



**South Point Hotel and Casino
Annual National Meeting
February 3-6, 2010**

Thursday, February 4, 2010

Meeting called to order at 8:05am PST.

Members present were:

National Board: Charlie Cagle (President), Tom Zickefoose (Vice President), Cheryl Caldwell (Secretary), Stacey Yurgel Perone (Treasurer), Mark Tobey (Safety Director), Rusty Barnard (Tech Director), Rich Tisone (Publicity Director)

Regional Directors: Geoffrey Prucker (RD1), Karen Pepe (RD2), Mike Franklin (RD3), Tony Marks (RD4), Ron Gonsalves (RD5), Michael Hughes (RD6), Douglas Lueck (RD7), Tad Fiser (RD8), Kevin Crum (RD9), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Danny Cyr (RD13)

Assistant Directors: John Mikitarian (R1), Scott Caldwell (3), Jim Cremonesi (R4), Bill Moore (5), Eric Wilcox (R6), Jennifer Oldham (R7), Dean Steadman (R8), Bob Van Amburg (R9), Terry McCarthy (R10), Larry Triguero (11), Jeff Stokes (R13)

Guest: Kevin Augustus, Dave Boos, Jerry Mostek, Oscar Ahumada, Julee Morris, Michelle Boos, Claudia Loveless, Cheryl Zickefoose, Greg Mahoney, George Graus, Dave King, Rick Wenth, Brad Zoeller

Charlie welcomed everyone to the 2010 National Meeting and thanked everyone for attending. Attendance sheets were passed around and all attendees were checked in the database for 2010 QMA membership. Charlie thanked everyone for coming to the meeting, then set some guidelines for the meeting, and asked everyone to go through their Regional Director and/or Assistant to speak. Charlie made an announcement about a new track development in Ohio.

Doug Lueck made a motion to accept the 2010 Agenda and was Jennifer Oldham seconded. All voted in favor.

Honda Engines

Charlie introduced Dave King of Honda Engines. Dave said this is Honda's 15th year to support QMA. Honda Engines has once again allotted \$3,000 to each Grands club this year. Dave and George Graus will be attending all three Grands this year and will be readily available to help Rusty and the Tech committee. Gregg Boe thanked Dave for Honda's support of QMA. Dave briefly stated that Honda Performance is working to develop a 120 and/or 160 race ready engine exclusively for QMA. Dave introduced George Graus from Honda to speak about the issues with the Thai engines. The two main issues were gearboxes that leaked, can be solved by using two gaskets, and sand marks caused by hand sanding from the factory on connecting rods and deep inside the intake ports. A brief discussion was held asking Honda if they could make 120/160 heads exclusively for QMA. No definite answer was given. Charlie thanked Dave, George and Rick for coming. Rich

stated that QMA is the only organization that Honda Engines supports. Rich thanked Dave for his commitment and attending the Grands each year.

The National Board, Regional Directors and Assistants gave introductions.

Charlie announced that the RCP process would begin and Cheryl would read them out loud.

RCP #1 – Proposed wording: Add the following to the safety sheet: Check gas cap for seal or gasket.

RD1 - Y, RD2 - Y, RD3 -N, RD4 - N, RD5 -N, RD6 -N, RD7 -N, RD8 -N, RD9 -N, RD10 -Y, RD11 -N, RD12 -N, RD13 -N,VP - N, Sec - N, Treas -N, Safety - N, Tech - N, Publicity - N 3-Yes, 16-No **FAILED**

RCP #2 – Proposed wording: There will be no video taping of races from inside the hot chute area by anyone using a handheld video camera.

RD1 -Y, RD2 -Y, 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, Safety -N, Tech -N, Publicity - N 4-Yes, 15-No **FAILED**

RCP #3 - Proposed wording: No driver will be allowed to participate in any racing with a cast. Driver must have a doctors release form on file with their home club before permitted to race.

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

RCP #4 – Proposed wording: Hans device and defender head and neck restraint may be used without neck collar.

New proposed wording: All SFI 38.1 compliant head and neck restraint systems premitted. Note: Manufacturer use requirements must be followed, to include mounting, neck collar, etc.

A reference for SFI recommendations will be added to the website.

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, Safety -Y, Tech -Y, Publicity -Y 19- Yes, 0- No **PASSED**

RCP #7 – Proposed wording: Eliminate Decos as an available option for Novice classes to run.

The Tech committee will follow up further to explore ways to modify the Deco engines to make their performance comparable to the Honda engine for novice class only.

RD1 - N, RD2 -Y, RD3 -Y, RD4 -N, RD5 -Y, RD6 -Y, RD7 -N, RD8 -N, RD9 -Y, RD10 -Y, RD11 -N, RD12 -N, RD13 -N, VP -N, Sec -N, Treas -N, Safety -N, Tech -N, Publicity -N 6- Yes, 13- No **FAILED**

RCP #8 – Proposed wording: It will be the responsibility of the host club holding a National or other qualifying event approved by QMA to designate an official fuel or gasoline station; to see that the Regional technical committee person or other technical person trained or approved by QMA, be in charge of or supervise inspections.

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

RCP #9 – Proposed wording: If caught cheating in any class for anything other than normal wear should be 30 day suspension across the classes not just the class caught in.

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 -N ,VP - N, Sec -N , Treas -N , Safety -N , Tech -N , Publicity -N 1- Yes, 18- No **FAILED**

Meeting broke for a break at 9:45 am PST

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

Kevin Crum (RD9) read the proposed changes to RCP 10. After much discussion the majority agreed that this is a good step for QMA. Rich touched on the possibility of branding tires as well and how this can help cut tire cost.

RCP #10 – Proposed wording: Tire size. Front maximum 11” diameter. Rear Maximum 12 ½” diameter. New Rule : Article 4, Section 2, Rule 33. 33. Tires 33A. 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 a majority vote of 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 readily available, then the tire requirements may not be enforced at that event. 33D. If a club or region does require specific tires, the details of such requirements must be posted at least two weeks prior to any affected event on the club’s schedule, format, and website if they have one.

New proposed wording: Tire size. Front maximum 11” diameter. Rear Maximum 12 ½” diameter. New Rule : Article 4, Section 2, Rule 33. 33. Tires 33A. Local option to specify a required right side tire manufacturer and/or compound for local events only if the following conditions are met: 33B. If required, the local spec tire(s) must be approved by a majority vote of the appropriate club for a club level spec tire and by a majority vote of the clubs for a region series spec tire. 33C. Each type of required tire must be readily available to all members choosing to participate at an event. If it is not readily available, then the tire requirements may not be enforced at that event. 33D. If a club or region does require specific tires, the details of such requirements must be posted at least two weeks prior to any affected event on the club’s schedule, format, and website if they have one.

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

RCP #11 – Proposed wording: Individual clubs shall be allowed to run their tire program as they see fit for their own track at all of their club level weekly race events excluding QMA’s Grands and States Race events. These tire rules shall be posted to the individual club’s website and readily available for anyone within QMA. **PULLED**

Stacey Yurgel Perone – Treasurer

Stacey began with a power point presentation of the items she is working on for the 2010 year.

Finances

Stacey briefly went over the 2009 Grands expenses and showed how the 2010 Grands expenses will be broken down more in depth. She went over the budget for 2010 and her ideas to cut cost.

Grands Liaison

Stacey attended all 3 Grands and said they all ran smoothly. This was the first year that all Grands host clubs have used Moscore. Preparation for the 2010 Grands is under way and all 3 clubs are following the Grands guidelines/timeline. Stacey will be visiting all 3 Grands host clubs this year prior to the Grands to insure they are properly prepared.

Cheryl Caldwell – Secretary

Cheryl began her presentation with a brief power point on the following:

- The membership procedures and the problems that the National office is having with receiving incomplete packets.
- The club transfer form was gone over and what guidelines are to be followed.
- Novice extensions and move ups were discussed and how this process is not being followed and ways to improve it.
- Procedure manuals will not be printed for everyone this year, only update disk for each club, RD and BOD. These disks will be out in March of 2010 and will include all updates, National Meeting minutes and short sheet. QMA purchased a DVD duplicator to use for the procedure manuals, states race disk and promotional DVD's.
- QMA will be offering a states race packet to clubs interested. This will be all paperwork needed to host a states race. Clubs will have a choice of the states race disk or the packet.
- Went over the RCP process, with much discussion to follow.

Discussion on the RCP process continued. Five RCPs that were submitted to the National office were subsequently pulled because they were deemed procedure changes. Since these RCPs were not distributed to the membership to be voted upon, the Regional Directors wanted to discuss them as procedure changes. At 12:40 it was decided that the Regional Directors and NBOD would meet separately and discuss these issues and would reconvene after lunch at 1:45 p.m.

Meeting was called back to order at 2:00pm PST. Attendance was taken and all were present.

The following procedure changes were discussed and voted upon:

- Opening the track at clubs hosting the Grands within eight days of the start of the event for novice training only. **Discussed and dismissed**
- In case of inclement weather, curfew or other emergency and timing is stopped before a class is complete the entire class should be re-timed regardless of when timing resumes. **Discussed and dismissed**
- Controlled practice at a Grand National Race – if a car goes DOT two times for any reason it will be black flagged. If a car will not start and it has been pushed around the track one lap it will be taken off the track. **Discussed and dismissed**
- Allow members to practice at any QMA track during open practice without having to pay to become of member of that club. **Discussed and dismissed**
- Scoring Procedure - Sr. Honda, 160 Honda, Sr. Honda Super Stock and all Mod, B, WF, AA, and all half classes will have a maximum of 10 cars per race with eleven cars permitted for the lowest main, but

never twelve. Jr. Honda and Jr. Super Stock classes will have a maximum of 8 cars per race with 9 permitted in the lowest main, but never 10. **Passed**

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, Safety-Y, Tech-Y, Publicity-Y 19-Yes, 0-No

It was also discussed and decided that all Rule Change Proposals whether deemed to apply to a rule or procedure will go through the RCP process and will be presented at the National meeting. No RCPs will be pulled by any member of the NBOD.

Tom presented the rules clarification sheet to the attendees. Tad Fiser began a discussion on these. After much discussion it was decided to table this and Rich will research further and report back on Friday for further discussion.

Tom Zickefoose – Vice President

Tom's presentation covered the following items:

Non racing charter classification – this will allow non racing charter clubs the option to race in QMA events during the forming and building process. Tad spoke on the reasons to put this process into effect. Mark Tobey talked about K&K Insurances process on a start up club.

Tad made a motion to be seconded by Tony Marks to amend the Club Charter guidelines.

Article 3, Section 1, 4.A

Current wording: ...If a family belongs to a Non Racing Charter club, they must also belong to a club that has a Racing Charter for insurance purposes if they wish to race. See QMA Procedure Manual or quartermidgets.org site for Non Racing charter guidelines.

Proposed Wording: ...Non-racing charter to include the option of racing privileges at all QMA tracks.

Insurance requirements must be met and policy in force with K & K Insurance.

Periodic written progress reports pertaining to the development of the new track must be submitted to and be approved by the National Vice President in order to maintain racing privileges. Minimum reporting frequency is to be semi-annually. See QMA Procedure Manual of quartermidgets.org site Non Racing charter guidelines.

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 , Safety - Y, Tech - Y , Publicity – Y 19-Yes, 0- No

Tom spoke on cleaning up the rule book and making it more simplified. All present agreed that the rule book needs to be simplified. A committee of Rich Tisone, Stacey Yurgel Perone, Mike Franklin, Kevin Crum, and Mike Hughes was formed and will work with Tom over the next year to stream line the rule book.

Tom would like to create a judging committee to restructure the judging procedures. After much discussion it was decided to table the judging discussion until Friday.

Broke for break at 4:20 pm PST

Meeting began back at 4:35pm PST. Attendance was taken and all were present.

Charlie introduced Karen Autunno Edmiston from the National Office. Charlie thanked Karen for her hard work and dedication to QMA. He also thanked her for the many hours she put into setting up the National meeting.

Rich Tisone - Publicity

Rich began his power point presentation with the publishing dates and cost of the Quarter Reporter. In 2009 costs were cut on the publishing of the Quarter Reporter due in part to the new data base and only sending to the renewed members. Rich also asked everyone to submit articles for the Quarter Reporter. Rich touched on the different promotional items that QMA has to loan out to their clubs. Rich is working on setting up some commercial time to advertise QMA. Rich went on to discuss possible loans for new track development and the guidelines for new tracks. He would like to see a possible indoor racing series and possibly a complete mobile race ready track. This would be a trailer housing soft walls, speed bumps, electronic scoring and a scoreboard. Rich will get with Danny Cyr to work on a possible site for a race.

John Mikitarian asked Rich if QMA would be willing to help clubs by loaning money for promotional purposes. The BOD as a whole said yes, but with guidelines.

Rich discussed the online survey and stated that all comments received were very positive. Rich would like to post a new survey each quarter and asked that every RD submit at least 2 questions for the next online survey.

Election voting was discussed and Rich presented data for the 2008 and 2009 elections. Ballot return rate for 2008 was a little over 20% while the return rate for 2009 for 47%. By only sending ballots to members that had sent in their membership renewal for 2010 QMA saved over six thousand dollars. Rich proposed that to further reduce costs the 2010 voting will be done online unless a member specifically requests a paper ballot.

A discussion ensued with regard to who receives ballots because of the October 31st renewal. All Regional Directors had already conceded to continuing on with the October 31st membership deadline, but they had issues with current year members not receiving ballots for the next year's election. After much discussion, Rich proposed a vote: yes to keep the current process in place, no to go back to previous process.

RD1 -Y, RD2 -Y, RD3 -Y, RD4 - N, RD5 -Y, RD6 - Y, RD7 -N, RD8 -N, RD9 -N, RD10 -N, RD11 - Y, RD12 - N, RD13 -N, VP - N, Sec -Y, Treas -Y, Safety -Y, Tech -Y, Publicity -Y 11-Yes, 8-No **Stays As Is: ballots will only be sent to members who have submitted their membership application by October 31st.**

Gregg Boe has a tour of the Equestrian Center for a possible indoor race, scheduled on Friday.

Tad Fiser made a motion to adjourn and Scott Caldwell seconded.

Meeting adjourned at 5:55pm PST



**South Point Hotel and Casino
Annual National Meeting
February 3-6, 2010**

Friday, February 5, 2010

Meeting called to order at 8:07am PST.

Members present were:

National Board: Charlie Cagle (President), Tom Zickefoose (Vice President), Cheryl Caldwell (Secretary), Stacey Yurgel Perone (Treasurer), Mark Tobey (Safety Director), Rusty Barnard (Tech Director), Rich Tisone (Publicity Director)

Regional Directors: Geoffrey Prucker (RD1), Karen Pepe (RD2), Mike Franklin (RD3), Tony Marks (RD4), Ron Gonsalves (RD5), Michael Hughes (RD6), Douglas Lueck (RD7), Tad Fiser (RD8), Kevin Crum (RD9), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Danny Cyr (RD13)

Assistant Directors: John Mikitarian (R1), Brian Brinker Jr. (R2), Scott Caldwell (3), Jim Cremonesi (R4), Bill Moore (5), Eric Wilcox (R6), Jennifer Oldham (R7), Dean Steadman (R8), Bob Van Amburg (R9), Terry McCarthy (R10), Larry Triguero (11), Jeff Stokes (R13)

National Office: Karen Autunno Edmiston

QMA CPA: Bill Wilson

Guest: Kevin Augustus, Dave Boos, Jerry Mostek, Oscar Ahumada, Julee Morris, Michelle Boos, Claudia Loveless, Cheryl Zickefoose, Greg Mahoney, Brad Zoeller, Connie Ellington, Gilbert Simental, Dave Klaus, Domenic Coccia Jr., Andy Nichols, Alan Hawkins

Attendance sheets were passed around and roll was taken.

Bill Wilson – QMA CPA

Charlie introduced Bill Wilson, QMA CPA. Mr. Wilson spoke on the financial statements that are sent to the NBOD by the 5th of every month and the plan to categorize the 2010 Grands events and the National meeting expenses. If anyone has concerns or questions regarding the finances and/or budget contact Stacey Yurgel Perone and she will contact Mr. Wilson. Mr. Wilson recommends that each QMA club have a 501C3 status.

Minutes from Thursday, February 4, 2010 were looked over and any changes that needed to be made were notated. Corrections to the minutes will be completed and the minutes will be revisited for approval later in the day.

Rusty Barnard – Tech Director

120 Head – Rusty is compiling information and comparing what is seen across the country, the main issue is hand grinding on head ports. Any additional grinding other than from the manufacturer will not be allowed. No porting will be allowed.

Rusty stated that no pop up will be allowed on pistons.

Blue plates – Must be dated 6/09 or newer to be legal effective 4/1/10.

Rusty will update and correct misprints in the tech worksheets and tech manual.

160 Head – Any hand grinding in 160 head will be a DQ. Head should be confiscated and sent to Rusty.

New style rings are marked but the marks will wear off the rings quickly.

Rusty talked to Dave Klaus of Briggs and Stratton and they will have no changes for 2010.

Rusty stated that 2010 is the last year for the Deco moratorium. There was much discussion on extending or changing the wording of the moratorium and possibly forming a committee to discuss the deco platform and structure.

Broke for break at 9:45am PST

Meeting began back at 10:20am PST Attendance was taken and all were present.

Tad made a motion and Gregg Boe seconded to replace in the rulebook the moratorium pg. 7 Article 2 section 2.4 to , Effective 1/1/2011 QMA will continue to support and use the Deco engine platform for a minimum of 5 more years.

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 , Safety -Y , Tech -Y , Publicity -Y 19-Yes, 0-No **PASSED**

Rusty continued his presentation and spoke briefly on eliminating paint and sealing locations on Honda engines. Rusty will update QMA sealing document to specify changes. More lengthy discussion on hand grinding of the Thai engine heads was discussed.

Rusty spoke on 3 points to check for that will be DQable if head has been altered.

For Thailand produced cylinder heads, casting number TKI-4 only: Short Radius must be sharp edged. Minor imperfections may be present on corner between cast port and machined bowl area (short radius)

Sharp edges on both sides of port, located between cast port runner and machined bowl must be intact.

The intent of this description is to prohibit any attempt to alter the cylinder head ports as received from the manufacturer.

Mike Hughes asked that we have all of Rusty's tech clarifications on the QMA website by the end of February, so local and regional tech can have guidelines.

Brad Zoeller – Vega Tire/TS Racing

Charlie introduced Brad Zoeller of Vega – TS Racing. Brad said he would like to start by clearing up a few things. Vega wants to be a partner with QMA and would like to do what is best for the membership of QMA. Brad stated that he is always available, he attends the Grands every year, along with the National meeting and they are here for the long haul. Brad does not feel a spec tire is always the way to go but is willing to work with us to develop a tire for QMA. Brad said that Vega can make a specific tire, stamped for QMA. Vega did not change the tire compound last year, just made it thicker. The tire for this year should give an increase in durability. Vega will give Grands support again this year and will work with the club's needs. Vega would be willing to make a few sets of different compound tires for testing. If a vega tire was chosen by QMA they

would need to be notified by November to have enough manufactured by the start of race season. Charlie thanked Brad for his time and dedication to QMA.

Tad began a discussion concerning the new WF Lt division. There was much discussion concerning the use of weight and/or speed control for this division. Many options were discussed, including pieces that Tad developed for Dave Preston in 2009 and options that could possibly be developed by Briggs and Stratton to restrict this engine. After lengthy discussion which determined that no quick option was available Tony Marks made a motion which was seconded by Mike Hughes to leave the WF Lt class as an unrestricted class.

RD1 -N , RD2 -Y , RD3 -Y , RD4 - Y, RD5 -Y , RD6 - Y, RD7 -Y , RD8 -Y , RD9 -Y , RD10 -N , RD11 - Y, RD12 - N, RD13 -Y , VP - A, Sec -Y , Treas -Y , Safety -N , Tech -Y , Publicity -Y 14-Yes, 4-No 1-Abstained **PASSED**

Charlie formed a committee of Rusty Barnard, Tom Zickefoose, Mark Tobey, Mike Hughes, Mike Franklin, Tony Marks, John Mikitarian, and Tad Fiser with the responsibility to examine the current class structure with regards to engine platforms, driver ages, weights and work with tech and safety to determine if any changes are needed. If so determined the rules and procedures will be put together for a 2011 RCP process.

Broke for lunch at 12:30pmPST

Began meeting back at 1:50pm PST. Roll was taken, all were in attendance.

Dave Klaus – Briggs and Stratton

Charlie introduced Dave Klaus of Briggs and Stratton. Dave gave a presentation and stated that he was looking forward to 2010. Briggs and Stratton Tier 4 series of engines are coming but no date is set for arrival. The WF engine is hand built in Milwaukee and he anticipates no changes going forward. Dave made many comments relating to the quality of their parts and the Briggs and Stratton platform. Dave said that Briggs handed out 17 of the 20 savings bonds at the 2009 Grands. Dave also stated that he is seeing no failures of the Briggs gearbox since its introduction to the WF engine platform. Charlie thanks Dave for his time.

Reviewed the changes to the minutes. Mike Hughes made a motion to accept them and 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 , Treas -Y , Safety -A , Tech -Y , Publicity -Y 18-Yes, 0-No 1-Abstained **PASSED**

Hall of Fame – Talledega, AL

Rich Tisone and Karen Autunno Edmiston gave a presentation on the Hall of Fame. Rich stated that members who are inducted by nomination get 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. Regional Hero's, are those who have achieved outstanding accomplishments regionally. Any past or present member in good standing whose actions have made a significant and positive impact on the growth and sustenance of any region or club in QMA, the "hidden heroes". All Grand National Champions will automatically be placed in the Hall of Fame. Phase one of the HOF renovations have been completed and phase 2 will be complete in April of 2010. There was one inductee for this year and it was a unanimous vote by the committee to induct Jerry Mostek into the Hall of Fame. Karen asked that everyone go and visit the HOF.

Mark Tobey - Safety

Mark stated that QMA has been involved with SFI dating back several years. Within the last month Mark has spoke to Carl Olson the Motorsports manager of SFI, about the changes that were made at their meeting. The purpose of the dated certification tags is to enable drivers and race officials to easily determine when the belts reach their 2-year life span. One of the most important requirements of the specification states that the useful life of the webbing in the straps of the restraint assembly shall not exceed two years and they must be replaced at or before that time. Only the original manufacturer can reweb an assembly prior to recertifying. Restraints must be maintained, inspected, and replaced or rewed every two years because they degenerate from exposure to the elements over time. Prolonged exposure of seat belt webbing and thread to sunlight can cause degradation of the fibers and loss of restraint integrity.

All tracks within QMA are insured with two policies. The first policy being the risk policy and the 2nd being the general liability. Mark stated that the idea behind Dual Charters sounds relatively simple but once you add two mixed programs together it is not going to be possible. Injury reports have shown that QMA has continued its high standard of keeping everyone involved safe. Mark would like to enforce limiting the amount of corner workers that enter the track after the yellow flag has been displayed. The current rule book page 36 1.P Four Corner workers are necessary for each race. Mark would recommend that this be the number of corner workers over the wall when a yellow flag is displayed. Reason for this is at some point the corner workers become a moving target. The younger drivers are generally the children of the newer handlers.

Mark introduced the idea of the Remote Engine Shut-off switch. This is something that is used at go cart tracks and TQMA in Region 6 has used the system with novice class. Product number RES6VU-B. This is a complete kit for \$80.00 per device. Mark would like to have this be mandatory and have each club purchase one to be used for all arrive and drives. Tad suggested to make it a recommendation for 2010 and look to make it mandatory in 2011.

Mark stated that soft walls are required for all tracks that will be hosting the Grands. New car construction forms will also be online with a list of the photos that will be needed for approval. Electronic safety sheets will be available online.

Mark said the SFI Foundation wanted to make our members and affiliate sanctioning bodies aware that as of November, 2009, there is a driver suit manufacturer who has successfully tested and passed all requirements of the SFI Spec 3.2A driver suit certification with a dye-sublimated material.

Mark would like a survey of driver weight, height and age by May 15, 2010. He would like to collect this data to use as a reference.

Kevin made a motion to remove the language that says cannot use camlock belts out of the rule book, Article 4 section 2 22K page 20, Debbie Zimmerman seconded.

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

Rule Clarifications

Glossary Added "Pit Steward"

Article 2, Sec 6, Item 7 Sub item I Changed spelling to "Steward"

Article 2, Sec 7, Item I **DID NOT ADD LATE FEE**

Article 2, Sec 7, Item 3 **Added track in Region**

Article 4, Sec 2, Item 14. **A Frame**

The frame for any new cars built after 3/1/2000 must be manufactured from SAE 4130. Effective 1/1/2009 all cars in QMA must be manufactured from seamless, cold-drawn, SAE 4130, Chrome Moly (chromium molybdenum) tubing, extending forward from the top of the roll cage to approximately the front bumper (down-tube design).

Article 4, Sec 2, Item 19. **B Nerf bars must extend outward to a minimum of the center of the rear tires, but must not extend beyond the outside edge of the tires. The outside edge will be checked with a straight edge from the rear tire to the front tire on each side of the car with the wheels parallel to the frame of the car.**

Article 4, Sec 2, Item 21. **A**

21. A Roll Cage

All front and rear roll cage upright (vertical bar) must form a Cockpit to completely enclose the drivers shoulders and head when the driver is sitting upright. Effective 4/1/2005 all new manufactured chassis must be a down-tube design extending from the top of the roll cage to approximately the front bumper. No bolt on halo extension bars are allowed above the 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". Effective 1/1/2009 all roll cages for all QMA cars must be manufactured from seamless, cold-drawn, SAE 4130, (minimum wall thickness 0.058") Chrome Moly (chromium molybdenum) tubing, extending forward from the top of the roll cage to approximately the front bumper (down-tube design) .

Article 4, Sec 2, Item 21.C

Added sign upon completion on safety sheet

Article 4, Sec 2, Item 33 **Added**

New Car Construction Approval Process (applies to all QMA cars)

1. Communicate to National Safety Director the intent to build a newly designed car for use in QMA.
2. Submit materials list in compliance with QMA rules to National Safety Director.
 - a. Obtain approval to proceed from QMA Safety Director.
3. Submit detailed pictures and/or drawings of chassis.
 - a. Obtain approval to proceed from QMA Safety Director.
4. Submit photographs of completed car to the QMA Safety Director.
 - a. Obtain final approval in writing from the QMA Safety Director.

* The QMA National Safety Director will coordinate approval with the QMA National Technical Director at each step in the process.

Article 4, Sec 4, Item 2

Miscellaneous - Safety/Tech

2. No decorative or distractive lights or any non-essential racing items (i.e. flags, stuffed animals, license plates, etc.) allowed on any QMA racecar, 1st offense - warning, one warning per race season (driver/handler) 2nd offense - DQ per race.

Article 4, Sec 4, Item 6. **A**

Anyone found using illegal tire treatments are penalized as follows:

Family Suspension (Family is driver/handler same application, if not family, it will be the driver of the car and handler and family).

Article 4, Sec 4, Item 6.G Added "and Confiscation"

Article 4, Sec 4, Item 6.G DID NOT ADD part 17

Article 4, Sec 4, Item 6. H Added "Tire rule enforcement procedures are not appealable"

Article 5, Sec 2, Table 5-1 Added Light World Formula Class (weights and ages) and "heavy" to heavy class

Article 5, Sec 2, Table 5-2 Added Light World Formula Class (laps) and "heavy" to heavy class

Article 6 B, Item 1.H Added "Confiscated parts must also be sent to National Tech Director within 5 business days".

Article 8, Sec 2, Item 1.E DID NOT CHANGE

Article 8, Sec 4, Item 2.F DID NOT ADD

Article 8, Sec 4, Item 5.A Added

Transponder Rule:

If no transponder is on the car at time of qualifying, same as not reading. (Pit Steward should be checking cars for transponders before entering the track).

Article 8, Sec 5, Item 18 Changed "This" to "They"

Article 9, Sec 5, Item 3.E Added

All club and tech personnel must use QMA tools and fixtures for GX120, GX160 & World Formula classes. We recommend nothing smaller than a 9.5" degree wheel.

Tools can be purchased from Kylar Co. 215-946-8843

Article 8, Sec 5, Item 8 Added "Judging trying to become more consistent". Also Bold "Calls made under green", Changed fragrant to "Flagrant"

Article 9, Sec 3, Item 10 Added

Anyone found using illegal fuel or fuel additives are penalized as follows:

10. A, 10. B, 10. C, Family Suspension (Family is driver/handler same application, if not family, it will be the driver of the car and handler and family).

Article 9, Sec 5, Item 2.A (1) DID NOT CHANGE

Appendix C Region 2 Changed spelling of "Trumbauersville"

Appendix C Region 2 Keystone Corrected formatting

Appendix D Added new grands info

Article 11 Appendix A updated all BOD information

Appendix B updated all Regional Directors information

Kevin made a motion to accept the rule change clarifications, Doug Lueck seconded.

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

Tom followed up on yesterdays discussion on simplifying the judging procedures. Much discussion followed including making more DOT calls, less calls, and making racing move in a more timely manner. After much discussion on the subject a break was taken at 4:15pm PST.

Meeting called back to order at 4:40pm PST. All were present.

Kevin made a motion Tad seconded to use the framework of the items listed below with the intent to adopt a new national judging procedure that will be finalized by a judging committee and presented for approval by the NBOD and Regional Directors on a conference call on or near March 1, 2010 so that it can be implemented on 4/01/10.

Less calls, more DOT's, faster or more timely racing

National Judging Procedure

- 3 infractions to be black-flagged (scored as DNF) (includes what used to be calls and DOT's in same total)
- Infraction calls made within a timely manner suggested within 3 caution laps
- Stop on the track from green flag incident = DOT (infraction) (unless judges determine 1 car was 100% at fault then only the at fault car receive an infraction and the rest get their spot back)
- Do not split judges into groups
- No defined call "names" when determining fault
- At least 3 of 5 Judges must agree on determination of 100% fault for infraction (Local Option)
- A car will only receive one infraction per incident
- There would still be a "flagrant rough driving" infraction resulting in automatic DQ

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

A committee was formed of Tom Zickefoose, John Mikitarian, Stacey Yurgel Perone, Cheryl Caldwell, Karen Pepe, Mike Hughes, Tad Fiser, Kevin Crum, and Ken Loveless.

2011 Grands Proposals

Clubs running for the 2011 Grands are as follows:

Eastern Grands – Oaklane, Huntsville and Michigan

Western Grands – Washington

Dirt Grands – Terre Haute, Christian County and Keystone.

The BOD stepped out to discuss the 2011 Grands proposals. Region 2 and Region 3 BOD Rich Tisone, Stacey Yurgel Perone, Mark Tobey, Tom Zickefoose and Cheryl Caldwell all abstained from the vote. Once the BOD returned the Grands voting began.

Eastern Grands – (R1)Oaklane (R2) Oaklane (R3)Huntsville (R4)Michigan (R5)Michigan (R13) Huntsville (BOD) Oaklane Oaklane -3 Huntsville – 2 Michigan – 2 **Oaklane**

Western Grands – Washington

Dirt Grands – (R1) -TH (R2) -KEY (R3) - CC (R4) -TH (R5) -TH (R13) –CC (BOD)-CC Terre Haute 3, Christian County 3, Keystone 1 Charlie Cagle broke the tie with a vote for CC **Christian County**

Congratulations to the following 2011 Grands Host Clubs:

Eastern Grands – Oaklane
Western Grands – Washington
Dirt Grands – Christian County

Charlie made a motion to adjourn, Mark seconded.
Meeting adjourned 5:50pm PST



**South Point Hotel and Casino
Annual National Meeting
February 3-6, 2010**

Saturday, February 06, 2010

Meeting called to order at 8:00am PST.

Members present were:

National Board: Charlie Cagle (President), Tom Zickefoose (Vice President), Cheryl Caldwell (Secretary), Stacey Yurgel Perone (Treasurer), Mark Tobey (Safety Director), Rusty Barnard (Tech Director), Rich Tisone (Publicity Director)

Regional Directors: Geoffrey Prucker (RD1), Karen Pepe (RD2), Scott Caldwell - Acting RD (RD3), Tony Marks (RD4), Ron Gonsalves (RD5), Michael Hughes (RD6), Douglas Lueck (RD7), Tad Fiser (RD8), Kevin Crum (RD9), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Danny Cyr (RD13)

Assistant Directors: John Mikitarian (R1), Brian Brinker Jr. (R2), Jim Cremonesi (R4), Bill Moore (5), Jennifer Oldham (R7), Bob Van Amburg (R9), Terry McCarthy (R10), Jeff Stokes (R13)

National Office: Karen Autunno Edmiston

QMA CPA: Bill Wilson

Guest: Kevin Augustus, Dave Boos, Jerry Mostek, Oscar Ahumada, Julee Morris, Michelle Boos, Claudia Loveless, Cheryl Zickefoose, Domenic Coccia Jr., Andy Nichols, John Johnson, Nick Melair, Ryan Gullette, David Zeiterman, Gilbert Simental

Charlie opened the meeting. Attendance sheets were passed around and roll was taken.

Minutes from Friday's meeting were passed out for review, corrections were made and Cheryl read changes out loud. Kevin Crum made a motion to approve Friday's minutes and Mike Hughes seconded.

Due to the absence of Mike Franklin, Scott Caldwell stepped in as "Acting RD". Cheryl abstained from all voting.

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 -A, Treas -Y, Safety -Y, Tech -Y, Publicity -Y 18-Yes, 0-No 1- Abstained **PASSED**

Executive Session

The National BOD and all Regional Directors went into executive session at 8:50am PST, which included revisiting the membership dates and procedures.

Rule book clarification: Kevin moved to accept wording change as presented and Mark Tobey seconded.

Current verbage is The Dirt grands will be awarded with a vote from the Regional Directors when in the East and the Regional Directors when in the West plus one vote from the NBOD.

Proposed wording "The Dirt Grands will be awarded as follows-The Eastern RD's plus one vote from the NBOD will determine the Dirt Grands when in the East and The Western RD's plus one vote from the NBOD will determine the Dirt Grands when in the West."

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 -A, Treas -Y, Safety -Y, Tech -Y, Publicity -Y 18-Yes, 0-No 1- Abstained **PASSED**

Charlie opened the bylaws. Stacey presented changing the bylaws to reflect that in order to receive a ballott you must have membership renewed. Kevin stated that on the previous days vote we voted on the membership without reviewing the by-laws of Quarter Midgets of America. Discussion for both sides was presented and the majority stated that the membership could benefit from the experience of the out going members.

Mark made a motion to re-vote on allowing each member to receive a ballot, regardless if renewed or not, the motion was seconded by Rich.

RD1 -Y, RD2 -Y, RD3 -N, RD4 - Y, RD5 -N, RD6 - N, RD7 -Y, RD8 -Y, RD9 -Y, RD10 -Y, RD11 - Y, RD12 -Y, RD13 -N, VP - Y, Sec -A, Treas -N, Safety -Y, Tech -N, Publicity -N 11-Yes, 7-No 1- Abstained **PASSED**

The next By-laws revision was to change the wording in by-laws in section 12. Current wording does not include electronic ballots. Proposed wording in Section 12 will include adding electronic or US postal service. This wording to also be changed in Section 4 Elections.

Rich will put out a press release stating changes to ballot dates.

Charlie moved to close the bylaws.

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 -A, Treas -Y, Safety -Y, Tech -Y, Publicity -Y 18-Yes, 0-No 1- Abstained **PASSED**

Charlie thanked everyone for coming and for their dedication. Kevin and Tad thanked Charlie.

Ron Gonsalves made a motion to adjourn, seconded by Scott Caldwell.

Meeting adjourned at 9:45am PST.