



IMPERIAL PALACE HOTEL & CASINO
ANNUAL NATIONAL MEETING
February 5-7, 2009

Thursday, February 5, 2009

Meeting called to order 8:06 AM PST

Members present were:

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

Regional Directors: Geoff Prucker (R1), Mark Tobey (R2), Scott Caldwell (R3), Mark Wilsdon (R4), Ron Gonsalves (R5), Michael Hughes (R6), Doug Lueck (R7), Tad Fiser (R8), Kevin Crum (R9), Ken Loveless (R10), Gregg Boe (R11), Jennie Jansson (R12) and Robin Drier (R13). **Assistant Directors:** John Mikitarian (R1), Andrea Cumens (R2), Mike Franklin (R3), Tony Marks (R4), Bill Moore (R5), Dave Albertson (R6), Eric Rickman (R8), Bob VanAmburg (R9), Carlos Ramirez (R10), Gary Attridge (R11), Andy Therkliesen (R12), April Hansard (R13).

National Office: Karen Edmiston, KAECO, Inc.

Guests: Jennifer Oldhem, Brad Zoeller, George Graus, Stacey Albertson, Cookie See, Brandon Esgar, Dave King, Chris Wood, Mike Lewis.

Charlie opened with prayer and then welcomed everyone to the 2009 National Meeting. Attendance sheets were passed around and all attendees at the meeting were checked in the database for 2009 QMA membership and this will be done daily. Attendance was taken and introductions of Regional Directors, their assistants/representatives and National Board members were done. Charlie thanked everyone for coming to the meeting and he particularly thanked Tad as Head RD 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.

Michael Hughes made a motion to accept the 2009 Agenda and was seconded by Mark Tobey. All voted in favor of the motion.

Tad was given the floor and he asked to do RCP #3 before RCP #2. He also asked if RCP 12-19 could be presented following the Safety Director's presentation. Last but not least, he requested that RCP 31 – RCP 33 be presented following the presentation given by the Briggs and Stratton representative.

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

RCP #1 – Proposed wording: Jr Honda and Jr Stock classes will have maximum of ten cars per race with eleven permitted at local events but never twelve. If over 11 cars signed in, must be a "B" Main. Scoring procedures to be updated also.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-Y, RD9-N, RD10-N, RD11-Y, RD12-N, RD13-Y, VP-N, SEC-N, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 2 YES - 17 NO **FAILED**

RCP #3 – Proposed wording: In order to run 160, B, AA or WF, a driver must run one 12 month period at home club (not including novice year) upon graduation from the novice class, in a lower class or combination of lower classes. In addition, you must be the appropriate age to run these classes following the 12-month period.

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-Y, VP-Y, SEC-Y, TREAS-Y, TECH-Y, SAFETY-Y PUBLICITY-Y 7 YES – 12 NO **FAILED**

RCP#2 – Proposed wording: Table 5-1 QMA required ages and weights by class/division, Lt. Mod 8-16, Hvy Mod 8-16.

RDs removed the original proposed wording and submitted the following:

New proposed wording: Page 23 Article 5 Sec. 1, 1H - In order to run 160, **MOD**, B, AA or WF a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of a lower classes (not including novice year) or obtain the unanimous approval of the Novice Committee with the final approval from your Regional Director before competing in these classes. In addition, you must be the appropriate age to run these classes before competing.

Discussion was held and it was pointed out that the Regional Directors need to follow through with this using the “Move Up” form provided last year in order for it to work correctly.

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**

RCP #4 – Proposed Wording: If a car from the original line-up is disqualified or scratched prior to warm-up for any reason, the alternate car will be allowed to enter the track and participate in the warm-up. Cars not going through the safety check from the pit stewards prior to the start of warm-up will not be allowed to enter the track and race.

NBOD added the word “Officially” before disqualified or scratched. Discussion was held as to what “officially” meant and it was decided that it meant that the **handler** MUST notify the Race Director or tower prior to warm-up.

New proposed wording: If a car from the original line-up is officially disqualified or scratched prior to warm-up for any reason by the handler, the alternate car will be allowed to enter the track and participate in warm-up. Cars not going through the safety check from the pit stewards prior to the start of warm-up will not be allowed to enter the track and race.

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 YES – 1 NO **PASSED**

RCP #5 – Proposed wording: Any car (or cars) going dead on the track 2 times for any reason (while under green flag racing conditions) will be black flagged and scored as a DNF. Judging Procedures and Scoring Procedures would need to be updated accordingly as well.

RD1- N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-Y, RD13-Y, VP-N, SEC-N, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 2 YES – 17 NO **FAILED**

RCP #6 – Proposed wording: If the original field does not complete a lap and any car(s) go off track, the alternate shall be sent out and start in the rear of the field. If a car from the original lineup is past the designated line on the track before the restart green flag, the driver may rejoin the lineup at the rear of the field and the alternate will be shown the black flag. The alternate car will return to the standby position until the first full lap is completed.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-Y, RD13-Y, VP-N, SEC-N, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 2 YES – 17 NO **FAILED**

RCP #7 – 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 lineup is called for or when another car is removed from the field and will start in the rear of the field. If a car from the original lineup 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 lineup 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 lineup and double file initial start will follow. The alternate car will return to the standby position until the first lap of the race is complete at which time they will be excused.

RD1-N, RD2-N, RD3-N, RD4-Y, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-Y, RD13-Y, VP-N, SEC-N, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 2 YES – 17 NO **FAILED**

RCP #8 – Proposed wording: For Grand National events, judges will be selected by the National Board and compensated for their expenses to attend the three events.

Discussion was held and Mark Wilsdon spoke on the idea of this RCP. He stated that a budgeted amount would be assigned and how it would be presented to the prospective judges using the same process as what is now given to anyone working a Grand National 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 #9 – Proposed wording: During any QMA sanctioned event, a time clock will be used on any C-main or lower races and for all novice races. The maximum time limit will be 20 minutes, but can be lowered at the discretion of the race director. The clock will be stopped during a red flag and will be restarted when the red flag condition is lifted. There will be one attempt at a green-white-checkered finish. If a yellow or red flag is thrown during this sequence, once any applicable calls or DOTS are issued, the field will be lined up in the determined order and the field will be shown the checkered flag. There will be no time limit on B or A main races.

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, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 0 YES – 19 NO **FAILED**

RCP #10 – Proposed wording: Grands date of events will not be held while any school is still in session. All schools are done by June 30, so if the Grands were to be held the first weekend of July there wouldn't be any conflicts.

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, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 0 YES – 19 NO **FAILED**

RCP #11 – Proposed Wording: Novice Exhibition shall be at the discretion of the host club, approved in advance by the Regional Director.

New Proposed Wording: Eliminate the proposed wording but under existing rule 4B Minimum of one practice session.

RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-N, 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 YES – 1 NO **PASSED**

RCP 12-19: Tabled by the RDs until after Safety Presentation.

RCP #20 – Proposed Wording: Engines may be claimed for \$750 cash only.

Discussion – Engines maybe claimed for \$600 cash only. Mark Tobey stated that the RD's felt it is a good system and acknowledges that things have gone up but that they do not want to drive it up on the side of the claimer or the motor builder. Michael Hughes stated that some people have used it as a vindictive measure and that we need to help educate the members as to why the claimer is there.

New Proposed Wording: Engines may be claimed for \$600 cash only.

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**

RCP #21 – Proposed Wording: One claim per family per class per year.

RD1-N, 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 1 YES – 18 NO **FAILED**

RCP #22 – Proposed Wording: Engines may be claimed for \$800 cash only. No claim related inspections will be started prior to the funds being posted with the proper official. **PULLED**

RCP #23 – Proposed Additional Wording: In order to claim someone's motor, the claimer must prove that they participated in the same race with a 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 party's motor will then be voided. If the claimer's motor is found to be legal, the claim process will proceed with the claimer's motor being inspected for legality.

Dave stressed to the RDs how he felt this would not only be a very big task for tech committee members but that it is a detriment to the process.

RD1-N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-Y, RD11-N, RD12-Y, RD13-N, VP-N SEC-N, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 2 YES – 17 NO **FAILED**

RCP #24 – Proposed Wording: Engines may be claimed for (GX-120 \$850, GX-160 \$900) cash only. No claim related inspection will be started prior to the funds being posted with the proper official. **PULLED**

RCP #25 – Proposed Wording: Tires may be kept in the original plastic wrapper up until the car is in the staging area.

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, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 0 YES – 19 NO **FAILED**

RCP #26 – Proposed Wording: Wheel Tread (Measured center to center of tires) Quarter Midgets 28" minimum, 36" maximum, Half Midgets 32" minimum, 36" maximum.

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, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 0 YES – 19 NO **FAILED**

RCP #27 – Proposed Wording: Tire Size: Front Maximum 11" Diameter, Rear Maximum 12 1/2" diameter. Spec Tires shall be allowed at the Club and/or Regional Levels. Clubs and/or Regions may negotiate their own Spec Tire Rule with tire manufactures.

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, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 1 YES – 18 NO **FAILED**

RCP #28 – Proposed wording: 33. Tires 33 A. Clubs and/or regions have local option to specify a required right side tire manufacturer and/or compound for their events if the following conditions are met: 33B If required, the local spec tire(s) must be approved by the appropriate club or region membership. 33C - Each type of required tire must be readily available to all members choosing to participate at an event. If it is not, then the tire requirement may be enforced for that event. 33D. If a club or region does require specific tires, the details of such must be posted at least two weeks prior to any included event on the club's schedule, format and website if they have one.

Discussion - Kevin spoke as to the reason this RCP was written and asked about trying it at the local level to give people the option to go down that route and see if it works. More discussion held as to how the local Clubs/Regions could use other forms of "saving money" on buying tires by requiring that a handler must race the tire they qualified on. This is being done at some clubs and Regions already and has proven to be effective.

RD1- N, RD2-N, RD3-N, RD4-N, RD5-N, RD6-N, RD7-Y, RD8-N, RD9-Y, 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 #29 – Proposed Wording: If using an old style GX120 engine, the use of either a QMA issued offset keyway or a Tier III flywheel is mandatory. All GX120 engines using a Tier III flywheel must use factory keyway. Maximum timing of all GX120 engines is 20 degrees before top dead center.

Discussion - Dave explained the reasoning behind the program and how there was a conference call with Regional Directors in August of 2007. Per those minutes, it was the Regional Directors that wanted to use a key as a "band-aid" until the flywheels were available. Mark Tobey did want it noted that the Tech Advisory Committee was not on the call. It was only the Regional Directors, Dave Preston and Jerry Mostek.

RD1-N, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-N, RD7-Y, RD8-N, RD9-Y, RD10-Y, RD11-Y, RD12-N, RD13-N, VP-N, SEC-N, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 8 YES – 11 NO **FAILED**

RCP #30 – Proposed Wording: Keep GX120 timing the way it is at present time, using the new key or flywheel. The new flywheel is not needed or required. **PULLED**

RCP #31 – Proposed Wording: The World Formula Class is to be divided into a Light and Heavy division. Heavy WF having a 100lb minimum driver weight and a 340 lb minimum car/driver combined weight; Light WF having no minimum driver weight and 275 minimum car/driver combined weight. **TABLED by RDs until after the Briggs & Stratton presentation.**

RCP #32 – Proposed Wording: Add a light class for World Formula combined weight will be 270 lbs. **TABLED by RD's until after the Briggs & Stratton presentation.**

RCP #33 – Proposed Wording: Lt. World Formula minimum weight 285 lbs and Hvy World Formula minimum weight 340 lbs. **TABLED by RDs until after the Briggs & Stratton presentation.**

Meeting broke for a break at 9:50 AM PST

Meeting called back to order at 10:07 AM PST. Attendance was taken and all were present.

HONDA ENGINES – Dave King

Charlie introduced Dave King from American Honda. Dave began by stating that he has enjoyed working with QMA for the last 14 years and introduced George Graus who is a degreed engineer. Dave stated that production has moved from Japan to Thailand and by the end of March all new Honda engine parts will have a "UT" on the part number. He stated that all parts are the same and nothing will change except for the location where they are being made. He stated that no emissions changes are foreseen at this time. He informed everyone that George will be joining him at the Grands this year and that George will continue to help the QMA Tech Director in a continued working relationship. He announced that along with everyone in this tough economy, American Honda is going through some tough economic challenges also and that his budget has been cut. He stated that they had to make some tough decisions based on lower budgets and he was happy to announce that the only small engine organization they will support is QMA. They will continue to support QMA but will not have the same amount of money to distribute as in the past. They will be giving \$3,000/Grands with no shirts or hats but they are not going to turn their backs on QMA. Rich thanked Dave and stated that since 1998 Honda has given QMA \$300,000 in supporting our Grand National Events and Rich thanked him for his continued support, as did all Regional Directors and National Board members.

TS RACING/VEGA TIRES – Brad Zoeller

Charlie introduced Brad Zoeller, representing TS Racing, which is the importer of Vega Tires. He thanked everyone for giving him the time to speak. He acknowledged the tough economic times and announced that Vega is not planning on any cost increases. He stated that there is a rumor going around that there will be a new compound and he wanted to make it clear that there is not a new compound. Everything is the same and the only thing that has changed from the original tire was the "650" tire just for QMA. They have acknowledged that QMA and the members are looking for more tire wear and they are currently testing a thicker tire (thicker rubber) giving more tire life which will be more consistent time after time. He is asking for some time to get it on the track and run different cycles around the Country. Vega has given the Champion hats at the Grands and will continue to provide a program to QMA. Vega will also continue to work with the Board and the RDs to help the Regions in anything they need. Dave Preston acknowledged Brad for all of his help in any tire issues that might have involved the Vega Tire. John Mikitarian also spoke up for Brad and acknowledged that he is a stand up guy always helping everyone at all times.

RCP #12 – Proposed Wording: Drivers of "AA" and half midgets using alcohol are required to wear Nomex Hoods.

Earl presented that you cannot see alcohol burning and as a safety representative he felt this would be the right thing to do. Discussion held on the proper wording.

New Proposed Wording: Drivers of "AA" and half midgets using alcohol are required to wear an SFI 3.3 rated head sock under their helmet.

RD1-N, RD2-Y, RD3-Y, RD4-N, RD5-N, RD6-Y, RD7-N, RD8-N, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-Y, VP-Y, SEC-Y, TREAS-Y, TECH-Y, SAFETY-Y, PUBLICITY-Y 14 YES – 5 NO **PASSED**

RCP #13 – Proposed Wording: Safety belts should not be retained by loops on driver's suit.

New Proposed Wording: Shoulder belts must not be retained by shoulder loops or epaulettes on driver suit.

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**

RCP #14 – Proposed Wording: Five-year replacement on seatbelts.

Due to no degradation of safety equipment per the QMA rulebook and to the recommendations of SFI, this RCP was **PULLED ON THE FLOOR.**

RCP #15 – Proposed Wording: At the discretion of the safety director any belt that appears to be unsafe will be required to be replaced before safety inspection sheet is signed.

Due to no degradation of safety equipment per the QMA rulebook and to the recommendations of SFI, this RCP was **PULLED ON THE FLOOR.**

RCP #16 – Proposed Wording: Effective January 1, 2009. Section 3 Driver's 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 harnesses. 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. The latching system must provide a common connection release for the lap belt., shoulder harness and sub belt(s). 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 driver's 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.

Discussion - Earl stated that if you want to run a 5 or 6-point harness you are allowed, as there is nothing prohibiting you from using one now. However, he does not support making it mandatory.

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, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 0 YES – 19 NO **FAILED**

RCP #17 – 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's should be attached to a cross over bar welded to the chassis. Proper Harness/Belt angle and attachment as per approved Safety belt manufacturers 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, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 0 YES – 19 NO **FAILED**

RCP #18 – Proposed wording: 28.C. - Weights are to be bolted or welded within the cockpit area between the mainframe rails. Weight also may be bolted to the belly pan within the cockpit area, if securely fastened and the belly pan is securely fastened to the frame. No weights attached to any sheet

metal except belly pan, Fasteners through weight and belly pan must not be pop rivets. Weights are permitted to the in the left side “kick” or “bump” area if they are attached to welded frame lugs or brackets provided for that purpose.

Discussion – Earl stated that this had been an item of discussion this past year. Some cars have kick-outs or bumps type things that are not defined. Some have pods, some have kick-out or a bump out and he felt it would be opening up a can of worms. The “pod” and kick out would have to clearly be defined. Mounting is not exactly defined as it only states, “secure”. Mark Wilsdon stated that he felt it does specify how it would be attached. Earl believes it can be abused, due to the fact that there are so many different cars and applications. Mark Tobey stated that when he was putting a lot of weight in a car for a bigger kid where there was no room in the cockpit, he thought about putting it in the kick-out as without using that it limits where the weight can go. Tad brought up that he hadn’t considered the fact that people may begin building “pods”, kick-outs, etc... just to put a ton of lead in. Tad feels that this is opening it up to allowing a car to be built with something huge on the outside of the car.

More discussion was held as to what the mainframe rails exactly means and will present it tomorrow during Earl’s Full Safety presentation.

RD1-Y, RD2-Y, RD3-N, RD4-Y, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-N, RD11-N, RD12-Y, RD13-N, VP-N, SEC-N, TREAS-N, TECH-N, SAFETY-N, PUBLICITY-N 4 YES – 15 NO **FAILED**

RCP #19 - Proposed Wording: 28.C. Weights are to be bolted or welded within the cockpit (which includes the kick out or side pod area). Weights also may be bolted to the belly pan within the cockpit area (which includes the kick out or side pod area), if securely fastened. No weights attached to any sheet metal except the belly pan. Fasteners through weight and belly pan must be pop rivets. **PULLED BY Mark based on the result of RCP 18**

VICE PRESIDENT, Michelle Barzee

Michelle reviewed the following items:

- Racing Charter Procedures for 2010
- 2009 Procedure for Club Certificate
- Racing Charters Procedure 2010
- Rulebook Clarifications
- Code of Conduct Updates 2009

Michelle stated that all Charters have been paid in full to date and that she still needs 2009 Schedules and Racing Rules/By-Laws sent to her so that she can have the National Office send out the new Charter Certificates.

Rulebook Clarifications - Kevin Crum asked to go through these one by one and decide if a vote is needed on them as Michelle reviews them. The clarifications are as:

- The National Board members would like to have the 5 RCP’s allowed to be submitted by the National Board directors removed. The NBOD believes that they can go through their home club the same way any other member in QMA can. Michelle made a motion to remove the 5 RCP’s from the NBOD and Mark Tobey seconded. Discussion was held.

RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-N, RD7-N, RD8-N, RD9-N, RD10-Y, RD11-N, RD12-N, RD13-Y, VP-Y, SEC-Y, TREAS-Y, TECH-Y, SAFETY-Y, PUBLICITY-Y 13 YES – 6 NO **PASSED**

- Page 6, Sec. 2 #2 – RCP’s – Must state page # of present rule and what procedure or solution they propose for the specific RCP they are submitting.
- PAGE 23, #1.D Add the word ONLY = “A car may be entered as an AA & ½ ONLY”.
- PAGE 24, – Adding at the bottom to the Half class – “Must have final approval by RD”. Same as moving up to an upper class from novice.
- PAGE 30, SEC 4 # 2 Should read “STOCK/HONDA”

- SEC 5 3 # 2. Add “Must race 1 event before a Grands and move up at the home club

RD1-N, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-N, RD9-N, RD10-Y, RD11Y, RD12-Y, RD13-Y, VP-Y, SEC-Y, TREAS-Y, TECH-Y, SAFETY-Y, PUBLICITY-Y 16 YES – 3 NO **PASSED**

- Page 31, 2K – State Race Rules – If holding multiple events on your States Race weekend, the States Race must be completed before beginning another race event that weekend. An attempt must be made and Grands format must be followed.
- Page 35, 1S – A – Only in Half Class under red – you can use an electric starter to start the car. No 4 wheelers or motorized vehicles will be used to push start any car.
- Page 40. 3.G – It is mandatory that all track records are open at all States Races along with Grands.

Safety Clarifications in rulebook:

- Page 20, #22 SFI Belt – 1 ¾ “ minimum
- Page 21, #27.G. – Kill Switch (ignition) novice – change to MUST be on top and recommended to be mounted on right side.

RD1-Y, RD2-Y, RD3-Y, RD4-N, RD5-N, RD6-N, RD7-N, RD8-N, RD9-N, RD10-Y, RD11-N, RD12-N, RD13-Y, VP-Y, SEC-Y, TREAS-Y, TECH-Y, SAFETY-Y, PUBLICITY-Y 11 YES – 8 NO **PASSED**

- Page 22, Sec. 4#2 – No decorative or distractive lights or any non essential racing items (i.e. flags, stuffed animals, license plates, etc...) 1st offense warning, 2nd offense DQ
- Page 43, #18 – Anytime a tail cone falls off a car, etc... Add – Other body parts
- Page 44, 21A #3 – Liberation of fluids, add under yellow or red flag conditions onto the track, without being repaired before returning to the track, DQ (Race Director 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, TREAS-Y, TECH-Y, SAFETY-Y, PUBLICITY-Y 18 YES – 1 NO

- Page 44, 21A #7 – Unsafe or damaged parts on car under yellow or red, DQ (Race Director Only)

Tech Clarifications in rulebook:

- Page 18, 17.G – AA & ½ Max Fuel Size – Capacity 140 ounces (same as page 38 4.Q) All Classes
- Page 18, 19.B. – The nerf bars must extend outward to a minimum of center of rear tires, but must not extend beyond the outside edge of the tires. This will be checked with a straight edge at each wheel while the wheel is parallel with the frame.
- Page 23 and Page 35 – No plastic wrap, factory wrap or any other material left solely on mounted tires allowed outside the trailer at all QMA tracks or events.
- Page 26, Section 2, #5 – Add, IF 1st offense, 6 months. If 2nd/3rd within a year, you must follow 1.B and 1.C. for suspension (also page 27 1.F and 28#4)
- Page 30, Add 3.B – Novice - All other QMA rules and penalties apply to the novice class including fuel and tires.
- Page 32 2.C – Transponders, improper location is a DQ – qualifying and racing
- Page 48 #7 – Add specific gravity testing to fuel testing procedures as an option.
- Page 48, #9 A – Add track fuel can be defined as fuel purchased from the track or a designated fuel station
- Page 48, #10 A,B,C – Add family suspension
- Page 50 #4 A – Add family suspension
- Add – Tech Committee/advisory committee to rulebook as in the past

Broke for a lunch break at 12:14 PM PST.

Meeting called back to order at 1:43 PM PST attendance was taken and all Regional Directors and NBOD were present.

BRIGGS & STRATTON/Dave Klauss

Charlie introduced Dave Klauss from Briggs & Stratton. Dave gave a brief power point presentation: He explained that the gearbox is currently being tested and parts are on order. The price of the World Formula has gone up \$59. This is the first increase in 5 years. The new list price is now \$1,059. The dealer cost has not changed. There will be a new packaging to include the gearbox & status updates. Briggs is shooting for April 15, 2009 for the new gearbox to be released. Dave Klauss went over new local options. Dave Preston asked about the key in the gearbox and once the process is started will you sell us an engine with the gearbox on them? Dave Klauss answered, “not this year”. He stated 2010 could add a quartermidget spec. Mark Wilsdon asked about the 8hp engine and if Dave Preston was

considering this option. Dave stated, "not at this time". Kevin asked Dave Klauss about the criteria for the contingency award that Briggs gives to the World Formula Class at the Grands. He stated that there were children who didn't receive their bonds but that had met the criteria announced. Dave explained that there had to be stickers on the car and that the bond information had to be submitted by a certain date. Dawn also asked about the program as she had a couple people ask her where do they go to get the information needed. Dave told her that he gave her the number for them to contact. Dawn stated that she had given that number and e-mail address to members but was told they were unable to get a response. Dawn asked Dave if there was something that Briggs could publish prior to the Grands and give to the National Board so that the National Board would know what is expected with their contingency program and would therefore be able to help the members to ensure that everyone who deserved it received it. Dave said he would publish something. Dawn told him that it could be put into the Grands driver packets for those running the World Formula Class.

Meeting broke for break at 3:10 PM PST.

Meeting called back to order 3:20 PM PST Attendance taken and all were present.

PUBLICITY DIRECTOR/Rich Tisone

Rich gave out a QMA folder to all Regional Directors and NBOD members that contained promotional information and a DVD promoting QMA. He began his power point presentation by showing the new QMA promotional items purchased by QMA, which are available for anyone to use upon request for a promotion event. These items include: QMA display boards for trade shows, QMA DVD picture or power point shows, brochures and QMA banners.

Rich talked about the different tools available in order to maintain the tracks with ideas for fundraising, getting your community involved and samples of press releases.

He reviewed the QMA website and how all official documents have been updated and will continue to be updated as needed. This includes all safety & tech updates, NBOD conference call minutes, race results, classified ads, quarter reporter, Grands and QMA Hall of Fame information.

Rich announced the new QMA Online Store and passed around samples. T-shirts \$10, hats \$20, crew-neck sweatshirts \$25, zip hood fleece \$30, patches \$5, flags \$20, vinyl trailer decals \$10.

QMA's Official Website – www.quartermidgets.org

- New Resources of our website
- Data base integration
- Regional and Club extraction (read only)
- QMA Forum
- Mass E-mail
- Election Voting on line

Rich asked everyone to go down the hall to watch a professionally made promotional video, which was done at the Oaklane Quarter Midget Club on the big screens. Everyone left the meeting at 4:05 pm PST and returned to the meeting at 4:31 pm PST. Everyone really enjoyed the video and inquired as to how they can obtain a copy for promotional use of QMA. Rich stated that this is what he is working on this year and trying to get sponsorship to run a video/commercial like this Nationally. Rich held a question and answer period with the Regional Directors.

TREASURER/Stacey Yurgel Perone

Stacey stated that she was excited to be working as the QMA Treasurer this year. She gave a brief power-point presentation, which showed the things she would be doing this year. They include:

FINANCES

- Check writing and check distribution daily
- Monthly, Quarterly, Yearly, Financial Statements with a more detailed breakdown of financial statements
- Work with Mr. Wilson, QMA CPA on all finances
- Establish a budget for 2009 with National Board members and Mr. Wilson

GRANDS LIASON

- Work closely with all Grands Hosting Clubs for 2009 Grand National Events
- Begin to work with the 2010 Grand National Host Clubs
- Assist clubs with proper Grands Procedures per the Grands Contract
- Develop a calendar of events as a guideline for Host Clubs
- Develop a universal Registration procedure whereas members can go onto the QMA website and register for any or all Grands they would like to attend at one spot using the same method.

Tad thanked Stacey for moving toward this for next year and also brought up changing Grands registration date from January 1st to February 15th. Kevin made a motion to begin Grands Registration on February 15th, seconded by Tad. All voted in FAVOR

A Motion to adjourn at 4:59 PM PST was made by Kevin and seconded by Mark Tobey. All voted in favor.



IMPERIAL PALACE HOTEL & CASINO ANNUAL NATIONAL MEETING February 5-7, 2009

Friday, February 06, 2009

Meeting called to order 8:13 AM PST

Members present were:

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

Regional Directors: Geoff Prucker (R1), Mark Tobey (R2), Scott Caldwell (R3), Mark Wilsdon (R4), Ron Gonsalves (R5), Michael Hughes (R6), Doug Lueck (R7), Tad Fiser (R8), Kevin Crum (R9), Ken Loveless (R10), Gregg Boe (R11), Jennie Jansson (R12) and Robin Drier (R13). **Assistant Directors:** John Mikitarian (R1), Andrea Cumens (R2), Mike Franklin (R3), Tony Marks (R4), Bill Moore (R5), Dave Albertson (R6), Erick Rickman (R8), Bob VanAmburg (R9), Carlos Ramirez (R10), Gary Attridge (R11), Andy Therkliesen (R12), April Hanson (R13).

National Office: Karen Edmiston, KAECO, Inc.

Guest: Kim Peck, Tiffany Spillers, Steve Kuhn, Steve Peck, Alan Hawkins, Cookie See, Rick & Janet Scribner (presenters), Claudia Loveless, Jennifer Oldham, Rodney Oldham, Brandon Esgar, Gilbert Simental, Tracy Vanhee, Terry Vanhee, Bryan Gee, Marshall Bostwick, Chris Wood, Debbie Zimmerman, Connie Ellington, Oscar Ahumada, George Crouse, Jerry Mostek and Billie Wilson (QMA CPA).

Charlie thanked everyone for attending the meeting and expressed how great it was to have so many members present at the National Meeting. Introductions of NBOD members and RDs with Assistants were made as role was taken.

MOSCORE/Walter Pate

Walter gave details on how the program was introduced into QMA and how it became the Official QMA electronic software. He discussed how the program works, what you can purchase and how it is used. He encourages clubs to contact him with any questions or inquiries they may have. He gave a brief overview of the system and what it does.

SAFETY DIRECTOR/Earl Wilcox

- National Safety Inspection – Earl explained how the National Safety Inspection Pilot Results from Region 6 in 2008 have been completed and it was a very convenient program but that he didn't feel the overall safety was improved. He also explained how he saw too many violations at the Grands this year and how he will not be implementing this program.
- New Car Construction Approval Process (Applies to all QMA cars)
 - A) Communicate to National Safety Director intent to build
 - B) Submit materials list in compliance with QMA rules to obtain approval to proceed
 - C) Submit detailed pictures/drawings of chassis to obtain approval to proceed
 - D) Submit photographs of completed car to obtain final approval in writing from QMA National Safety Director
- Soft Wall specifications – Presently all new tracks as of 2007, must have Soft Walls. A specification was to be written and effective 1/1/09. This has been completed and is now in effect. Earl reviewed the Soft Wall Specifications that he put out the beginning of this year and stated that they are posted on the QMA website.

Earl then introduced Rick Scribner from Scribner Plastics www.scribnerplastics.com. Rick gave a brief overview of the walls his company provides. Rick stated that if you would like to see them at a track, you could visit Orange Show's website as they used his walls at their track.

- Driver Safety Equipment – Article 4, Section 3, 4B – Helmets, SA2000, SFI 24.1 or CMR2007 Motion was made by Mark Tobey to accept the new helmet CMR2007 and seconded by Mark Wilsdon RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7-Y, RD8-H, 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**

- Helmets – No external decorative covering allowed on helmets or face shields. (Example: SkullSkins or similar products). This does not preclude paint or vinyl graphics as long as they do not cover the face shield.
- Seat Belts - Page 20, Sec. 22A - Must use a latch & link buckle only. Rotary Cam Lock devices are not allowed effective January 1, 2010.
- Seat Belt Location – Page 20, Sec. 22.I - Seat belts are not allowed to pass through the firewall.
- Roll Cage Extensions – Page 19, Section 21.A – No bolt on halo extension bars are allowed above the original roll cage. Welded on extensions or “halo” bars that are added above the original roll cage top may not be used as the measurement point for the helmet clearance requirement of 1”.
- Battery/Electronics Clarification – Page 14, Section 2.C – Battery and electronic ignition equipment not allowed on or in cars in Honda and World Formula Classes.
- Side Pod/Kick out weights – Page 21, Section 28.C – The mainframe rails are considered to be a straight and parallel line from the front to rear of the car.
- Hot Chute Safety – It is recommended that you do not lift cars up onto front bumper.
- Frames – Reminder that effective 1/1/09 it was mandatory that ALL cars be a down tube style frame.

A motion to approve the Safety clarifications was made by Mark Tobey and seconded by Scott Caldwell.

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**

SECRETARY/Dawn Tanner

Dawn clarified/discussed the following:

- Moscore – The use of Moscore, the Official QMA electronic scoring software, will be used at all 3 Grand National Events this year. This will be the first year it is used at a Dirt Grands. It is encouraged that all Clubs considering purchasing an electronic scoring system, should purchase the Moscore System.

- CHANGE OF CLUB FORM – A new form is being put together so that someone switching from one club to another can fill out. A copy will be given to previous club and original given to new home club. Original will be sent to National office with new application filled out and old badges. Gold copy will serve as proof of membership until new badges are obtained. New badges are required due to club numbers being different
- LATE FEES - QMA rule states that memberships are due by 10/31 and late after 12/31. It is suggested and encouraged that at the local level, implement a club late fee. No Ballot will be sent to any member that is not a current member of the new year by 10/31. Anyone running for office must be a new QMA member for the new year as of 10/31. If not renewed by 12/31 – no quarter reporter will be sent and some internet privileges will not be given.
- APPLICATION PROCESS - Applications are to be given out at meetings/races to families and individuals wishing to join. Do not mail applications. K&K Forms can be done at a later time but must be signed in front of an officer of the Club. Applications should not be accepted without all the proper documents (pictures, birth certificates, proof of residency, club forms). Complete application packets should be accepted and signed off by Club Officer and gold copy given to member immediately as proof of membership. Applications are to be sent to the National Office within 15 days of Club Officer Signature.
- 2010 NEW APPLICATIONS FORMS – The new form will be three pages (no back to back). This is following the recommendations by the QMA Attorney. The application will also be available on line so that it can be filled out at home and printed. Four copies must be printed. These copies will be taken to the club and MUST be signed in front of a club officer.
- DRIVER PURPLE CARD (New 2009) - All first year drivers out of novice will receive a purple driver's card after they graduate from novice and the club notifies their Regional Director, who will notify the National Office. The National office will send the card to the driver/handler. This card is good for one year from the date of issue (graduation from Novice). At that time, they will then receive their white drivers card. A full procedure will be put together following the National Meeting regarding purple cards and will be sent to all Regional Directors, be published on the QMA Official website and sent out in the Procedure Manuals.
- DRIVER MOVE UP FORM – There is a form for a driver out of novice wishing to move up into another class. This form must be completed by the home club and signed off by the Regional Director. Available on the QMA Official website.
- DRIVER NOVICE EXTENSION FORM – This form is to be used when a novice is requiring an extension to remain a novice. It must be filled out and approved by the Regional Director.
- HEAD SCORER RESPONSIBILITIES - Head Scorer is to be in constant communication with Head Judge. Per Scoring Procedures (Page 1 #4) - "The Head Scorer has the responsibility to inform the judges when a call that is being made is in violation of a QMA rule or scoring procedures, that there is a rule discrepancy. Once the judges reach their decision, a proper line-up can be created. (Scoring director must give proper line-up as created by the QMA rules and these Procedures)." The Head scorer must notify and confer with Head Judge when a call is being made that is not a call per our rulebook i.e. – 3 cars are DOT and they want to DOT just 1 car.
- CONFERENCE CALL – A conference call with all Regional Secretaries will be planned by Dawn to discuss the responsibilities of head scorers and other membership changes.
- REMINDERS:
 - Application – living in same household. Must show proof of address: i.e. driver's license
 - COC/DQ – must go to the National Secretary & the National office
 - COC/DQ list monthly to the RD's – give to their clubs
 - Memberships for a club will not be processed at the National Office until the Club Insurance and Charters are paid for.
 - QMA badges for 2009 are white w/red trim – These must be shown at every race weekly.
- GRANDS HIGH CAR COUNT - Dawn, Michelle & Tad to be on the committee and will be adding Stacey as the Grands Liaison. This Committee will review procedures and revise for higher car counts above 700. Dawn hopes to have a proposal sent to RDs and NBOD by April 1, 2009.

NATIONAL OFFICE/Karen Edmiston (KAECO)

Karen discussed the new database system in detail. The company is called, Flytrap. She explained how the reports are based and what the Regional Directors along with the National Board can expect for reports. All the information can now also be sent via e-mail.

Broke for lunch at 12:50 PM PST

Meeting called or order at 1:49 PM PST. Attendance was taken and all were present.

QMA CPA/Bill Wilson

Mr. Wilson went over what he does and how he produces monthly, quarterly and yearly financial statements. He stated that the monthly and quarterly statements are sent to the National Board of Directors no later than the 5th of every month. He talked about how every quarter midget club should be a 501C3. Stacy stated that she would be glad to work with all clubs on the 501C.

NATIONAL TECH DIRECTOR/Dave Preston

- Honda 120
 - Ring Thickness – old Spec 0.038 and new Spec 0.036
 - New Flywheels are to be used – no keys
 - Surface of head to valve guide – old spec 0.905 to new spec 0.915
 - Powder jet legal – silver in color
 - Replacement Head bolts
- Honda 160
 - Ring Thickness – Old Spec 0.038 and new Spec 0.036
- DECO
 - No Changes
 - New tool to check valve guides

Dawn asked Dave for clarification on the minimum spec for DECO intake min spec. Dave stated that there will be NO CHANGE to the spec for the intake on the DECO class due to the 5-year moratorium. Dave would like to stress however, that he sees we may run into some problems with that but with the 5-year moratorium, he is going to leave it alone.

- World Formula
 - Cam profile Change
 - Allow rear engine plate – Shatter Shield. Dave showed shatter shield that covers the block to keep it from shattering should it blow up. It costs under \$20 to purchase and it will last. They are available for purchase from Scott Racing Engines 913-724-7121.

Mark Wilsdon made a motion to make it mandatory that all WF engines (including those used in the Half Class) must have a protective shatter shield on the front. DQ at scaled if there is not one.

RD1-Y, RD2-Y, RD-3Y, RD-4Y, 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 effective 4/1/09.**

- Bore to 0.010 over max

Dave made a motion to allow - bore out a WF engine to 0.010 over. Maximum bore size will be 2.698 +0.0005 Seconded by Earl Wilcox.

RD-1Y, RD2-Y, RD3-Y, RD-4Y, 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 effective 4/1/09**

Motion to table and revisit after presentation so that the RD's can talk it over amongst them and the NBOD can discuss it with the Dave.

- Fuel Testing – Dave talked about a Fuel Testing Procedure he would like to institute. Also a Fuel Confiscation Form. Mark Tobey asked what the cost impact and it would be \$175 and the club would pay for it. Mark Tobey also asked if the penalty would be the same as fuel now. The answer was yes.
- Tire Testing – Tire doping/prep has been a problem. Dave reviewed the tire testing graphs from the reports. 13 sets were sent from the North Carolina race in November and 9 tires were found to have chemicals on them not consistent with the manufacturing of tires.

Much discussion was held as to the penalty and will be re-visited later.

A new tire protest procedure was read and discussed for any changes. A motion was made by Tad Fiser and seconded by Scott Caldwell to accept the new tire protest procedures.

RD-1Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-Y, RD7,-Y, RD8-Y, RD9-Y, RD10-Y, RD11-Y, RD12-Y, RD13-7, VP-7, SEC-Y, TREAS-Y, TECH-Y, SAFETY-Y, PUBLICITY-Y **PASSED effective 4/1/09**

Broke for break at 3:40 PM PST

Meeting called back to order at 3:57 PM PST. Attendance was taken and all were present.

Dave began by talking about having a Light World Formula class. He wanted to make it clear that it's hard to bring in a class without getting rid of another class. Most events cannot handle an additional class added to the schedule. His thought was to possibly use the smaller Briggs (Animal) carburetor, use a restrictor plate for the Light class. It will run like a "B", he stated. He felt that if we bring it in too fast, the current WF class could be hurt as it is currently growing fast and he would hate to see it split up right now. He also stated that the new gearbox would be a MUST. Discussion was held.

RCP #32 – Proposed Wording: Lt WF class 275 lbs combined weight and maximum of 300 lbs combined weight . **PULLED**

Discussion - Dave addressed his concerns with wanting to bring in this light class right away with not having any facts and or documentation to support it at this time. Earl also agreed that for safety reasons, he would want time to look into it.

RCP #33 – Proposed Wording: Lt. WF min. weight 285 lbs. and Heavy World Formula min weight 340 lbs. **PULLED**

RCP #31 – New Proposed Wording: World Formula to run as is in 2009 with the addition of an exhibition Light World Formula class beginning August 15, 2009. Light class to have a minimum weight of 275 lbs. car and driver combined and a maximum weight of 300 lbs car and driver combined. Exhibition races to be run at the local club level only and not at a Regional or Grands Level. Some type of speed control to be implemented by National Tech Advisory Committee as needed for observation and determination of rules to be implemented as an Official QMA Competitive class as of 1/1/10 with separately defined light and heavy weight divisions including driver weights.

Discussion - Dave Klauss (Briggs & Stratton representative) pointed out an ignition system, which he feels Briggs can help with. Dawn asked for clarification about being able to run the light exhibition class **and** the regular WF class with the same driver. It was clarified that you can not and that you can only run per the QMA rules whether it is a exhibition class or not.

RD1-Y, RD2-Y, RD3-Y, RD4-Y, RD5-Y, RD6-N, 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 YES – 1 NO PASSED

Dave made a Motion to remove the 10 over motion that was tabled and leave it as is, stock factory. Kevin seconded the Motion. Dave explained the reasoning and it is because we cannot get off the shelf parts without any alternations.

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

Tire Tester Number for Dirt Tracks - Mark Tobey asked Dave about a tire number for dirt tracks using the JTR tire tester. Dave discussed the problem with putting one number to all dirt tracks. There have been some very high numbers at some dirt tracks and he would be afraid of making innocent people illegal. The number can be determined at each event it is used depending on the track.

Tire Confiscation Bags - Mark Tobey also asked Dave about the bags which should be used for tire testing and how they were obtainable. Dave responded that they would be available for purchase through the National Office.

Tire Plastic Wrap - Mark Tobey brought up the issue with plastic wrap. He stated that two weeks prior to the Eastern Grands this year, a statement was made on 6/6/08 to not use plastic wrap of any kind. His question was why was it not posted on the website until 1/1/09. Dave answered simply by stating that "it fell through the cracks".

HALL OF FAME COMMITTEE REPORT/Karen Edmiston, Chair

Karen gave a power point presentation on the hall of fame, which included:

- Grand Re-Opening of the Hall of Fame will be in Spring of 2009, Talladega, AL
- Current QMA Hall of Fame Inductees
- Type of Hall of Fame Inductees –
 - A) QMA HOF - Members who are inducted by nomination and voted in by the HOF committee. Any past or present member in good standing whose actions have made a significant and positive impact on Quarter Midgets of America for the good of QMA as a whole.
 - B) Regional Hero – Those who have achieved outstanding accomplishment regionally and have had a positive impact on the growth of any region or club in QMA. Any past or present member in good standing whose actions have made a significant and positive impact on the growth of any region or club in QMA. They are considered the "hidden heroes"
 - C) All Grand National Champions will automatically be placed in the Hall of Fame

A motion was made by Gregg Boe and seconded by Mark Wilsdon to keep the current HOF committee permanent to assure that the improvements and changes would continue in the future. The committee consists of Michelle Barzee, Dave Preston, Chris Gancarz, Rich Tisone and Karen Autunno-Edmiston. The committee will always work with the QMA National Publicity Director.

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**

DISCUSSION ITEMS

- Following the Chain of Command

Reviewed the Chain of Command and stressed to all to help ensure it is followed.

- Region 6 – Kansas Club moving to Region 7

Michael Hughes (RD6) and Doug Lueck (RD7) spoke on wanting to move The Topeka Club to Region 7 from Region 6. Much discussion was held on this with the reasoning being that the club is very far from two clubs in their Region and closer to the club in Region 7. There were two votes taken at the club level, with one of those being sent to the National Office for tally. Less than 5 members didn't want to move the club. Jennifer Oldham, club President of Topeka, spoke on the behalf of the members stating that this is their wish.

Motion was made by Michael Hughes and seconded by Earl Wilcox to move the state of Kansas from Region 6 to Region 7 effective 1/1/2010.

RD1-Y, RD2-N, RD3-N, RD4-ABSTAIN, RD5-N, RD6-Y, RD7-Y, RD8-N, RD9-Y, RD10-Y, RD11-Y, RD12-N, RD13-N, VP-N, SEC-N, TREAS-N, TECH-Y, SAFETY-Y, PUBLICITY-N 8 YES – 10 NO, 1 ABSTAIN Motion **FAILED**

- Regional Lines

A committee was formed to look at and review all Regional Lines. The Chair of that Committee will be Stacey and will consist of the following QMA members: Rich Tisone, Tad Fiser and Kevin Crum. They will come up with a proposal and bring it back to the National Board to review and to the National Meeting next year.

- No Judging

A committee was formed to come up with guidelines for a beta testing of no judges at some local events and report back. The Chair of this committee will be Dawn and the following members on the committee will be: Tad Fiser, Geoff Prucker, Gregg Boe, Jennie Jansson and Michael Hughes. The committee will

come up with guidelines, which will then be approved by the National Board of Director to try this year and report back to the National Board and to the National Meeting next year.

- Grands positions

There is still a need for a Head Judge preferably for all 3 Grands. Ken Loveless volunteered himself. He will be put on the list. Everyone was asked to submit names of interested people by March 1, 2009 to the National Board of Directors.

- Forms (updates)

The following forms will be updated this year: Honda Claimer, Tech sheet to add fuel to sheet and seal engine sheet to add #10 paint, #16 exhaust and spark plugs. New Tech forms will be: WF appeal and confiscation form, WF claimer rule and Refusal of claimer and tech form for all classes. Secretary: Protest form to go with page 35 of the present rulebook and form for a member transferring membership of their home club to a new club.

Additional business - Kevin Crum asked to have the floor. He stated that he would like to re-visit RCP #2 to revise the wording.

RCP #2 New Proposed Wording: Table 5-1 QMA required ages and weights by class/division, Lt. Mod 8-16, Hvy Mod 8-16. RD's removed the present order on RCP#2 and changed to: Page 23 Article 5 Sec. 1 1H. In order to run 160, MOD, B, AA or WF a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of lower classes or obtain the unanimous approval of the Novice Committee with the final approval from your Regional Director before competing in these classes. In addition, you must be the appropriate age to run these classes before competing. Removing the wording.....(not counting the novice year).

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**

Motion to Adjourn was made by Kevin and seconded by Ron Gonsalves. All voted in **FAVOR**

Meeting adjourned at 6:03 pm PST.



IMPERIAL PALACE HOTEL & CASINO
ANNUAL NATIONAL MEETING
February 5-7, 2009

Saturday, February 07, 2009

Meeting was called to order at 8:28 AM PST

Members present were:

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

Regional Directors: Geoff Prucker (R1), Mark Tobey (R2), Scott Caldwell (R3), Mark Wilsdon (R4), Ron Gonsalves (R5), Michael Hughes (R6), Doug Lueck (R7), Tad Fiser (R8), Kevin Crum (R9), Ken Loveless (R10), Gregg Boe (R11), Jennie Jansson (R12) and Robin Drier (R13). **Assistant Directors:** John Mikitarian (R1), Andrea Cumens (R2), Mike Franklin (R3), Tony Marks (R4), Bill Moore (R5), Dave Albertson (R6), Erick Rickman (R8), Bob VanAmburg (R9), Carlos Ramirez (R10), Gary Attridge (R11), Andy Therkliesen (R12), April Hanson (R13).

National Office: Karen Edmiston, KAECO, Inc.

Guests: Mike Lewis, Rusty Barnard, Kim Peck, Steve Peck, Fred Bear, Alan Hawkins, Steve Kuhn, Wes Spillers, Tiffany Spillers, Claudia Loveless, Cookie See, Rusty Jones, Donald Duck, Jerry Mostek, Gilbert Simental, Brandon Esgar, Bryan Gee, Chris Wood, Darin Krieger, Joe Anderson, Robert Dafoe, Dan Matich, Connie Ellington, Debbie Zimmerman, Bobby Barzee, Billie Wilson, Paul Kmetz, Rodney Oldham, Jennifer Oldham, George Crouse, Kurt & Cindy Raz, Greg & Lynn Mahoney and Oscar Ahumada.

Charlie welcomed everyone on this last day of the 2009 National Meeting. All Regional Directors and National Board Officers introduced themselves as a way of taking attendance. Everyone was present.

Charlie stated that today we would be taking a look at the 2010 Quarter Midgets of America Grands Proposals by Club in alphabetical order beginning with the Eastern Grands.

He first covered a few unfinished/revisited business items that needed to be clarified.

A request was made to re-visit the issue of the State of Kansas in Region 6 moving to Region 7. Everyone agreed to discuss. After much discussion, a motion was made by Michael Hughes to move the state of Kansas from Region 6 to Region 7 effective 4/1/09 and Kevin Crum 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, TREAS-Y, TECH-Y, SAFETY-Y, PUBLICITY-Y 19 YES – 0 NO **PASSED**

Charlie discussed the fact that there has been a committee formed at this meeting to review all Regional Lines and that it will be finalized by the end of the year.

EXHAUST INFRACTION CLARIFICATION - Dave wanted to clarify that the exhaust infraction will read as, "any exhaust infraction, (pipe/muffler) is a DQ at the scales".

TIRES – Illegal tires that were confiscated at the North Carolina race in November by Dave Preston would have a 30 days suspension beginning today, February 7, 2009 and ending March 9, 2009. Letters will be mailed to all families involved.

Before moving forward with the Grands Proposals, Michael Hughes thanked everyone for voting for re-visiting the Kansas Region change. He stated that the people of Region 6 and Region 7 both support this decision and will be very thankful.

GRANDS PROPOSALS

Eastern Grands

- Mini Indy – Steve Kuhn, Club President, with his Grands Committee presented a power point presentation for the 2010 Eastern. Kim Peck, Steve Peck, Wes Spillers, Tiffany Spillers, all spoke on the highlights of Mini Indy.
- Oaklane – Rich Tisone spoke on behalf of Oaklane and gave a power point presentation. Also present with Rich on behalf of Oaklane were Stacey Yurgel Perone, Dawn Tanner and Dave Preston.

Western Grands

- Orange Show – Gary Attridge spoke for the club and gave a power point presentation.
- Portland – Cindy Raz gave a power point presentation on behalf of the Portland Club.

Broke for a break at 10:25 AM PST

Meeting was called back to order at 10:35 AM PST

Continuing with the Western Grands Proposals:

- River City – Mike Lewis spoke on behalf of the River City Quartermidget club giving a power point presentation.

Dirt Grands

- ❖ Capital – Claudia Loveless spoke on behalf of the Capital Quarter Midget Club in Rio Linda, CA also giving a power point presentation.

Meeting broke at 10:55 AM PST for National Board to discuss their one combined vote. Dawn, Rich, Stacey & Dave removed themselves from the discussion held in regard to the Eastern Grands as they are all club members of Oaklane.

Meeting was called back to order at 11:33 AM PST. Attendance was taken and all were present.

- Hall of Fame Nominations – Rich stated that only one nomination in total was received and that it was more of a Regional Level HOF Nominee. Therefore, there will be no HOF Inductee this year. There will be, however, a Regional Hero - George Goddard of Region 11. Congratulations George!

Votes were taken for the 2010 Grand National Events:

Eastern Grands – R1-Miny Indy, R2-Oaklane, R3-Mini Indy, R4-Mini Indy, R5-Mini Indy, R13-Mini Indy, NBOD – Mini Indy Mini Indy – 6 Oaklane - 1

Western Grands – R6-River City, R7-River City, R8-River City, R9-Portland, R10-Portland, R11-Orange Show, R12-Orange Show, NBOD-River City. River City – 4 , Portland - 2, Orange Show – 2

CONGRATULATIONS TO THE FOLLOWING 2010 GRANDS HOST CLUBS:

EASTERN GRANDS
MINI INDY, INDIANAPOLIS, IN
June 26 – July 3, 2010

WESTERN GRANDS
RIVER CITY, AUSTIN, TX
July 25 – July 31, 2010

DIRT GRANDS
CAPITAL, RIO LINDA, CA
August 7 – August 14, 2010

Charlie thanked everyone for all the hard work, cooperation and dedication during this past week at the 2009 National Meeting.

Steve Kuhn asked to speak and stated that he would like to commend the National Board for their support of his club (Mini Indy) and for coming out to club meetings showing that they care. He along with his club, greatly appreciates it and they are really looking forward to hosting the 2010 Eastern QMA Grands.

Discussion held as to how all the Grands Proposals seem to have gotten “out of hand” and how votes were being swayed by promises from proposing clubs. After some discussion, Michelle made a Motion that no presentations would be allowed at the National Meeting any longer. This is supposed to be done the same way as the RCP process. The RDs should come to the meeting prepared with a vote per the clubs in his Region. Seconded by Michael Hughes.

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**

Motion to adjourn the 2009 Annual QMA National Meeting was made by Charlie Cagle at 11:52 AM PST and seconded by Kevin Crum. **All voted in FAVOR.**

Respectfully submitted,

Dawn Tanner

Dawn Tanner
QMA National Secretary