time is if say, 200 were ordered tomorrow, how fast would they be available? Jerry Burkett answered 30 days. Alex asked about the different type of carbon fiber and Jerry Burkett answered that there were many, but that the same goes for aluminum and titanium. Mark asked what QMA's current standard was for aluminum and titanium. Jerry Mostek said that QMA currently doesn't state anything in our rule book for specs on any type of axle. Dave Mikels said that he thinks some of the concern is about QMA getting "carbon fiber crazy" in this sport and we could say that this axle would be accepted and only this one and anyone else would have to go through the same process this business has done. Dave Mikels asked about the patent and they have a patent pending.

Pat Jesmore asked about the opinion of the safety director and tech director. Curtis said that from day one he has had no issue with this axle and he still has no issues from the safety point. Dave Mikels stated that carbon fiber will sag before it breaks. Jerry Mostek said that at one time our rulebook stated that there were to be no exotic materials. Dave Preston spoke about outlawing exotic materials awhile ago. From a tech side – Jerry Mostek said we are looking at keeping the cost down by other means, why shouldn't we do it here too. This is a slippery slope we are sliding down per Scott Benning. Scott Tankersley said we could say aluminum or steel only.

A motion was made by Alex that all rear axles will be made out of aluminum or steel only effective 1/1/08. Scott Tankersley seconded the motion. Discussion was held and Scott Benning asked about banning titanium all together. Scott Tankersley called for a vote. RD1-N, RD2-N, RD3-Y, RD4-N, RD5-Y, RD6-N, RD7-N, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-N, VP-Y, Sec-N, Treas-Y, Tech-Y, Safety-N, Publicity-Y. 11 Y, 7 No Motion **PASSED**

Dave Mikels then stated that we just passed a motion allowing titanium because titanium is an aluminum.

A motion was made immediately by Alex that the specification for the definition of aluminum for the rear axle does not include titanium. Seconded by Scott Benning. Alex amended the motion to say: For the purposes of QMA specifications, the definitions of aluminum does not include titanium. Second Scott Benning. RD1-N, RD2-N RD3-Y, RD4-N, RD5-Y, RD6-N, RD7-N, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-N, VP-Y, Sec-N, Treas-Y, Tech-Y, Safety-Y, Publicity-Y. 13 Y, 6 NO Motion **PASSED**

The meeting broke for lunch at 12:00 PM PST and was called back to order at 1:10 PM PST. Role was taken and all Regions and NBOD were present.

Dawn handed out the minutes from the meeting yesterday(Thurs. 2/8/07). She asked everyone to take a look at them during the day and/or night and we will discuss any changes/deletions/additions tomorrow morning(Saturday) and move to approve them. She will also be typing today's minutes this evening and will ask for changes to be made to them on Saturday morning also. Following Saturday's meeting, she will finish up the minutes from Saturday and get the entire minutes to the RD's for final approval. She then brought up the rule yesterday about the cars moving up a line and went into explanation with the RD's to ensure that everyone understood this rule and how it would be scored and lined up. She said she would email the Regional Secretaries to explain the way it will be scored and ask them to let their track tower heads know. It will also be put into the scoring procedures.

Safety Report (continued from Thursday) – Curtis A motion is made by Curtis to modify – page 15, Sec. 2, 6 Bumpers 6.B(1) All cars must have double bumpers with two connecting tubes welded in place. 6.B(2) Bumpers must not extend beyond three inches past the side main frame rail. 6.B(3) Any design that does not meet this spec must be approved by the National Tech and Safety Director and to change 6.C. The bumper tubes shall be mounted over each other with a maximum of 15 degrees rake as measured from the horizontal. They shall 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. 1st offense: Warning (48 hours to fix), 2nd offense DQ from class. Dave Mikels seconded. RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-not present in room. 18 Y, 0 N. Motion **PASSED** and will be effective 4/1/07.

A motion by Curtis was made: Page 21 Car Construction: to change Sec 3, 5.C to read: All jackets must have a minimum SFI rating of 3.2/. Page 21 Car Construction, Sec 3 5.D to read: All driver suits must have a minimum SFI rating of 3.2/A1 and Page 21 Car Construction, Sec. 4, #2 No decorative or distractive lights on any QMA race car. 1st offense, warning. 2nd offense – DQ from the race. This would eliminate Sec 3, 5.C1, 5.C2, 5.C3, 5.C4 & 5.C5, Seconded by Mark Tobey. RD1- Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-Y. 19 Y 0 No Motion **PASSED** and will be effective 4/1/07.

Next, Charlie welcomed Ken Pirkle from Broadway Technologies Inc. who is a distributor for RACEceiver. Ken began with a DVD which showed how the radios work. He would like to set us up as a dealer. He is also an authorized Motorola dealer for 8 channel radios. A track in Georgia asked about trial basis for use of these last year and the NBOD gave approval for them to try this. They bought 10 and they like it. It is a huge help with the kids in lining up. Scott said they like it there and Neil Potter spoke up and said that his quarter midget drivers tried them and loved them and it was a huge success. With this radio system, it is a one way system and only one person can talk to all kids. NO ONE can hear what is being said except the drivers. There is a headset that has two buttons, one to talk to all officials etc... and the other button will only talk to the drivers. Drivers will NOT be able to hear Dad or anyone else. What you need is two way radio, receivers (22) and radio which currently retails for \$184.95. These would last forever and your kids would be able to be use these in any type of racing the kids do as they get older. It operates off one AAA battery. If the club buys 10 they are an automatic dealer and they can rent them to visitors or sell them to visitors.

Scott Tankersley made a Motion to leave Page 31, Sec. 2, 1. as presently worded and ADD except for one way communication to drivers by a designated official. Rob Stambaugh seconded. RD1-Y, RD2-N, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9- Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-Y. 18 Y 1 No Motion **PASSED** effective 4/1/07.

Tech Report – Jerry Mostek. Jerry asked if Dave Preston would help him out with the presentation since he works so closely with Jerry. Mark asked Jerry to introduce Dave Preston for those who do not know who he is and Jerry did. Two corrections to be made in the 120 manual – valve guide should be 0.925 page 6, pilot air jet hole has 50 should use a 0.510 no go pin. Next correction is that the new head is legal to run on the old motor (part # 12210-7H7-416) and it's the same as 160 except that the ZH7 is for 120 and the ZH8 is for 160. Next is the DQ and confiscation forms, everything should be filled out completely including phone number, he will not be looking up numbers anymore.

A motion was made by Scott Benning to ADD on page 28, Sec. 4, #3 – except alternation to Jr. or Sr. Novice restrictor plate. 1st offense automatic 30 day suspension and the 2^d offense will be 1 year suspension. effective 4/1/07. Seconded by Berney Kullos. RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-Y 19 Y, 0 N Motion **PASSED**

Jerry then stated that any deco novice will have old plate because we did not get new ones for the deco novice with the logo on it.

In regards to a member requesting an appeal to the Region of a tech DQ, if the handler wants a second opinion – he should pay for the shipping.

A motion was made by Jerry that on Page 48, Sec 6 we ADD a Sec 6.1 All shipping and handling costs will be paid for by the protesting party. Scott Benning seconded. All voted in favor and Motion **PASSED** effective 4/1/07.

Dave told everyone that the Deco manual has been revised and will be posted online. Dawn mentioned that the new Deco manual is also in the back of the RD's Manuals and Procedures book.

Dave continued to talk about the new GX 120 motor. He reiterated what Jerry said previously that he doesn't want to make any haste decisions. A motion was made by Jerry that: You will NOT be allowed to use the new GX 120 motor until after 12/31/07. If found it will be a 6 months suspension. Seconded by Mark Tobey. RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD13-Y, VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-Y. 19Y, 0 N. Motion **PASSED**

They asked Dawn to put the serial #'s allowed on the Short Sheet. She stated she would get the #'s from Jerry and/or Dave and have them on the short sheet to clarify – the new head you can currently and continue to run. Old piston has a diamond indented on the top of the piston and the new piston has a circle on it and it's raised above the piston. The HEAD is okay to use but the piston ring packet is NOT. To identify the new ones, the box has an emission sticker on it. It was requested that the serial #'s also be published in the rulebook on Page 15, Sec. 2, 10.B(1) and 10.B(2) and that will be added into the rulebook this year.

Again, Jerry has not had time to check the GX 160 out either. There is a definite gain with the new GX160 over the old one. Scott Benning made a motion that you will not be allowed to use the new GX160 until December 31, 2007 Alex seconded. If found it will be a 6 months suspension. Seconded by Mark Tobey. RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD13-Y, VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-Y. 19Y, 0 N. Motion **PASSED**

Next Dave spoke on the world formula. To clarify: there is an optional new head gasket & heat disperser which can be drilled out with a 25/64 drill bit and 7/16 tap.

National Tech has made it mandatory as of 4/1/07 that the aluminum flywheel ignition and coil be used and it is sold as a kit. Manuals for the WF are ready to go except with the addition of these new part #'s. They will be added and out to the membership ASAP.

A motion was made by Dave Mikels and seconded by Mark Tobey to put a restrictor plate on the exhaust side of Jr Stock and to do away with the rule on timing for Jr & Sr Stock effective 4/1/07. RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-N, RD11-Y, RD12-Y, RD13-Y, VP-Y, Sec-Y, Treas-Y, Tech-Y Safety-Y, Publicity-Y. 18 Y, 1 N Motion **PASSED**

Jerry talked about the chemical test for fuel (Precision Fuel Testing Systems). Right now all we have in rules is the digitron. He talked about how he would like to see the addition of this chemical test to be used as a back up test The basic kit is \$200.

Motion by Dean Steadman to ADD: and/or the Precision Fuel Testing System to Page 45 Sec. 3 1 – which would read as follows: Use the Digitron DT-15 or DT-47FT tester and/or the Precision Fuel Testing System (these are the only approved testers at this time). Seconded by Scott Benning. All voted in favor and the motion **PASSED**.

Oil Sniffer called CPS, model LS790B was shown by Dave Preston. The estimated cost is \$195 and would be used as another approved meter. A motion made by Scott Benning that on Page 46 Sec. 4, #1 would read: Use the "Snap on" model EELD 101 tester and/or CPS model LS790B (used on Sensitivity 2 which is mandatory). Dean Steadman seconded. All voted in favor and the Motion **PASSED**

Motion by Jerry & seconded Andrea Cumens on Page 15, Sec. 2 #5: ADD 5.C– no plastic brake lines allowed effective 4/1/07. All voted in favor and the Motion **PASSED**.

Tire Doping. Alex stated that the board already approved a provisional budget where QMA would pay for the testers for each region whereas the regions could either pay for the entire tester up front or that they could make 10 equal payments over a 10 month period, to be paid no later than 12/31/07. The total cost of the tester would be \$1575. Discussion was held and no motion was made.

A motion made by Scott Benning and seconded by Dale Hill to change Page 22, Sec 4 MISCELLANEOUS – SAFETY, #5 & also on page 33, Sec. 2, 1X to read: Tire Treatment – It is prohibited to apply tire treatment or chemicals (except cleaning with water). First offense: 30 day suspension, 2nd offense: 1 year suspension and 3rd offense is lifetime family suspension. On Page 22, Sec. 4 ADD #5.A and Page 33, 1X (1) Add: Approved tester will be Portable Tire Prep Monitor, JTR Eagle. All voted in Favor. Motion **PASSED**

The meeting broke at 4:35 PM PST for a break and meeting was called to order at 4:45 PM PST. Role was taken and all regions and NBOD were present.

Jerry discussed weights of cars next. The committee formed yesterday would like to recommend the following: Make Sr. Stock, Lt Mod, Lt 160, Lt B and Lt A. go up 10 pounds in combined weight and the

driver weights to go back to 100 lbs from the current 95 lbs for heavy drivers based on the data from the Grands last year.

A motion was made by Danny Cappello and seconded by Andrea Cumens on the tabled motion Region 4 #4: New Proposed Wording: Sr Stock, Lt Mod, Lt 160, Lt B and Lt A will increase 10 pounds combined weight. The driver weights for heavy drivers will be 100 lb for the heavy classes. Effective 4/1/07 RD1-Y, RD2-Y, RD3-N, RD4-Y, D5-N, RD6-N, RD7-N, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-N, Sec-N, Treas-N, Tech-Y, Safety-Y, Publicity-N.
11 Y, 8 N Motion **PASSED**

Dawn will notify the clubs that are currently accepting registrations for the Grands to allow anyone that may need to change classes due to the rule change and even change into the other class as to when they signed up.

Charlie addressed the Tabled motion Region 4 #7 Proposed Wording: Heavy Honda age 8-16. Alex would like to make Heavy Honda use the Heavy 160 platform. Making a Heavy 200 class in place of Hvy 160. Discussion held and it was dropped because of our rule on Page 16 Sec. 2, 10.G(7) which doesn't allow this to happen.

The tabled motion of Region 4 #7 Proposed Wording: Heavy Honda age 8-16 was revisited and Dave Mikels made a motion which was seconded by Alex. All voted in favor. Motion **PASSED**

A Motion was made by Alex that: effective 1/1/08 per the guidelines of Rulebook Page 16 Sec. 2, 10.G(7), the approval of the tech committee, that the Heavy Honda will be a 160 platform motor labeling it Heavy Honda. The Heavy 160 division be done away with and replaced with Heavy 200. Minimum driver weight being 100 lb and combined weight of 325 lb. and the age of 9 years old. Seconded by Charlie Abbott. Dave Preston stated how he feels that by adding the 200 motor will kill the World Formula class. RD1-Y, RD2-N, RD3-N, RD4-Y, RD5-N, RD6-N, RD7-Y, RD8-N, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-N, Sec-N, Treas-Y, Tech abstain, Safety-Y, Publicity-N. 10Y, 8N, 1 abstain.
Motion **PASSED**

Rulebook Clarifications – Scott Tankersley: Doug Lueck brought up adding the Honda 120 to page 15 10. A(7). Scott asked that any clarifications be sent to him on or before February 19th.

Agenda items:

1) Membership was discussed and a motion was made by Scott Benning that: Clarify Rulebook page 9, Sec. 7 1.A to read: A regular membership is defined as husband, wife or couple cohabitating and all drivers under the age of 18 years old of that immediate family that live in the same household. Seconded by Doug Lueck. Effective immediately. All voted in favor. Motion **PASSED**

3) Grand's bidding: Dawn covered on Thursday.

4) Grand's Order: Dawn will address on Saturday with a new proposal.

5) RCP Dates – Dawn already addressed this earlier.

6) Hall of Fame – H.R. will address this at the end of today's meeting.

7) Grands- National Preferred Vendors: Charlie spoke about the Grands and possibly having preferred vendors, i.e. photos, t-shirts. Charlie would like to see us make some kind of list and you can choose from the list that is reputable. A motion made by Scott Benning that the NBOD provide a list of approved vendors to the clubs bidding on the Grands. Charlie asked who would want to be on the committee. Maggie offered to be on the committee. Much discussion was held. H.R. talked about this in regards to the Grands held at his club. Scott withdrew his motion and asked to move on. Dawn suggested that it should still be left up to the individual clubs hosting the Grands and that they should put a lot of effort into ensuring to the best of their knowledge that they are hiring reputable, dependable vendors. She said it would be possible to add that into the Grands contract. It goes back to the host clubs putting forth effort to host a Grands because it should be an honor to have one as is the case with the Grands proposals. Everyone agreed that this could be done and she will see that it is.

8) Charlie then brought up the vendor parking fees at Grands and motor home parking. Motion by Kevin Crum that the clubs making proposals to National to host a Grands Event, would also provide the amounts they plan on charging for all support contracts and motor home parking in their proposal beginning with the proposals for the 2009 Grands. Seconded Berney Kullos All voted in favor. Motion **PASSED**.

9) Dave Mikels made a motion to start Grands applications beginning no earlier than March 1st. Andrea Cumens Seconded. It would be effective beginning with the 2008 Grands. RD1-N, RD2-Y, RD3-N, RD4-abstain, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Treas-N, Tech-N, Safety-N, Publicity-N. 1Y, 17N, 1 abstain Motion **FAILED**

10) Carbon Fiber Axles – Already done

11) RCP submittal process: Possibly have the RCPs be submitted via email. RD's withdraw discussion on that. H.R. will clean up the form on the internet.

12) Website: A secure area on website for members only. H.R. is be working on this.

13 & 14) No one needed to discuss

15) H.R. already covered

16 & 17) No discussion

18) Novice Cards: Dawn already addressed.

19) Procedure Manuals – Dawn already covered this and reiterated again that these will be sent out to all clubs this year and that Courtney already has one and she copied it and it's waiting for any changes from this meeting. They will be sent out to all clubs by the end of March.

20) Safety Issues - Curtis already covered

21) Code of Conduct – Time frame for appeal. RD's dropped discussion on it. Charlie commended everyone for the past year because the COC seems to be working.

22). Grands – Pre-bid sites visited by a NBOD member. Scott Benning stated that it's the Regional Directors responsibility and it is already in place.

Charlie addressed everyone with a comment about letting Region 2 & Region 4 bring in the RCPs from the floor. We do not want this to happen again and we will send a reminder out this year. Dawn already stressed the importance of dates and how she will follow the rulebook in how it reads. Please get them in ASAP. He doesn't want this to happen again. If anyone has any questions regarding the procedures for this, please call or email him or Dawn and they would be glad to answer them.

Charlie thanked everyone again for taking time off from work to be here. Charlie appreciates it and appreciates you stepping up.

Hall of Fame – HR Cook. H.R. explained what happened last year. Those that served on this committee at some point over the past year were: H.R. Cook, Dave Preston, Chris Gancarz, Karen Autunno Edminston, Michelle Barzee, Scott Tankersley & Tawyna Bacchetti. H.R. thanked everyone for their help and input.

He then began a presentation and announced that they have 3 inductees this year. H.R. would like to propose for a review of Hall of Fame Committee to include Publicity Director, One Regional from the East, one from the West and 3 members at large approved and/or appointed by the President to accept applications starting at the local level who will give them to the Regional Director who will then send them on to the President and he will give them to Publicity Director who will take them to the committee. The RD's said they got it last year but didn't know what to do with it. National Hall of Fame should be for those who have done something NATIONWIDE. The Regional Hero award will be implemented next year. It's given to someone who has been doing something at the local level/Regional level and they would be given a plaque at the time and location of their choosing. They would also be put on the name plaque at the Hall of Fame in Talladega.

Scott Benning made a Motion that on page 10 it would become #4 under QMA Calendar of Events and it would eliminate Sec. 9. To read as: Hall of Fame Inductees. – Publicity Director will create a committee comprising of an RD/Assistant RD from the East, an RD/Assistant RD from the West and 3 at members at large appointed by the National President all of whom will determine the Hall of Fame inductee(s) to presented at the National Meeting as the last agenda item. Seconded by Dave Mikels. All voted in favor and the motion **PASSED**.

Dave Preston went ahead and presented the 2007 Hall of Fame inductees names and information on them as to what they have done for QMA. They are: 1) James H. Paniagua, Rio Linda, CA nominated by Capitol QMA, Home club Capitol QMA, Region 10. 2) Chris Gancarz, Home Club Oaklane, Region 2 nominated by Region 2. 3) Ernie Bose, Engine builder, Nationwide. Dave gave nice presentations on all 3 inductees.

Motion to adjourn at 7:25 PM PST made by Scott Benning and seconded by Mark Tobey. All voted in favor.



IMPERIAL PALACE HOTEL & CASINO
ANNUAL NATIONAL MEETING
February 8-10, 2007

Saturday, February 10, 2007

Meeting called to order 8:10 AM PST Members present were:

National Board: Charlie Cagle (President), Scott Tankersley (Vice President), Dawn Tanner (Secretary), Alex Frazin (Treasurer), Curtis Pepe (Safety), H.R. Cook (Publicity), Jerry Mostek (Tech).

Regional Directors: Charlie Abbott (R1), Mark Tobey (R2), Scott Caldwell (R3), Dave Mikels, (R4), Tony Verardi (R5), Donnie Montgomery (R6), Pat Jesmore (R7), Dean Steadman (R8), Kevin Crum (R9), Scott Benning (R10), Doug Woodard (R11), Berney Kullos (R12) and Neill Potter (R13). **Assistant Regional Directors:** Andrea Cumens (R2), Mike Franklin (R3), Rob Stambaugh (R4), Tom Davis (R5), Michael Hughes (R6), Doug Lueck (R7), Roger Walker (R9), Tom Bickford (R10), Dale Hill (R11), Danny Cappello (R12) **Technical Directors:** Dave Preston (R2), Mike Graybeal (R5), Jeffrey Mauro (R6), Kent Skaggs (R12), Korry Tilbury (R12), Darin Krieger (R9), Dino Bianchi (R9).

Guests: Maggie Zenor (R5), Brett Tanner (R2), Bill Hill (R10), Kevin Hubanks (R10), Aaron Hogan (R6), Amy Hogan (R6), Mike Regan, President AQMA (R10), Charles Wolff, Richard & Cheryl Ryan (R9), Connie & Scott Silas (R9), Marg Bianchi (R9), Greg Mahoney (R9).

Charlie welcomed everyone to the last day of the National Meeting. He thanked everyone for their hard work and cooperation all week. He felt that it has been a successful week. Charlie took role and all Regions and NBOD were present.

H.R. asked if he could read a passage out of an old Quarter Midget publication which he received from the Buckwalter Family of Region 2. H.R. went on to read the article out loud. He then stated that it was from 1969. Scott Benning mentioned that the statement is STILL in our Rule Book today on page 5, Article 1, National Mission Statement. H.R. talked how it still remains the same no matter what goes on at the meeting.

Scott Benning asked to speak on behalf of the RD's asked if we could revisit the issue of line ups which was voted on Thursday under Region 4 #2 and open it up for discussion again. This applies only to the original green flag double file lineups. If there should be a yellow before the first scored lap is completed,

the lineup would revert back to straight up and thereon out during the race. Donnie Montgomery asked why this was done originally. It was that many other forms of racing currently do this and it is thought that it would help to eliminate cars pulling into the hot chute and coming back out strictly to get a better starting position.

Scott Benning made a motion to rescind Region 4 #2 as approved on Thursday, Feb. 9th. Mark Seconded. RD1-Y, RD2-Y, RD3-N, RD4-N, RD5-N, RD6-Y, RD7-N, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-N, VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-N. 13Y, 6N Motion **PASSED**. It was then tabled to bring it back up later this morning.

Committee Reports: All committees have already reported either Thursday or Friday.

Charlie gave the floor to Dawn to bring up a proposal which she hopes will solve the Grands running order and Dirt Grands order. Dawn handed out paperwork on a proposal which she received from a member in Region 2 after talking with them and trying to figure out a way to solve the issue of the Dirt Grands and the dates. The NBODs and RDs have all been told of this at their respective meetings held on Wednesday. She stated that she hopes everyone will think this proposal is fair to the dirt tracks both East and West as well as the drivers and families. This proposal also fits within the current rule on Page 10 #5 & 6. She stated that she will be only accepting proposals (NO Letters of Intent). She will enforce the proposals this year. These proposals will be sent out following the RCP process as per rule book page 10 Article 3, #6. The proposal in a nutshell is to alternate the Dirt Grands between the Eastern Regions and the Western Regions beginning with the 2009 Dirt Grands, since the 2008 Dirt Grands proposals are already in. The way it works is beginning with the 2009 Dirt Grands (proposals to be accepted no later than 10/15/07 per rule #6 of Article 3) the Eastern Regions only will be able to bid for the Dirt Grands which will continue to remain the first full week in August as per rule book page 37, Sec. 4, #3.C. The following year (2010 Dirt Grands), the Western Regions will be able to bid. Beginning with the East in 2009 will allow families to attend the Western Grands, Eastern Grands and then the Dirt Grands in the East allowing for better travel plans for those desiring to attend all 3 Grands. In 2010 the Dirt Grands will be open to the Western Region dirt tracks which follow the Western Grands and continue on this alternating schedule. She brought up the possibility of a Western or Eastern Region not putting in for any Dirt Grands on their year and how that would work. For example – it is the Western Region dirt tracks turn to bid on the Dirt Grands and no proposals are received by the date of 10/15 then it would be opened up to the Eastern Region dirt tracks and they would submit PROPOSALS at the National meeting to be voted on. This would mean that Region (either West or East) gives up their year and will not receive it again until it's their alternating year. Dawn also said that the RDs from the West will vote when it's the West year and the East RD's will vote when it's the East year with 1 combined National BOD vote. Scott Benning asked her if she was willing to change her motion to state that ALL Regional Directors vote for the Dirt Grands and she agreed. Dawn made the motion for the above proposal with wording in rule book as follows and it was seconded by Scott Benning:

Rule Book page 10, Art 3, Sec 6 to read – Any club interested in bidding to host a Grand National event, must send bid PROPOSAL which can include a CD/DVD, (NO LETTERS OF INTENT) to the QMA National Office and QMA National Secretary **postmarked on or before** October 15th. Bid Proposals will be mailed out with the RCP's to the QMA National BOD, Regional Directors and Club Presidents by the National Office and posted on the QMA website. Same Procedure will be followed as RCPs, clubs will vote at their regional meetings for the National Meeting.

Rule Book page 7, Art 2 Sec 3 #7 Grands Bidding: Any club bidding for a Grands must have their proposal (No Letters of Intent) sent to the National Office and National QMA Secretary **postmarked on or before** October 15th of each year. Each club **can** give a presentation at the National Meeting; (optional-RD can present this as proposals have been sent out with the RCPs and the same process is being followed as RCPs) there will be a time limit of 10 minutes for each presentation. (Exception: If no proposals have been received by 10/15 of that year for one of the three Grands events, a presentation **MUST** be given at the National meeting to determine that Grand National event). The Regional Directors in the East will vote for the Eastern Grands, the Regional Directors in the West will vote for the Western Grands and All Regional Directors will vote for the Dirt Grands. The National Board of Directors will be given 1 vote per Grands.

Rule Book page 36. Article 8, Sec. 4 # 3.A – Each year during June, July and August, there will be three National Championships known as the Eastern National Championships, the Western National Championships and the Dirt National Championships. The Eastern Nationals will be in Regions 1, 2, 3, 4,

5 and 13. The Western Nationals will be in Regions 6, 7, 8, 9, 10, 11 and 12. The Dirt Nationals will alternate from any track with a dirt track from East to West starting in 2009. East in 2009, West in 2010, etc...

A vote was taken to accept Dawns Motion as worded above. RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-Y, Sec-Y, Treas-Y, Tech-Y, Safety-Y, Publicity-Y. 19Y, 0N **PASSED**

Charlie asked to go back to the motion that tabled earlier, Region 4 # 2. Dave Mikels made a motion, seconded by Alex – for the new PROPOSED Wording on Region 4 #2: After initial warm up period has elapsed (use of the clock or air horn), all cars on the track and past the designated line, will be lined up as follows: odd number cars on the inside from lowest number to highest and even number cars on the outside from lowest to highest. All others will start at the back of their respective inside or outside line in the order they enter the race track. In other words, all cars will move straight up to fill positions left by cars going to the tail. Except AA and Half classes, which are re-fueled after initial warm-up. Fuel tanks cannot be replaced during any race of any class. After the initial green, in case of a yellow occurring prior to the first scored lap, you will refer back to the QMA scoring procedures straight up line up 1 through 10 with cars not present in the original line up to the rear of the field. RD1- Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-N, RD7-Y, RD8-N, RD9-N, RD10-N, RD11-Y, RD12-N, RD13-Y, VP-Y, Sec-N, Treas-Y, Tech-N, Safety-Y, Publicity-Y. Motion **PASSED**

Dawn asked if she could explain why she voted no to this. She explained that she feels it will be hard to explain this to most kids as to why they could, for example have paper #4 on their car and move up into second starting position (if #2 should come off track) for the initial double file green, but then if a caution occurs before the first completed lap, they would then lineup in position # 3.

Neill Potter said that he would still like to move the age for Lt. 160 from 8 to 9 and why that hasn't been done. Dave Preston said that the committee would like to see the age deal be brought in next year with an RCP. Dawn said that the RCP process is the best way to do it. Neil wanted to see some discussion and would be comfortable with doing it through the RCP process. Curtis agreed to let the membership vote on it. Dave said because the weights changed this year, we should see how that goes and then revisit the age.

Scott Benning made a motion to change the RCP #6 effective date of the 17 year old RCP to immediately, seconded by Berney Kullos. Discussion was held as to problems with waiting until 4/1/07 and kids getting caught up in that. All voted in favor and the motion **PASSED**.

Scott Tankersley brought up the Honda 200 motor platform. Charlie gave Mark Tobey the floor who then brought up some potential problems that he can see with the proposal of the 200 motor. Some families have one car that they share for two kids where one runs it as a Heavy Honda and the other runs it as a Senior Honda and this change proposal would not allow them to do that anymore. Another example of a problem would be a children weighed 94 lbs in a Heavy 160 class and took the DQ at the scales but was able to start in the back of the Light 160 class and wouldn't be able to done if we took Hvy 160 away and made it just Hvy Honda using the 160 platform. He said we shouldn't go backwards. He gave more scenarios as to potential problems. He said that these are just a couple of reasons as to why he feels the change of eliminating the Hvy Honda and adding GX200 would not work. Mark also stated "no offense to Alex, but we had a bean counter bring an engine platform to the floor". Andrea Cumens, Scott T. and H.R all made the comment of "why make the mistake twice." The Hvy Honda class was taken away once and brought back. Scott Benning said that the nice thing with it is to make the heavy kids go faster. MUCH discussion was held. Charlie Abbott asked how this class will come in – not actually a class yet and according to the procedure in the rulebook. He doesn't want to see it happen the way it happened two years ago with the WF. Dawn asked what Tech thinks. Jerry said his plate is full and overflowing already. Dave Preston said they will do what the MEMBERSHIP wants. Scott Tankersley said we should make a strong recommendation and come back with the data and an RCP to let the members vote on it. Charlie Abbott wasn't voting on it as a definite, it can come in as an RCP. Scott Tankersley would like to give Jerry the deadline to approve it or not. He continued to say that the problem with our organization is that we make changes every year and the members are looking for stability. Dave Preston said it takes a year to get an engine platform approved. Dawn read the rule on page 16 Sec 2, 10. G(7) to help clarify with the possibly of removing the date.

Scott moves that that we remove the date from the motion regarding the GX 200 platform and Scott Benning seconded. RD-1Y, RD2-Y, RD3-Y, RD4-Y, RD5-N, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD12-Y, RD13-Y, VP-Y, Sec-Y, Treas-N, Tech-Y, Safety-Y, Publicity-N. 18Y, 1N Motion **PASSED**

Alex was noticeably packing up his items at the table when Mark said "Alex, I apologize if I offended you, I did not intend to". Alex said "You called me a stupid bean counter and I take offense to that". Mark said "I never called you stupid". At that time, Alex stood up and approached Mark, pointed his finger at him and stated "You know what Tobey? I've said it before and I will say it again. You can stick it!" Alex took his stuff and left the meeting at 9:20AM PST.

The NBODs asked to break for an executive session at 9:20 AM PST.

Called back to order at 9:35 AM PST. Charlie took role and All Regions were present and NBOD were present EXCEPT for Treasurer, Alex Frazin. Charlie apologized to everyone in the room and the meeting resumed.

Grands Bidding – Scott Benning made a suggestion for the purpose of expediting this meeting if we could have the RDs from the East view the East proposal and the RD's from the West view the West proposals in different rooms. It was brought up that all RDs should see all of them especially since all RDs vote on the Dirt.

H.R. asked that we should suggest that the clubs hosting the Grands this year, fly the Canadian flag along with eh American Flag at the Grands since we have fellow quarter midget drivers in Canada which has a QMA track. Just a suggestion.

DIRT GRANDS Proposal - Tony Verardi (RD5) made the presentation for Christian County Quarter Midget Association, Region 5. He handed out a very nice portfolio which he went over. He thanked everyone for a great experience here at the meeting. He explained that their track is located in Taylorville, Illinois. He stated, "It's an awesome facility and it will sell itself". They have 60 acres. Scott Benning asked what they are charging for parking. Tony stated that they would abide by the Grands Contract and charge \$100 for parking of trailers and parking of motor homes. They last hosted a Grands in 1999 under their old quarter midget name and location. All officers of the club agreed to this and all officers in Region 5 are behind them including Maggie Brown. Mark asked if the club hosted a states race since being at the new track. Tony said yes and the car count was around 230. Dave Mikels asked if they had any limitations as far as how late you can run in the day. Tony replied that there is none. Scott Benning made a motion to accept the proposal from Christian County to host the 2008 Dirt Grands, with Terre Haute being the alternate sight. Second Mark Tobey. All voted in favor and the motion **PASSED**. Congratulations Christian County!

Dawn stated that anyone who would like to see what a proposal should look like, they should take a look at this one. It was done really well and showed they WANT to host the Grands and put forth an effort to receive this Honor.

EASTERN GRANDS PROPOSAL - Charlie Abbott (RD1) made the presentation Silver City located in Connecticut. Charlie handed out an information packet for everyone to view. The last Grands they hosted was in 1994. In the last year preparing for the Grands, the club has made many improvements, including parking. They have permanent bathroom facilities; air conditioned tower and tech area, in ground scales with a roof. He did mention that they do have a 9:00 pm curfew, but the town has agreed to allow the times to extend longer for the Grands. The other club located nearby is Little T and they hosted it in 2004 and they have offered to help out. Scott Benning asked about the officers staying in office for the two years. Charlie said yes they all agreed. Scott also asked about the parking fees and they said that they will abide by the Grands contract. Parking questions by Curtis were made to Charlie and he explained. Mark Tobey made a motion to accept Silver City as the 2008 Eastern Grands Host with Little T being the alternate club. Second Dave Mikels. All voted in favor and the motion **PASSED**. Congratulation Silver city!

WESTERN GRANDS:

1) Portland(PQMRA) - Kevin Crum (RD9) introduced Greg Mahoney with Portland (PQMRA) which is located in Portland, Oregon. Greg made a power point presentation and handed out a portfolio to go

along with it. Greg explained that they were the Western Grands Host in 2005. A lot of participants from that Grands called it “quarter midget heaven”. He said that they have state of the art parking, on-site showers and restrooms. He went over some of the things they felt they could have improved on from the 2005 Grands and he presented how they addressed those and/or will address those. Scott Benning asked what they would be charging for motor home and trailer parking and they said they would abide by the Grands contract. Scott asked about lighting and they are still looking into installing that. Scott also asked if all their officers were staying on board. Greg answered – yes. He was also asked about their ability to handle the car count and what was the car count for a States/Regional race that they have had (other than the Grands) and he answered between 125-150.

2) American (AQMA) – Scott Benning (RD10) introduced Mike Regan from American which is located in Rancho Cordova, CA to present the power point. Scott also said that he can certify that they are capable of handling a Grands. Mike thanked the RD’s and the NBOD for their time. He began the power point presentation with the reason they think they would be the best choice for the 2008 Grands. They hosted the Grands in 1994, 1997 & 2004. The facility is ready and the community is very excited. They know how to do it right. They purchased Moscore in 2003 to get ready for the 2004 Grands. He then went over the new improvements. Parking for trailers will be \$50 and motor home parking will be \$75. He thanked everyone for considering them. HR asked if they can honor everything required by the Grands contract. He answered yes. They currently have Moscore and have been using it for a few years now.

3) Langley(LQMA) - Kevin Crum (RD9) introduced Dino Bianchi from the Langley Quarter Midget Club which is located in British Columbia, Canada. As the RD, Kevin also said that he can certify that they are capable of hosting a Grands event. Dino thanked everyone for the opportunity to present the proposal and to possibly be the host of the 2008 Western Grands. He began his power point by explaining where they are located in relationship to the United States and Portland. He explained that they are only 1 mile from the border and less than 2 minutes travel time. They are only two hours from Seattle, WA. He also told of how they had 6 of their board members travel here to our meeting from Canada because of their desire to host the Grands. They hosted two Grand National events and they were in 1995 & 1999. They have on-site santi dump, plenty of parking, washrooms facilities with showers and toilets. They are linked to Moscore and currently use it. Dino also went over the available vacation type activities that are available in Canada for families either not racing on a certain day or to extend their vacation. H.R. asked about how the new passport regulation will affect those coming across the border. Dino explained that currently there is no need for passport if traveling my car, however there may be one by the end of the year. H.R. also asked about the last time they hosted a Grands and Dino responded it was in 1999 with a car count of about 400. Scott Benning asked what the largest race car count besides the Grands and he answered 140. Scott also asked about the parking for trailers and motor homes and he stated that they would abide by the Grands contract. H.R. asked if the fees would be set in American dollars and he answered yes. Curtis asked about the corner walls. Dino replied that they will be putting in soft walls in the corners. Dino explained that they have lighting and they will add even more lighting for the tech area.

Dave Preston made a request that whoever hosts a Grands if they could ensure that the tech area is well lit. It is difficult for the tech guys to do their job well without lighting.

The meeting broke at 11:20 AM PST for a short break so that the Western RD's could discuss where they wanted the Grands and so that the NBOD could get their one vote together.

The meeting was called to order at 11:30 AM PST and all RDs were present and all NBOD except for Treasurer, Alex Frazin.

Scott Benning speaking on behalf of the RD's said that the 2008 Western Grands went to American with Langley as the alternate. Dawn asked why we weren't getting a vote on paper per Region as to what each Region voted for and what the NBOD voted for as we did on the Dirt and Eastern Grands vote. She stated that she would like the clubs to know who the NBODs voted for and would like to see what each Region voted for. A vote per Region was taken. RD6-Langley, RD7-Langley, RD8-American, RD9-Langley, RD10-American, RD11-American, RD12-American, NBOD-Langley. 4Y, 4N – Tie. President, Charlie Cagle to break tie – voted American.

American QMA was voted as the host of the 2008 Western Grands. Congratulations!

Approval of Minutes from Thursday & Friday. Dawn asked if everyone had a chance to review the minutes of the meeting from Thursday and Friday. She went over some changes that were brought to her attention and she read them out loud so that everyone knew what they were. Hearing no discussion or any other changes, she made a motion to accept the minutes with the revisions as read. Second by Mark Tobey. All voted in FAVOR. She said that as soon as she gets the minutes from today done, she will email them immediately to all for review and put them together with the other two days. She would like get these out to the general membership as soon as possible so that they have all of the correct information they will need.

RACEceiver - Scott Tankersley made a motion to name RACEceiver as the only brand approved to be used in QMA for one-way communication and to ADD the following wording to Page 31, Sec 2, 1(H) except the one-way RACEceiver Model W1600 ONLY. Second by Scott Benning. All voted in favor and the motion **PASSED**.

Mark Tobey had asked Charlie for the floor and he was given that. Mark presented a power point on voting rights. He began by showing a breakdown of what we have for members in QMA per Region. In 2006 there were a total of 3169 members in QMA. He then showed a breakdown by Region. With having 13 RDs and 7 NBODs voting, it shows 68.4% of the voting if from Regional Directors and 31.6% is from the NBODs. His proposal would give clubs/Regions more voting rights to the larger Regions. It is based on the amount of members in each Region giving all members a fair vote. Mark also proposed taking the voting rights away from the NBOD just for the RCP's because they already have a say at their club level as the rest of us do. Charlie stated along with others that "we have heard this every year and I'm tired of it". "This just keeps getting repeated over and over and it's like beating a dead horse". Dave Mikels said that "All week I've sat here and listen to you people say we are doing this for the body of QMA. QMA is the people. This is putting voting back into the hands of the people. This equals out the votes. You preached all week long and to deny this would make you the biggest hypocrite ever." Charlie said he will not open the by-laws to allow this. Dawn spoke of how she agrees with taking the NBOD votes away just for the RCP process and how she is on the Region 2 board and that is what they did. For example, if she were to get the R2 vote at the board level, she would be getting 3 votes/RCP. One at her club level, 1 at the Regional level and 1 at the National level. She just doesn't think that anyone person should receive that many votes. Curtis also agreed. The rest of the board did not. Curtis brought up that Danny Cappello had asked him previously about why we don't bring everything up under the RCP process and Curtis said that in regards to the voting rights, he did try to bring it up under an RCP but this Board did not want the members to know about it, so therefore they wouldn't let it go through. Neil Potter said maybe we could come up with a committee to see both sides. Scott Tankersley said that this has been brought up many times before and shot down time and time again and that Charlie said the bylaws will not be open again. Discussion was held at this time. Curtis asked if we can form a committee to look at this further and Charlie said no. Dave Mikels would like to put this out to the full body membership for a survey. A straw vote was taken here today by Charlie and 6 were for it with 11 being against it.

Tony Verardi announced that he had to leave for his plane but that he was giving Maggie Brown the approval to speak for his Region. He thanked everyone for the meeting time this week.

Charlie said we are going to move on Moscore. Dawn spoke about how she felt we didn't really accomplish any answers the other day when talking about this as to who was purchasing what, who was supplying what and how it was going to happen. She spoke of how she likes the Moscore program but feels without more time to implement the program, we could be setting ourselves up for a disaster. She tried to explain why this needed more time, but it seems that QMA wants to move forward on this and she will do her best to get it going. She feels that this should have been worked on over the past year since the last meeting and now the ball is being dropped in her lap 5 months before the first Grands. Much discussion was held as to how this would be handled. She stated that she is not against the Moscore program and that she uses it on a weekly basis, it's the details that have her worried. Scott Benning said that maybe we should correct the rule to suspend this MANDATE. Bill Hill suggested that maybe we could just use it for qualifying this year and the rest of the week as a "beta" test which we could have in place for full use next year. Scott asked what is required of the club, laptop, computer, scrambler, loop, software, scoreboard and cable – all of the listed or some? Scott Tankersley stated that QMA has money budgeted to purchase the software, transponders, receiver, scoreboard and laptop. The club will be responsible for installing the loop and for inputting the data into the computer. Mark Tobey will work with Good Times to install loop. Scott Benning made a motion to allow Dawn to be given a national committee consisting of no more than 5 people which will be appointed as needed by Charlie. Second by

Doug Lueck. All voted in favor and motion PASSED. Mark Tobey & Charlie Abbott volunteered to be on the committee with Dawn. Charlie Cagle agreed.

H.R. made a motion that starting in 2008, states race fees to be increased \$5 per car for a total of \$11 payable to QMA and the clubs can increase the registration fee by \$5. Seconded by Charlie Abbott. All voted favor and the motion **PASSED**.

Before we leave, Dawn asked if she could say two things. Charlie granted her request. She said that she would like to thank Michelle Barzee (Region 2) for the Grands proposal which Dawn presented. Dawn said that she would like to give the credit to where it is really due. Thanks again Michelle for a great idea and solution.

Dawn then brought the carbon fiber/titanium axle issue up again (even though she said she didn't want too) and how we were going to police this (safety or tech or both) and what would be the penalty if found. Dawn was told by Scott Benning and Dean Steadman that safety should look for it and if found at safety they can change it with no penalty but if tech finds it, it would be a DQ.

Dean Steadman asked the question about the Grands this year being so big that they will not get it in before sunrise on Monday. Everyone agreed that they just hope it doesn't rain.

A motion to adjourn was made by H.R. Cook and second by Mark Tobey. All voted in favor and the 2007 National Meeting was adjourned at 1:30 pm PST.

The 2007 National Meeting Minutes
Respectfully submitted,
Dawn Tanner
National QMA Secretary