



IMPERIAL PALACE HOTEL & CASINO
ANNUAL NATIONAL MEETING
February 7-9, 2008

Thursday, February 7, 2008

Meeting called to order 8:11 AM PST Members present were:

National Board: Charlie Cagle (President), Michelle Barzee (Vice President), Dawn Tanner (Secretary), Earl Wilcox (Safety Director), Dave Preston (Tech Director), Rich Tisone (Publicity)

Regional Directors: Steve Lombardo (Acting R1), Mark Tobey (R2), Michael Franklin (Acting R3), Dave Mikels, (R4), Tony Verardi (R5), Michael Hughes (R6), Doug Lueck (R7), Tad Fiser (R8), Kevin Crum (R9), Ken Loveless (R10), Doug Woodard (R11), Jennie Jansson (R12) and Robin Drier (Acting R13).
Assistant Directors: Kevin Stolte (R1), Andrea Cumens (R2), Pete Hawkins (R4), William Moore (R5), Bill Ward (R6), Roger Walker (R9), Carlos Ramirez (R10), Greg Boe (R11), Andy Therkliesen (R12), Doug Drier (R13).

National Office: Karen Edmiston, KAECO, Inc.

Guests: CJ Hull-R1, Maggie Zenor-R5, Bill Rickman-R8, Erick Rickman-R8, Mike Hankins-R8, Dave Albertson-R6, Mike Lewis-R6, George Crouse-R2, Greg Mahoney-R9, Steve Adelman-R9, Jeff Hill-R10, Jerry Mostek-R10, Dan Ward- R6, Brad Zoeller-R2.

Charlie opened with prayer and then welcomed everyone to the 2008 National Meeting. Attendance sheets were passed around and all attendees at the meeting were checked in the database for 2008 QMA membership and will be done daily. Attendance was taken and introductions were made of the National Board and then by each Region. Charlie thanked everyone for coming to the meeting and he particularly thanked Tad and the Regional Directors for working together with the National Board. Charlie then set some ground rules for the meeting and asked everyone to go through their Regional Director and/or Assistant to speak.

Greg Boe made a motion to accept the agenda and was seconded by Mike Hughes. All voted in favor.

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

It was noted that Tad Fiser has been voted in as Head Regional Director. At that time, Tad thanked everyone for working together yesterday and for the hard work and time put in. He stated that he and the Regional Directors want to work together with the National Board and that he felt that had happened yesterday. He then announced the RCP's that were pulled by the Regional Directors: RCP 9, 18, 20 & 37.

Charlie then announced that we would start the RCP voting process and that Dawn would read them out loud.

RCP #2 – Proposed wording: All rear axles will be made out of aluminum, titanium or steel only.

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, Tech-Y, Safety-Y, Publicity-Y 17 Yes, 1 No **PASSED effective immediately**

RCP #6 – Proposed wording: All rear axles will be made of aluminum, steel or titanium.

RD1-Y, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-Y, VP-N, Sec-Y, Tech-N, Safety-Y, Publicity-N, 5 Yes, 13 No **FAILED**

RCP #13 – Proposed wording: Titanium suspension components (including axles) shall be allowed in any non-Honda engine class. No titanium parts are allowed in the Honda classes. **PULLED**

RCP #16 – Proposed wording: Titanium axles may not be used in a restricted class (Jr. Novice, Jr. Honda, Sr. Novice) **PULLED**

RCP #19 – Proposed wording: Rear axle may be constructed out of any type of steel, aluminum, titanium, carbon fiber, composite, or any combination of the above materials. **PULLED**

RCP #31 – Proposed wording: All rear axles will be made out of aluminum, titanium or steel only. **PULLED**

RCP #33 – Proposed wording: Aluminum, Steel and Titanium axles are allowed for all quarter midget classes effective immediately. **PULLED**

RCP #35 – Proposed wording: All rear axles will be made out of aluminum, steel or titanium for all classes of QMA. **PULLED**

RCP #42 – Proposed wording: Effective Jan. 1, 2008. The only 2 types of rear axles to be used are to be made of Aluminum or Titanium. No drilling or shaving in center of aluminum axles. **PULLED**

RCP #3 – Proposed wording: Add the following words “soap and” to the first sentence.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 0 Yes, 18 No **FAILED**

RCP #20 – Proposed wording: ADD the reading (PPM) that is ILLEGAL. Add a procedure for accurately measuring a fuel tank size. **PULLED**

RCP #4 – Proposed wording: Add the following words “or the fuel tank” to the second sentence. When a car requires fuel, the tank must be emptied and the fuel line disconnected from the carburetor or the fuel tank. All other wording to remain the same.

RD1-N, RD2-Y, RD3-Y, RD4-N, RD5-Y, RD6-Y, RD7-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-Y, Sec-Y, Tech-Y, Safety-Y, Publicity-Y. 16 Yes, 2 No **PASSED effective 4/1/08**

RCP #7 – Proposed wording: If Spec Tire Ruling is pass to conclude, this ruling is for asphalt tracks only and not include dirt tracks. **TABLED**

RCP #12 – Proposed wording: Do not implement the spec tire rule.

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-N, VP-Y, Sec-Y, Tech-Y, Safety-Y, Publicity-Y. 16 Yes, 2 No **PASSED**

Discussion followed this vote as to whether or not an individual Region and/or club can adopt their own spec tire rule. Robin Drier spoke as to why her Region has adopted a spec tire rule. Doug Lueck also spoke of a spec tire ruling in his Region. More discussion followed and Tad wanted it to be very clear that if this is put into the rule book stated “No Spec tire”, implementation in any Region would not be allowed (branding however, is acceptable).

Tad made a motion to move forward and put it in the rule book as “there is no spec tire”. Mark seconded the motion and a vote was taken.

RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-N, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-N, RD13-Y, VP-Y, Sec-Y, Tech-Y, Safety-Y, Publicity-Y. 16 Yes, 2 No **PASSED**

Tad made a motion to pull RCP #7 & RCP #17. Seconded by Dave Mikels.

RD1-Y, RD2-Y, RD8-Y, RD4-Y, RD5-Y, RD6-Y, RD7-N, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13, VP-Y, Sec-Y, Tech-Y, Safety-Y, Publicity-Y. **PASSED**

RCP #7 – Un-tabled and **PULLED**

RCP #17 – Proposed wording: Do not implement Spec tire rule at all. **PULLED**

RCP #18 – Proposed wording: Inception of a new division of AA. A conventional port division consisting of non-slant port: Flat top piston, Non HEI-ignition, Steel Valve, 325 Max Lift Cam. **PULLED**

RCP #22 – Proposed wording: Proposed additional wording and requirements for Honda engine claim. In order to claim someone's motor the claimer must prove that they participated in the race with a QMA legal motor. At the end of the race, the claimer and claimer's motors will be tagged, marked and sealed as they both come across the scales. The claimer will then have his engine inspected for legality. If any parts are found to be illegal, the illegal parts will be confiscated and the remainder of the motor will be checked for additional illegalities. The claim on the other parties motor will then be voided. If the claimers motor is found to be legal, the claim process will proceed with the claimer's motor being inspected for legality

RD1-Y, RD2-N, RD3-Y, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-No, RD12-N, RD13-Y, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N 3 Yes, 15 No **FAILED**

RCP #24 – Proposed wording: WF and Honda engines may be tech claimed for \$200 cash only. No claim related inspection will be started prior to the funds being posted with the proper official. If the claimed engine is found to be legal, the Tech Director (or his designate) will deliver the engine back to the person who was claimed along with the \$150.00 of the claim fee. The other \$50.00 of the claim fee will go to the club hosting the race. If the claimed engine is found to be illegal, the motor must be completely torn down to check for additional illegalities. The Tech Director must confiscate all illegal parts and related parts from the claimed engine and shall immediately forward them to the National Tech Director along with the confiscation form. Claiming party will void the claim if engine is found to be illegal and claim money will be returned to the person filing the claim. Any teched or claimed Honda engine, block or parts which are deemed to be over maximum wear limits in one or more spots but is under maximum wear limits in other spots is subject to confiscation but not Disqualifiable. As this does not make the engine illegal, the claiming party will not be able to void the claim and the claim fee will be distributed the same as a legal engine.

RD1-N, RD2-N, RD3-N, RD4-Y, RD5-N, RD6-N, RD7-N, RD8-N, RD9-Y, RD10-Y, RD11-N, RD12-N, RD13-Y, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 3 Yes, 15 No **FAILED**

RCP #28 – Proposed wording: Tech officials have the right to tech any or all cars in any class at their discretion anywhere on the grounds of the race facility. Tech officials follow the same chain of command as all officers of the QMA as follows: Local-Regional-National. I.E. Regional tech officials can tech at any event in their Region and National tech officials can tech at any event in QMA. National Tech Director is final authority on all tech issues. His decisions have to be in accordance with the QMA rule book.

RD1-Y, RD2-N, RD3-N, RD4-N, RD5-N RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-Y, RD13-N, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 2 Yes, 16 No **FAILED**

Following vote on RCP #28, discussion of following the Chain of Command was discussed. The Regional Directors and National Board of Directors would like the Chain of Command followed this year and all agreed it would.

RCP #40 - Proposed wording: Super Stock (allow ignition on Super stock)

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-Y, RD12-N, RD13-Y, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 2 Yes, 16 No **FAILED**

RCP #23 – Proposed wording: Safety belts will have a SFI 16.1 rating and be inspected for wear or tattering during safety inspection annually or as outlined in safety check procedure. Safety inspector will have the authority to deem un-useable any belt that looks to be torn, cut, tattered, cracked, brittle, etc... Metal hardware cannot have any cracks or visible mechanical damage to them and it must function as when it was new, tight clasp so as not to unfasten when on the track. It is the responsibility of the handler to keep his driver safe. **TABLED** until after Safety Director's presentation.

RCP #30 – Proposed wording: Seat belts can not be over four years old from manufacturing date. **TABLED** until after Safety Director's presentation.

RCP #25 – Proposed wording: All QMA Drivers will be secured inside the cockpit of the quarter midget. Drivers are not permitted to lean outside their car past the shoulder safety bar (New Jersey Rule).

RD1-N, RD2-N, RD3-N, RD4-N, RD5-Y, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-Y, RD12-N, RD13-N, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 2 Yes, 16 No **FAILED**

RCP #37 – Proposed wording: The left side panel of the drivers compartment must be at least 6" tall but cannot be taller than 22" as measured from the bottom of the frame rail. The right side panel of the driver's compartment cannot be taller than the back edge of the cowl and cannot exceed maximum body height of 28" as measured from the bottom of the frame rail. The back edge of the cowl must not be higher than the driver's nose with the driver sitting straight up in the car. **PULLED**

RCP #41 – Proposed wording: Effective January 1, 2009 Section 3 Drivers Safety Equipment. 10A. A 5 point safety belt restraint system will be required in each car. The system will consist of a sub belt, 2 lap belts and 2 shoulder harness. Approved 6 point systems will be allowed. B. SFI rating of 16.1 the seat belt system must not be less than 2 inches wide. C. Approved seat belt restraint systems must have a quick release latching mechanism attached to the lap belt, shoulder harness and sub belts. System must be designed for quick and easy one handed gloved release of all belts in all conditions. D. All belts must be securely mounted to the chassis in a safe and secure manner. E. Safety belts must not be older than 2 years after the date of their manufacture. If roller adjuster is used, it must have tension springs installed. F. Drivers are required to use seat belts at all times. Lap belts should be located so that pressure is across the drivers hips, sub belt should be tight when lap belts are properly located. G. Shoulder harness/straps shall be worn securely across the right and left shoulders of the drivers at all times. Relocate present section 22A thru 22G to Section 3 Drivers Safety Equipment.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-Y, RD12-N, RD13-Y, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N 2 Yes, 16 No **FAILED**

RCP #43 – Proposed wording: A. At no time will any part of the driver protrude past the left or right side of the main chassis cage. 5 or 6 point restraint systems are required to keep driver in the drivers compartment at all times. B. Shoulder harnesses must be mounted directly behind the driver when the driver is sitting up straight in the center of the driver compartment. C. Safety harness should be attached to a cross over bar welded to the chassis. Proper harness/belt angle and attachment as per approved safety belt manufacturer's specifications. D. Cross over tubing diameter and wall thickness should be as per QMA specifications.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 0 Yes, 18 No **FAILED**

RCP #27 – Proposed wording: number 8. If a 30 day or longer suspension is still in effect the last race in the offending car and handlers' region, the suspension time will be stopped and will commence with the first race in that region's next season.

Discussion was held as to where this is a great idea but would be too hard to "police". Need a solution as to how this would be implemented and handled exactly.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-Y, RD6-Y, RD7-Y, RD8-N, RD9-N, RD10-Y, RD11-N, RD12-N, RD13-Y, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 5 Yes, 13 No **FAILED**

RCP #39 – Proposed wording: The Novice class shall be divided into two separate junior divisions: Junior Stock engine and Junior Honda 120 engine classes; and two separate senior divisions: Senior Stock engine and Senior Honda 120 classes, which may be combined as necessary to make a class.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-Y, RD12-Y, RD13-Y, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 3 Yes, 15 No **FAILED**

The meeting broke at 9:45 am PST for a break and was brought back to order at 10:00 am PST. Attendance was taken with RD7 & 12 not present. RCPs continued with the "procedural RCPs".

RCP #1 – Proposed wording: Option #1 – Any car going DOT under caution more than once ON THE SAME CAUTION FLAG while a vehicle being serviced in the hot chute, will be black flagged from the race. Option #2 – Any car going DOT under caution would get 1 free and after that, DOT's under that SAME CAUTION would count towards the total of 3.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-not present, RD8-N, RD9-N, RD10-N, RD11-N, RD12-not present, RD13-N, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 0 Yes, 16 No **FAILED**

RCP #5 – Proposed wording: Add 4-N (1), If a car goes dead on the track under YELLOW, a warning will be issued by the flagger with a rolled black flag. If the same car goes dead on the track under yellow a second time in the same race, the car will be sent to the back and charged with a DOT. If the same car continues to go dead on the track it will be sent to the back and charged with additional DOT's unless it enters the pits after the warning voiding the flaggers warning. AMEND to per caution not per race.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-not present, RD8-N, RD9-N, RD10-N, RD12-not present, RD13-N, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 0 Yes, 16 No **FAILED**

RCP #8 – Proposed wording: QMA order – Novice Junior, Novice Senior, Honda Junior, Honda Senior, Honda Heavy, Super Stock Junior, Super Stock Senior, Modified Light, Modified Heavy, Honda 160 Light, Honda 160 Heavy, World Formula, AA Light, AA Heavy, Half.

RD1-Y, RD2-Y, RD3-Y, RD4-N, RD5-N, RD6-Y, RD7-N, RD8-N, RD9-Y, RD10-N, RD11-N, RD12-Y, RD13-Y, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 7 Yes, 11 No **FAILED**

RCP #9 – Proposed wording: Sec. 3 Annual Meeting: The National Meeting will be held between the dates of October 15th – December 15th of each year. The tech seminar will be held on Saturday. **PULLED**

RCP #10 – Proposed wording: For all States and Grands events, it is mandatory that an orange cone must be dropped at the same time the green flag is thrown at the "out late" line.

RD1-N, RD2-Y, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-Y, RD12-N, RD13-Y, VP-N, Sec-N, Tech-N, Safety-N, Publicity-Y. 4 Yes, 14 No **FAILED**

RCP #11 – Proposed wording: For all Grands events, judges must show their QMA ID badge to the Head Judge at the time of actually judging the class to verify Region.

RD1-N, RD2-Y, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-Y, RD11-Y, RD12-N, RD13-Y, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 7 Yes, 11 No **FAILED**

RCP #14 – Proposed wording: Page 12, 3. Called Cars: A car charged with the incident will restart the race at the tail of the line up. If no call and 2 or more cars go DOT, they go to the rear in the order in which they were running in the last completed lap. 4. Work area cars: While you are getting your new line-up, cars that went to the work area. (if work rule is in effect), will be placed in the line-up at the back in the order that they returned under power, but IN FRONT of the car that received the call. In any case, the car that received the call will restart LAST in the line-up.

RD1-N, RD2-N, RD3-Y, RD4-N, RD5-Y, RD6-Y, RD7-N, RD8-N, RD9-N, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 7 Yes, 11 No **FAILED**

RCP #15 – Proposed wording: A driver who turns 9 before the start of the first Grands event can choose to start the season in a senior division or must move to a senior division at the next racing event after the date of the driver's 9th birthday. A driver whose birthday is after the start of the first Grands event has the option to remain a junior division for the remainder of that calendar year.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 0 Yes, 18 No **FAILED**

RCP #21 – Proposed wording: If a car from the original line up is unable to complete the first lap of the race, the alternate car will be sent out after a line up is called for or when another car is removed from the field and will start in the rear of the filed. If a car from the original line up is past the designated line on the

track (nose over the line) before the green flag falls to begin the first lap, the driver may rejoin the line up at the rear of the field. In the case where a car from the original line up is past the designated line on the track before the initial green flag falls and the alternate car is on the track, the Flagger will throw the caution flag if there are more cars on the track than allowed by article 5, sec. 1, 1F and 1G, page 22. The alternate car will be removed from the line up and double file initial start will follow. The alternate car will return to the standby position until the first lap of the race is completed at which time they will be excused.

RD1-N, RD2-N, RD3-N, RD4-Y, RD5-N, RD6-Y, RD7-N, RD8-N, RD9-N, RD10-N, RD11-Y, RD12-N, RD13-N, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 2 Yes, 16 No **FAILED**

RCP #26 – Proposed wording: Keep the wording the same, just enforce it. (QMA National Board will be allowed to submit 5 RCP's. 2) RCP's are drafted by QMA members.

RD1-N, RD2-N, RD3-N, RD4-Y, RD5-Y, RD6-N, RD7-N, RD8-N, RD9-N, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 6 Yes, 12 No **FAILED**

RCP #29 – Proposed wording: The Dirt Grands beginning with the East in 2009, will be held in the East for 5 years and then on the 6th year, rotated to the West 2014, etc...

RD1-N, RD2-N, RD3-N, RD4-Abstain, RD5-Y, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 1 Yes, 16 No, 1 Abstain **FAILED**

RCP #32 – Proposed wording: In only A-main or feature races with 10 or less laps left and a caution comes out, the lapped cars should be lined up in order behind all lead lap cars.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-Y, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 1 Yes, 17 No **FAILED**

RCP #34 – Proposed wording: The National Board of Directors shall not hear any RCPs that were not filed through the regular and proper channels (clubs, regions). **PULLED**

RCP #36 – Proposed wording: The flagger has control of all happenings on the racing surface. No corner workers or handlers are allowed on the track until the flagger has all cars slowed to a safe speed and bunched up. Once this is done, the flagger will motion to the corner workers by pointing the green flag at them. If a handler has obtained permission from the race director to enter the track, he/she may only do so after the flagger has motioned to him. The race director will relay the request to the flagger by radio. If a handler enters the racing surface without permission from the race director and the flagger, his/her driver will be penalized with a DOT.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-N, RD13-N, VP-N, Sec-N, Tech-N, Safety-N, Publicity-N. 0 Yes, 18 No **FAILED**

RCP #38 – Proposed wording: RCPs from the floor of the National meeting are not allowed. All RCPs except emergency RCPs must be voted on by the membership. **PULLED**

RCPs were finished and Tad wanted it noted that the RDs had decided that they wouldn't pull all the RCPs without the National Board in order to show an initiative to work together with the National Board.

SAFETY – Earl Wilcox

Earl began with a power point presentation on safety in QMA and stated that there were no major changes and mostly just clarifications.

Car Construction Clarifications

(QMA Rulebook, Article 4, Section 2)

Belly Pan – NO OPEN HOLES IN BELLY PAN (Add Item 3D). Discussion and **all voted in favor**.

Tailcone bubble or scoop – “The bubble or scoop must either be completely closed or rear-facing so as to not capture air”. (Add to Item 11C) Discussion and **all voted in favor**.

Fuel Tanks – “Only Aluminum fuel tanks are permitted” (Change Item 17D, Remove Item 17G). **All voted in favor**

Front Bumper Rake – “maximum of 15 degrees rake as measured from the vertical”. Changed from horizontal to “vertical” as was noted in 2007 Short Sheet as horizontal. Earl stated that he believed this was just an error. **All voted in favor.**

Car Construction Issues for Discussion

(QMA Rulebook, Article 4, Section 2)

Frame – item 14A present wording is unenforceable as stands now because we have no way of knowing what year a chassis was built and he proposed new wording “All chassis must be constructed of SAE 4130 (minimum wall thickness 0.058”) extending outward from the top of the roll cage to approximately the front bumper (down-tube design) **effective 1/1/09**. Items affected: 14A, 21A, 21D, 21F – all reference dates. Some discussion and **all voted in favor.**

Some discussion followed from Tad on car frame construction. Mark stated “so what you are doing is getting rid of the cars that are the “novice” cars without down tubing.” Earl said yes.

Equipment

(QMA Rulebook, Article 4, Section 3)

Helmets – SA2000 or SFI 24.1 or better (Modify Item 4B). Earl presented some SFI Data to back this up. **All voted in favor. Effective 1/1/09**

Jackets and suits – SFI 3.2A/1 (Section 3.5) Add “or suits” to item 5B, Add “SFI 3.2A/1” to Item 5C and eliminate all others in Item 5C, eliminate Item 5D. Just a clarification.

Neck collar – remove “recommended” from item 6B and make it SFI. Some discussion as to how you can tell if something is Nomex if it isn’t labeled with an SFI tag. Tad brought up discussion on this and the tags missing, then what would you do. Following discussion **an implementation date of 1/1/09** was set and **all voted in favor.**

Shoes – Discussion on the intent of this rule to include the use of “heelies”, shoes with wheels on the bottom and not being able to race with the wheels in them. Following discussion of this, it was decided that it would just say flat bottom shoes. **FLAT BOTTOM SHOES ONLY (add item 8B) - all voted in favor**

Seatbelts – Earl presented SFI proven data. According to the data, the webbing loses about half of its strength in one year. QMA adheres to SFI standards and should not accept the potential liability involved with exceeding the SFI standards. Earl presented that he wants to leave it every two years as voted in last year. Outside exposure for two years goes from 100% o 24% effective. No vote was taken as the RCPs involving this will be re-visited later.

Insurance

Earl stated that all the necessary forms can be found in the National Procedure books given to them by Dawn. He then went over the injury case report. This report should be completed and sent to the National Safety Director and must be completed for any incident requiring medical attention.

He then went over the Event Order Form from K&K. He explained that the purpose of this form is for “one adult event per club per year” and he would like to add this to Article 2, Section 6, Item 11) and the form must be submitted to the National Safety Director. **All voted in favor**

National safety inspections – car/driver’s Gear. One inspection by local Safety Director and receive a National Sticker which is serialized. Earl would like to do a beta test in Region 6 for the 2008 year and then implement it Nationwide 1/1/09. This is how it would be implemented: 1) National Safety Director would distribute stickers to Regional Safety Directors to be distributed to Regional Clubs. 2) National Safety Director, local club and competitor retain copies of inspection form. 3) Regional/National audits by inspections at the scales. 4) Disqualification from race or timing event for safety violations at scale (similar to Tech items). **Effective 4/1/08**

Mike Hughes said he feels this should go through the members and not brought up from the floor.
MUCH DISCUSSION

Tad & Earl will work on this and table it to be brought up again after they discuss it.

Corner person locations – Clarification: Add location of corner workers for clarification: Add “ Four corner persons located one at the outside of each turn or at least two at each outside end of the track” (Article 8, Section 2, Item 1P) Note: No corner workers in infield. **Effective immediately**

Pit Area Locations – “All pit locations shall be located outside of the track wall or fencing” (Add Article 8, Section 2, Item 1Z). **All voted in favor**

Soft Walls – per 2007 short sheet – effective 1/1/08 Soft Walls are mandatory for all new tracks. Earl is forming a committee to define “soft walls” for use in QMA with a definition to be completed by 12/31/08. Also to look into a proposal to make soft walls mandatory for Grand National Hosting Tracks – effective 1/1/09. Tony asked about making it 1/1/10 for the 2010 Grands b/c 2009 clubs have bid already.

Track Safety Checklist – This is a new form and you can find it online and in the National Procedure Manuals. This is required from all clubs that are a racing charter. One needs to be filled out for every club this year. Dawn put one in each Procedure Manual for each RD for each of their respective clubs to fill out and send in to Earl.

Laps – Table 5-2 – Article 5 – change “Note: number of laps for local events may be adjusted (reduced) if deemed necessary by the Race Director.” Discussion and **ALL voted NO.**

The meeting broke for lunch at 12:20 pm PST. Charlie announced that lunch would be longer so that the RDs, per Tad, would have time for a brief meeting to discuss RCP #23 & #30 which will be un-tabled following the lunch break.

The meeting was brought back to order at 1:50 pm PST and attendance was taken.

Tad spoke for the RDs and stated that after hearing Earl's presentation on the seatbelts that they would like pull RCP #23 & RCP #30.

RCP #23 – Proposed wording: Safety belts will have a SFI 16.1 rating and be inspected for wear or tattering during safety inspection annually or as outlined in safety check procedure. Safety inspector will have the authority to deem un-useable any belt that looks to be torn, cut, tattered, cracked, brittle, etc... Metal hardware cannot have any cracks or visible mechanical damage to them and it must function as when it was new, tight clasp so as not to unfasten when on the track. It is the responsibility of the handler to keep his driver safe. **PULLED**

RCP #30 – Proposed wording: Seat belts can not be over four years old from manufacturing date. **PULLED**

VICE PRESIDENT – Michelle Barzee

Michelle began with a power point presentation for the following:

She went over the Non Racing and Racing Charter Guidelines. Page 8

She then reminded all the Regional Directors to review all their club rules and by laws and get them to her. She will then review them and get everything up to date per QMA rules. Once they have submitted their club rules and by laws and approved along with the new Track Safety Sheet completed and sent to Earl, Michelle will have the National Office send out their club charter in a new plaque which can be used yearly and hung in their tower.

Michelle will be putting together a committee to have guidelines for a temporary track. Earl and Rich will be on this committee and any Regional Director that is interested please let her know. They will also go over QMA Loan procedures.

Speaking of non racing charters and temporary tracks, Mark Tobey asked about the “loan” given to the Las Vegas club last year and whether or not it was a loan or not. Dawn Tanner explained how this was

given under the budget line item, of NEW CLUB DEVELOPMENT and she explained that at last years meeting it was discussed that there should be guidelines given if this was approved, however no guidelines were established.

Michelle then went into the rule book clarifications and they are as follows:

Page 6 Sec, 2, 2F - add "posted on website"

Page 6 2.B - Only one position, per family, on the Regional Director Board/National Board of Director.

Page 6 #3B - Remove list being mailed to Regional Secretary. Change to Regional Director.

Page 8 #6.A. One Offsite event per club

Page 8 Sec 4#1- Tech Manuals are available online.

Page 8 # 2, K&K Insurance due 10/31, late 12/31

Page 9 # 3, Memberships are to be paid to the Club Secretary. Change to Club Officer/Secretary.

Page 9 # 1 add – Only club checks are accepted (see page 10 #4)

Page 9# 1 - Membership due 10/31, late 12/31

Page 9 # 1A - Proof of living together, show drivers license for address!

Page 9#1B - if living at home, under the age of 21 a non-driver can be on parents membership.

Page 12 # 5 - Code of Conduct, (appeal paid by individual if lose, if win club/region pays, if out of region, it is split) phone bill, mailings, etc. Code of Conduct Committee will handle this when reviewed.

Page 12, Sec. 5 #1 - Send to Regional Director who will work with National Safety and final approval NBOD.

Page 22 - Tire treatment DQ from all racing classes, family suspension

Page 30, 2.H - State Race money must be turned in to the National Office within 5 days of the event. Grands money must be turned over to a National Board of Director before the end of the event per the GRANDS CONTRACT.

Page 30, 2.I - All Hardship money paid at Grand National Events must be payable to QMA. All Hardship money will be paid to the QMA State Race clubs within 30 days of the last Grand National Event.

Page 31, 1.E – driving thru the scale area, add DQ.

Page 31, 1.M - add leaving racing surface, track exit to the scale house you are done, you cannot return to the race. Also add to judges Page 42 #14, also to scoring procedure. Discussed and voted that this is the same as page 31, 1E – see above.

Page 33, 2.C (2) - You cannot approach any Racing Officials other than the race director (flagger, Judges, Scorers, Judging Stand, Tower).

Page 37 3.E. - Clarify Grands Dates, including 4th of July!

Page 40, #18 - Judges have the option to put any car/s to the rear that fails to keep proper pace. (Already in Scoring Procedures).

Page 42, 14 - Once you leave the track surface/exit ramp, you are done!

Page 48 - Tech appeal, if win, club/region pays shipping and handling to return the legal parts.

She then handed out copies of the rulebook with the changes before this meeting to all Regional Directors. Each clarification was discussed and approved. She stated that the rulebook will be done and out to the membership before April 1st. Under the clarifications two of the items were discussed heavily and approved by all: If a child is living at home, under the age of 21 they can be on the parent's application (which is upped from 18) and will receive a yellow ID badge. Discussion on COC appeals having a charge at the appeal and this was decided to allow the Code of Conduct Committee (which Michelle will be heading), to come up with a solution/suggestion and it will then be presented to the NBOD and RDs.

The meeting broke at 3:36 pm PST for a break and was brought back to order at 3:58 pm PST.

PUBLICITY – Rich Tisone

Rich began with a power point presentation which involved the following:

Quarter Reporter

Publishing Schedule

- April Publication articles due by March 15, 2008 Regions 2, 3, 12, 13
- July Publication articles due by June 15, 2008 Region 1, 4, 6, 9, 11
- October articles due by September 15, 2008 Region 5, 7, 8, 10

Provide the membership with the following:

- 1) Updates with fact based information (quarterly financial statements, tech & safety updates) time line for calendar of events
- 2) Clubs providing stories and events (i.e. – special interest stories, track celebrations or milestones, community projects)

Website

- Resource Center for all our members:
 - All official documents updated as needed
 - Latest news national (safety & tech updates)
 - Race results Nationally
 - Classified adds
 - Minutes, quarter reporter, old documents will be archived
 - QMA vendor information
 - Member articles
 - Grands Information
 - QMA Hall of Fame
- Untapped Resources of our website:
 - Database integration (regional and club extraction – read only)
 - Mass E-mail capabilities
 - Resource center for obtaining all training and procedural guidelines
 - Possible vote and tally system for elections
 - Marketing tool for prospective members

Promoting QMA

- Awareness
 - Show them and they will come
 - Keep it affordable
- Club Promotion Days
 - Press Releases, flyers distributed via local schools, newspaper advertising
- Community Involvement
 - Recruit local businesses, give back to the community
- Tools to maintain your tracks – provide the clubs with the tools

Much discussion with the RDs as to some ideas of how the clubs can promote their clubs.

Earl presented the new safety sheet which he and Tad revised during the breaks today. This form will be e-mailed to the RDs from Dawn and will also be available on the website.

A motion to adjourn was made by Dave Mikels and seconded by Doug Woodard at 4:49 pm PST.



Friday, February 08, 2008

Meeting called to order at 8:05 am PST

National Board: Charlie Cagle (President), Michelle Barzee (Vice President), Dawn Tanner (Secretary), Earl Wilcox (Safety Director), Dave Preston (Tech Director), Rich Tisone (Publicity)

Regional Directors: Steve Lombardo (Acting R1), Mark Tobey (R2), Michael Franklin (Acting R3), Dave Mikels, (R4), Tony Verardi (R5), Michael Hughes (R6), Doug Lueck (R7), Tad Fiser (R8), Kevin Crum (R9), Ken Loveless (R10), Doug Woodard (R11), Jennie Jansson (R12) and Robin Drier (Acting R13).

Assistant Directors: Kevin Stolte (R1), Andrea Cumens (R2), Pete Hawkins (R4), William Moore (R5), Bill Ward (R6), Roger Walker (R9), Carlos Ramirez (R10), Greg Boe (R11), Andy Therkliesen (R12), Doug Drier (R13).

National Office: Karen Edmiston, KAECO, Inc.

Guests: CJ Hull-R1, Maggie Zenor-R5, Bill Rickman-R8, Erick Rickman-R8, Mike Hankins-R8, Gary Llewellyn-R6, Gilbert Simental-R6, Jack Miller-R3, Dave Albertson-R6, Dan Matich-R12, Oscar Ahumada-R12, Jimmy Wall-R3, Bobby Barzee-R2, George Crouse-R2, Greg Mahoney-R9, Steve Adelman-R9, Jeff Hill-R10, Jerry Mostek-R10, Robert Raines-R3, John Payne-R3, Bill Planko-R9, Dino Bianchi-R9, Scott Silas-R9, Connie Silas-R9, Cheryl Ryan-R9, Jasie Green-R12, Kent Skaggs-R12,

Attendance was taken and all were present.

Dave King – Honda spoke and thanked QMA for being a partner with Honda. Honda will be giving the \$10,000/grands again this year. They have done this for 13 years now. They feel set with the current motors and nothing that they know of right now in changes. Dave Preston thanked Honda for all they have done for us and presented him with a plaque for Honda and one for himself. Made Honda & Dave King a lifetime member of QMA.

SECRETARY - Dawn Tanner

MOSCORE - Dawn began with a power point presentation. She stated that a committee has been formed and they are already moving forward on this. She began her presentation with "Moscore is coming to QMA in 2008". This year it will be used at the Eastern & Western Grands as both of these clubs currently have the program and use it. The Dirt Grands this year will not be required to use it. She stated this year would be an "exhibition" year and of course she will still have the 5 scorers in the tower at all times and that the manual scoring would prevail over electronic in any case of question. She also stated it would be used for qualifying and racing. However, 2009 Moscore will be implemented and required at ALL 3 GRAND NATIONAL EVENTS. She included a proposal for cost estimates on QMA purchasing 34 transponders and charging box, decoder box & scoreboard at a price less than \$25,000. The committee is obtaining the exact costs now and will be moving forward with purchase. QMA will provide the following to the host clubs in 2009: transponders, charging box, decoder box, scoreboard, brackets(for handler purchase), QMA laptop with Moscore program, wiring diagram for the loop, drawing for installing the scoreboard once it arrives and a database system to be used by the club for registration if the club does not already own Moscore. The host club will have to provide: installed loop, hardware & setup for scoreboard (costing the club no more than a total of \$400 for both installations) and one additional computer.

LINEUP PROCEDURE – Dawn presented a power point on the Lineup Procedure which was voted in at the 2007 National Meeting and tabled following the meeting by the NBOD along with the RDs so that she could form a committee to review this process and see if it could be implemented in QMA. She presented many reasons (in detail with examples) why this procedure would not work for QMA and a few of them

are: 1) uneven starting lines, 2) B main finishers starting ahead of A main Qualifiers, 3) Car coming into the hot chute area before the initial green flag may not get penalized and cars never leaving the track would be penalized by having a worse starting position than the cars coming into the hot chute, 4) Moscore does not currently support this change and 5) it is a scorers nightmare for lineups at the start of the race and when a lap is not completed on the start. She went into a lot of detail with a lot of examples then in conclusion said that herself along with her committee would not like to implement this procedure.

Dave Mikels made a motion to un-table the Lineup Procedure and kill it (not implement it). Tad seconded the motion.

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, Tech-Y, Safety-Y, Publicity-Y. 18 Yes, 0 No **PASSED**

Dawn explained that the following information will be communicated to all Regional Secretaries either via e-mail or a conference call. She then went into some procedures for the Regions, RDs and Clubs to follow.

- Conference Call Process

This is for RDs or National Committees. Call her at 443-386-9294 to set up the call and give the following information: date, time, how many participants, approximate length and subject matter. She will give you an 800# and a code. Following your call, you will be billed from the National Office.

- State Race Procedure/Guidelines

As soon as possible, Dawn would like all States Race information form every Region. It should include the host club, contact name & email address and date of race. Send to her at secretary@quartermidgets.org.

She next spoke of a disk she is making that will have all forms available for running a states race and that will be available to all Regions. Also this year (as she did last), she will be sending the qualifying sheets to each host club electronically and they will be responsible for getting a completed one to their Regional Director who will then in turn, e-mail it to the National Office and Dawn within five (5) days of the race. Each club will also be responsible for sending in the check to the National Office for \$11/car (new rate this year) made payable to QMA within the five (5) days as required.

- Election Process

Dawn explained that the ballots are mailed out to all current members by November 5th. This year any ballot that is returned for new/change of address will not be re-sent. It will be up to the clubs to ask their members to update them with new/change of addresses and then to get it to their Regional Secretaries who will then notify National. She also spoke of explaining to all members that the ballots MUST be returned in the envelope from National or they will NOT be counted.

- National Office Updates

Dawn introduced Karen Edmiston from KAECO, Inc. and welcomed her aboard as the QMA National Management Office. Dawn thanked her for all she has done so far and mentioned that she enjoys working with her and looks forward continuing to work together.

1. Database – Flytrap Technologies, Inc. out of CT has been awarded the contract for a new database program for QMA. Currently Dawn & Karen are working with them and all data has been transferred to them to convert. Dawn explained that this will take two weeks and we will not be able to process any memberships. However, one of the weeks was this week while at the meeting so that was a good thing. She explained that the new program will have many more fields, test queries and reports generation then what we have now. We will be able to electronically send things to Regional Directors as opposed to printing them and mailing them as we do now. This program will also be able to do the following: keep track of states race classes ran by each driver, track Grands hardships and in the future all RDs will be able to access their own Region information without being able to modify it of course. She asked everyone to please bare with the office for the next month while this is all being transitioned.
2. Applications – Must be completed with all areas filled in including the current driver/handler numbers. They must also be received at the National Office within 15 days of the club signature

on the form or all forms will be returned. They MUST also include all pictures and birth certificates if necessary and again, if things are missing from the applications, all applications in that packet will be returned to the club. She stated that she made a "membership procedure" form which is available on the .org site (and she will also be mailing it to the Regional Secretaries) which is to be used when sending in membership applications. Beginning with 2009 Applications, all renewal applicants will be required to join QMA by 10/31 and will become late after 12/31.

3. Club Checks – The National Office will only be accepting Club, Regional, Vendors or manufactures checks. NO PERSONAL CHECKS WILL BE ACCEPTED.
4. ID Badges – Beginning 3/1/08 NO COPIES OF PHOTO DRIVERS LICENSES WILL BE ACCEPTED FOR PICTURE ID! A 1 x 1 photo (passport photos work great). No large pictures will be accepted. All memberships will be held up and returned until all applications come in with correct picture sizes. REMINDER: check all badges at sign in and remember to check the year. It will either have a 2008 typed on it or it will have a 2008 RED sticker.
5. MEMBERSHIP AGE – Discussion was held as to whether or not you can be a QMA member on your own between the ages of 16 & 18. Dawn believed that in order to sign a legal document you must be 18. As discussion was held, she stated that she would e-mail the QMA attorney and ask him and re-visit this later in the meeting. (See Saturday minutes)

A) All non-drivers over the age of 18, who live under the same roof as their parents/guardian, can be on the same application as their parents until their 21st birthday. They will receive a yellow ID badge. Upon turning 21, they will be required to submit an application of their own. This is NOT retroactive and begins immediately.

- 2009 Procedure Changes

With the new database system and it having been over 5 years since the inception of the new badge id and birth certificate requirement, Dawn would like to have some updates beginning with the 2009 Membership renewals:

1) All clubs will be having their members sign the K&K parent waiver form at the time of signing up for membership. The National office will send these forms to each club in August along with the new applications. This form will be kept on file at the club level.

2) All club ID #'s will be changing to reflect the Region associated with the club. She is developing that number system but it will go into effect in September for 2009 renewals/memberships.

3) Beginning September 1, 2008 all 2009 Renewals/Memberships all drivers, new and renewing will be required to send a new copy of the birth certificate for **each and every driver!** Current birth certificates on file will be destroyed.

4) Beginning September 1, 2008, we will be issuing new ID badges for **every member, full and alternate, new and renewal.** A picture will be required for EVERY membership form NEW AND RENEWAL sent in after September 1, 2008 for their 2009 applications. NO PHOTO DRIVERS LICENSES copies will be accepted.

- QMA Travel

The National Office has a travel agent that we are working together with for all QMA travel. Anyone needing to travel on behalf of QMA MUST go through the National Office. All travel plans must be made no later than 30 days prior to departure. A travel voucher can be obtained from the National Office upon request. Any plans made later than 30 days prior to department can have a balance due and owing from the traveler if there is any additional charges.

- QMA Expenses/Requests for Reimbursement

A QMA expense/reimbursement request for payment voucher is available from the National Office or National Secretary and must be used when submitting any expense, reimbursement request or request for payment and sent the National Office which will then in turn send to the QMA CPA, Bill Wilson.

- Restrictor Plates, Keys, new badges, etc...

All orders for restrictor plates, keys & new id badges must go through your Club or Region. Any vendor or manufacturer requesting plates or keys can also request these items directly from the National Office. Anyone other than Club, Region, Vendor or Manufacturer cannot order anything from the National Office. The National Office will no longer accept any personal checks or do any invoicing.

- QMA Procedure Manuals

Dawn gave out the National Procedure Manuals she put together to each RD & NBOD. Copies of these manuals will be sent to all QMA clubs from the National Office by April 1, 2008.

- Novice Procedure

All novice white drivers' cards, orange temporary cards and novice log books will be sent to the president of the club. The president should then fill out the orange card, staple it to the log book and distribute to the novice driver at novice school. Once they graduate from novice, they will be given the white driver card by the club.

All novice parents will receive their picture ID badges and rulebook. We are going to be developing a coloring book as a welcome which will be sent to each novice driver along with the parent IDs and rulebook.

Novice Extensions – Any novice requesting an extension must have it put into writing to the club and Regional Director. The Novice Committee along with the RD can approve it or not. A copy of this novice extension letter must be sent to the National Office either from the RD or along with the new application.

The meeting broke at 9:44 am PST and returned at 10:00 am PST. Attendance was taken and all were present.

TECH – Dave Preston

- Deco/Stock

All Stock manuals are completed and have the Jr. Stock Plate info in them along with the timing rule removed. Dave explained that the Jr Novice Deco runs a regular deco plate and NO EXHAUST plate.

A) Aftermarket intake manifolds on stock 0.845" minimum whole size

B) Exhaust port shall be round at flange and have a depth minimum of 0.125".

C) Mitler Brothers and Tanner Engine allow cast iron cylinder.

All Deco tech forms and technical worksheets are also done.

Dave passed around a new carb which was approved for QMA use and made by Jeff Lederer.

- Honda 120

Dave passed around some keys for all to look at. If you put the key in you should still check the timing. You can find instructions on how to install it on the quartermidgets.org site. Dave passed around a tool for all to look at that checks the timing. Dave & Jerry will use it at the tech seminar. With this tool, you can check a whole field of cars without pulling the motors out.

A) Page # 8 Manual - valve spring remove 13/16 and 0.812" will stay

B) Page # 8 Manual - change max pressure from 12 LBS to 11LBS @ 0.812

C) Page #10 Manual - head C intake 1.063 change to 1.064 – no one is machining them it's just how they are being made.

D) Page #12 Manual - Timing Max 20 BTDC

E) Page #12 A Manual – Add: You must run a QMA approved key for timing on old style engines without Tier III flywheel (1/1/09 you must run a Tier III flywheel on all GX-120 engines) **Timing will be maximum of 20 degrees! All parts are interchangeable from the old and new 120 engines.**

F) Page #15 Manual - Piston weight and ring thickness will be added

G) Page #17 Manual - Crankshaft spec will be added. Measurement between governor gear and crank cam gear.

NOTE: Magnet on old flywheel was white and the new ones are black.

- Honda GX160

A) Page # 8 Manual - Remove 13/16 keep 0.812”

B) Page # 9 Manual - Valve steam Min 0.214 change to 0.212

C) Page # 17 Crankshaft spec will be added measurement between governor gear and crank cam gear

- World Formula

A) Page #2 section 2 # 8 - remove

B) Page #2, section 3 add #9 Briggs PVL system may be used Part # 557127

Page #2 add # 7 manifold adapter part # 55769

C) Page # 4 - Max lift at valve 0.308’ change to 0.308

No change will be made- I made a mistake.

D) Page # 4 Head #4 head gasket fire ring Part #555698

E) Page # 8 Cam profile intake side 150 down 206 to 204 ATDC change to

200 to 204 ATDC Add to book. Intake minimum will be 107 degrees centerline. Was 108.

- TIRES

Discussion on the tire tester. Dave explained how & where the tester was used this number and how a ppm number was made. He explained that not enough testing was done on dirt tracks and how he would like to use this year to test more dirt tracks and come up with a ppm number for dirt tracks beginning in 2009.

A motion was made by Tad to put a reading of 80 ppm for the tire tester to be used at all QMA tracks excluding dirt. Dave Mikels second.

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, Tech-Y, Safety-Y, Publicity-Y 18 Yes, 0 No **PASSED**

Discussion followed with what the penalty would be for having a tire reading higher than 80 ppm.

A motion was made by Tad that it will be a DQ from the race at the scales in that class or NT after qualifying. This is not appealable. Kevin Crum 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, TECH-Y, SAFETY-Y, PUBLICITY-Y 18 Yes, 0 No **PASSED**

Tad makes a motion to accept all of tech's changes as presented by Dave Preston for all engine platforms. 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, TECH-Y, SAFETY-Y, PUBLICITY-Y 18 Yes, 0 No **PASSED**

- FUEL

Dave spoke of how fuel has been a problem in the past and that he would like to adopt a mandatory fuel rule where every club would have to mandate a designated fuel station. Tad and Tony both spoke how they feel there is no issue and didn't feel this was necessary. Following discussion, no motion was made to accept this.

Mark asked about the new kit from last year. Dave stated that the color part of the new chemical test does not work but that the other tests can still be used.

Dave then brought up the Honda 200 engine platform and how if this was to be brought in, we would have to look at class structure and some other class would have to be eliminated. Dave would like to form a committee to look at class structure. Thinking long term, he would like to consider combining WF & Half as one class, possibly eliminating the heavy 120 class. Dave Mikels spoke of how he doesn't believe the 200 is any faster than the 160. Dave King from Honda spoke up and stated that in our type of flat track racing, it really isn't giving any faster performance. Kevin asked about using the WF as a half motor as a concept. Dave just wants to know for himself and his tech committee whether or not they should pursue looking into this motor for QMA. Tad asked to talk to RDs alone during a break and come back with their discussion. The Honda 200 Motor Platform was TABLED.

Karen Edmiston (KAECO) took over minutes:

Dave then went onto discuss the thought and wish of obtaining a donated trailer which would store all tech tools and tech equipment, scale boards, Moscore scoreboard, transponders, decoder box and possibly a QMA copier for use at all Grand National Events. This trailer would travel from Grands to Grands. Also, Dave stated that the tech committee will be making some other trips using this trailer to visit large races and help out with any trouble/problem areas.

He mentioned that Tech would like to ask for a \$30,000 budget for 2008, which would include tech trips.

At this time, Dave introduced Dave Klaus from Briggs & Stratton and gave him the floor.

Dave Klaus began his presentation with a video that was shot at Silver City, Host to the 2008 Eastern Grands. This video is set in a quarter midget car, on the hood, and travels to trade shows with Briggs & Stratton for advertising.

Dave explained that the only changes ever being made to the World Formula would only be if a manufacturer makes changes.

The meeting broke for lunch at 12:45 pm PST and returned at 2:07 pm PST. Attendance was taken and all were present.

Dawn took the minutes over again.

The meeting began with Tad asking to start with the tabled 200 motor platform. The RDs do not want to proceed ahead with the 200 Honda motor.

Tad made a motion to not pursue the Honda 200 engine platform for QMA second Kevin Crum.

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, TECH-ABSTAIN, SAFETY-Y, PUBLICITY-Y 17 Yes, 0 No, 1 Abstain **PASSED**

Earl stated that the new 2008 Safety sheet is completed and will be implemented 4/1/08. It is available for use now however. Kevin Crum made a motion to accept the 2008 Safety Sheet as presented with the Disqualifiable items at the scales effective 4/1/08 marked with the exception of the helmet specifications (which were marked wrong and will be fixed). Mark Tobey seconded the motion. **All voted in favor.**

Moving onto the rest of the 2008 Agenda Items:

DQ List and Code of Conduct: Dawn explained the DQ list and Code of Conduct list and asked all Regional Directors to pass the information for Code of Conducts onto her and she will compile a list and update it monthly with any changes. Also, the DQ tech forms should be faxed to Dave Preston and he will sign off on them and forward them to her to put on the DQ list. Again, she will update the list as needed and e-mail to all RDs as she has done the past year.

Chain of Command: Michelle stressed the importance of following the command and all in the room agreed.

Hall of Fame: Dave Preston along with Karen Edmiston spoke on the guidelines for the 3 types of Hall of Fame members and they are Regional Hero, All Grand National Champions & those nominated by the Hall of Fame Committee Nationally. Karen explained what a Regional Hero is and how there is a form to use. One Regional Hero is allowed per Region per year. Tad asked about having the National meeting near the QMA Hall of Fame. Some interest in looking into that.

Novice: Michelle talked about the Novice coloring book idea and passed around samples. Some discussion and all seemed to like it.

Nominating Committee: Michelle spoke about the nominating committee. She asked if we need criteria for Regional/National elections. Suggestion was made to have a committee come up criteria. Dave Mikels spoke about liking the criteria idea but wasn't sure if the bylaws supported this. Rich read the bylaws about the nomination committee out loud and a nominating committee will be formed and developed and brought back next year.

Code of Conduct: Michelle spoke about the COC process. She stated that she will be chairing this and forming a committee and if you are interested in being on that committee please notify her.

Grands Issues: Discussion on paid judges at Grand National Events and the host Clubs' obligation to work with the NBOD. Also discussion on making sure the host club is following the Grands Contract. The NBOD will inspect all National Grand Host tracks before the event, as well as, prior to them bidding for a National Event. Anyone interested in filling a Grands Official position, please let the NBOD know.

Grands bidding is to follow the RCP Process. Proposals are to be mailed to the National Secretary and National Office and these will be copied and mailed with the RCP for clubs to review. Club will review them and give their vote to their Regional Director to vote at the National Meeting. There is no need for clubs to spend money to be at the National Meeting when a Regional Director should already have their vote from their clubs. If the club chooses, they may allow the Regional Director to present their proposal at the National meeting OR they can make the proposal themselves. If no one submits a proposal, then they must be there to present it themselves. This was the reason behind following the RCP process and having the membership involved.

It was discussed to have a committee formed to come up with a procedure or format for high car count at a National Grand Event. Dawn offered to chair this committee and Tad and Michelle agreed to be on it with her.

Judging Procedures: Rich will be chairing a committee for judging procedures. Anyone wanting to be on this committee should let Rich know. He was going to look at the judging video.

National Board of Director's positions for election moved. Michelle explained how right now, the National President, Secretary & Treasurer are all elected on the same year for the same terms and how they are

all sign checks and when the new ones come on board what an issue it is to see that everything is transitioned smooth. The NBOD would like to switch Secretary with Safety. That would mean for the upcoming election, the National Secretary position would only be for one year and then two the following year to get it on the right rotation schedule. Discussion was held and everyone agreed that we would do this when the bylaws are opened to do the treasurer position.

Region 10 & 11 Regional Lines: Charlie spoke about how the Las Vegas club supposed to be Region 10 and explained why Region 11 is where they were put. Charlie would like to change the line between 10 & 11. Both Regional Directors in 10 & 11 agreed. Charlie made a motion that the Las Vegas club be put into Region 11 and at any later date that if any other club is put into Nevada that it would be reviewed. Mark seconded. All voted in favor. **PASSED**

FINANCIAL REPORT

Rich began to discuss some of the finances of QMA and every RD came up to receive a copy of financial statement which has not yet been audited. Each RD received a copy of a financial statement from Alex Frazin, past QMA Treasurer and Bill Wilson, current QMA CPA. Rich stated that there were very little discrepancies between these and in fact, they come very close to each other. He also stated that we will be working to have an audited statement available within 30 days from Bill Wilson, QMA CPA and sent to all RDs. We as a National Board were not comfortable presenting a budget at this time until we can get the actual audited financial statement and then within 30 days of that statement, we will present the budget. There was no discussion and no questions asked.

Moving forward in conjunction with the RDs, the National Board of Directors, based on past history, will be hiring a CPA firm with a contractual agreement to continue on. As part of the agreement, monthly financial statements, quarterly and yearly tax returns. Current treasurer position will remain a treasurer and that person will work with the CPA firm. The board will be setting up a criteria for this position.

Tad made a motion that the board work with a CPA that has been chosen by the board to help with the financial issues. Dave Mikels second.

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, TECH-Y, SAFETY-Y, PUBLICTY-Y 18 Yes, 0 No **PASSED**

Rich said that he feels this is a big step in QMA. Rich first introduced the new QMA Accountant, Bill Wilson, CPA. He welcomed him and spoke highly of Mr. Wilson. Rich gave some background on Mr. Wilson and his love for QMA.

Discussion of the by-laws being opened to add the paid Financial advisor and to change the scope of the current Treasurer position. This will be done via phone conference call with the RDs after we receive the legal information we have requested from the QMA attorney. Along with opening the bylaws for this, we can make the change necessary to switch Secretary and Safety Directors election terms.

Michelle asked to have the floor and brought up approaching any racing officials and what the penalty would be. Discussion was held and Dawn made a motion that anyone approaching or protesting to any official other than the race director, can be suspended for the race day. If any additional disciplinary action is necessary the code of conduct process can be followed. Mark seconded. **All voted in favor.**

Charlie thanked everyone for a great job and for working together. Charlie also thanked Tad for doing a great job at being head RD and for working as the liaison between the RDs and NBOD, as Tad has to leave and will not be returning tomorrow.

A motion to adjourn was made by Michael Franklin and seconded by Dave Mikels at 4:16 pm PST.



Saturday, February 9, 2008

Meeting called to order at 8:24 am PST

National Board: Charlie Cagle (President), Michelle Barzee (Vice President), Dawn Tanner (Secretary), Earl Wilcox (Safety Director), Dave Preston (Tech Director), Rich Tisone (Publicity)

Regional Directors: Steve Lombardo (Acting R1), Mark Tobey (R2), Jimmy Wall (Acting R3), Dave Mikels, (R4), Tony Verardi (R5), Michael Hughes (R6), Doug Lueck (R7), Eric Rickman (Acting R8), Kevin Crum (R9), Ken Loveless (R10), Doug Woodard (R11), Jennie Jansson (R12) and Robin Drier (Acting R13). **Assistant Directors:** Kevin Stolte (R1), Andrea Cumens (R2), Pete Hawkins (R4), William Moore (R5), Bill Ward (R6), Roger Walker (R9), Carlos Ramirez (R10), Greg Boe (R11), Andy Therkliesen (R12), Doug Drier (R13).

National Office: Karen Edmiston, KAECO, Inc.

Guests: CJ Hull-R1, Maggie Zenor-R5, Bill Rickman-R8, Erick Rickman-R8, Mike Hankins-R8, Gary Llewellyn-R6, Gilbert Simental-R6, Jack Miller-R3, Dave Albertson-R6, Dan Matich-R12, Oscar Ahumada-R12, Jimmy Wall-R3, Bobby Barzee-R2, George Crouse-R2, Greg Mahoney-R9, Steve Adelman-R9, Jeff Hill-R10, Jerry Mostek-R10, Debi Supan-R11, Dave Klaus-R3, Gina Conard-R3.

Attendance was taken and all were present.

Speaking on behalf of the Region 3 Assistant Director, Michael Franklin today will be Jimmy Wall and for Region 8 Director Tad Fiser will be Eric Rickman.

Dawn asked to revisit the clarification of membership age. Dawn spoke of an e-mail received from the QMA attorney stating that anyone under 18 years of age could not be held binding to the agreement and also that K&K Insurance required a parent waiver form be signed for anyone under the age of 18. All agreed that we would leave it as stands that anyone 18 or older can join QMA under their own membership.

Charlie announced to 2009 Grand National dates:

West: 6/28 – 7/4
East: 7/19 – 7/25
Dirt: 8/2 – 8/8

Dawn asked for email addresses for all acting RDs to send the minutes to. It was also stated that all hardships have been signed and mailed out to all States Race Host Clubs.

Charlie then announced that the 2009 Grands Proposal Presentations would take place and that we would start with the Western Grands:

WESTERN GRANDS BIDS:

Langley: Dino Bianchi represented Langley for the Western Grands in presenting a power point. Some of the members present from Langley were the secretary and tech director. He spoke of how 2009 will be the 30th Anniversary for this club and how they would love to incorporate that into the Grands. He stated that they are the only Canadian track. He went over some of the concerns with the use of passports and crossing the border.

Portland: Cindy Raz presented a power point presentation. Some of the members present were the club President, Tech and Race Directors, Food service Manager. She stated that registration would be done via mail or online. She gave prices that they would have and they are: \$40/car for registration with \$10/car for novice. Trailers \$100 premier and \$75 for non premier spots. Vendors at \$275 and motor homes coming in at \$235 which is inclusive of power and water.

EASTERN GRANDS BIDS:

Huntsville: Jimmy Wall spoke on behalf of the Huntsville QMA. He stated that this club has hosted the Grands 5 times in the past but that was at a different location. They are now in a new location. He stated

that Talladega is less than 100 miles away and that is where the QMA Hall of Fame is located. Gina Concard representing the City of Huntsville, AL also spoke.

North Georgia: Jack Miller, Grands Chairman presented the proposal for the North Georgia QMA along with Robert Raine who is a member of North Georgia QMA and the City Council. He spoke on things the City has done for the club and how they will support him. Jack spoke that there is a lot of attractions around their club.

DIRT GRANDS BIDS:

Terre Haute: Tony Verardi, Regional Director for Region 5 introduced Maggie Brown to present Terre Haute's proposal for the 2009 Dirt Grands. Maggie stated that Terre Haute has held the Grands before in 1997, 2001, 2003 & 2005 with approximately 500 drivers. At each Grands, the track records were broken. New clay was just put on the track in preparation and they are talking about building a new tower. Charge for parking would be \$100/spot spot with free parking available.

A break was taken at 10:25 am PST so that the National Board could discuss their picks for their one vote and was brought back to order at 10:58 am PST.

Charlie thanked everyone for presenting for the Grands and how it was a very difficult decision for the board as they are all great tracks and all look capable of hosting a Grands. With that being said he announced the board's vote for the Western Grands:

WESTERN GRANDS VOTE:

NBOD-Langley, RD6-Langley, RD7-Langley, RD8-Portland, RD9-Portland, RD10-Langley, RD11-Portland, RD12-Portland 4 Langley 4 Portland – Charlie broke the tie with Langley

EASTERN GRANDS VOTE:

NBOD-Huntsville, RD1-North Georgia, RD2-Huntsville, RD3-Huntsville, RD4-Huntsville, RD5-Huntsville, RD13-Huntsville 6 Huntsville 1 North Georgia

CONGRATULATIONS TO THE 2009 GRANDS CLUBS:

WESTERN GRANDS – LANGLEY QMA
EASTERN GRANDS – HUNTSVILLE QMA
DIRT GRANDS – TERRE HAUTE

A motion to adjourn the 2008 QMA National Meeting at 11:15 am PST was made by Dave Mikels and second Kevin Crum.

After adjournment, the Tech Seminar began headed by Dave Preston along George Crouse and Jerry Mostek.

Respectfully submitted,

Dawn Tanner

Dawn Tanner
QMA National Secretary