



**South Point Hotel and Casino  
Annual National Meeting  
February 3-5, 2011**

**Thursday, February 3, 2011**

Members present were:

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

**Regional Directors:** Geoffrey Prucker (RD1), Karen Pepe (RD2), Micah Troyer (RD3), Jim Cremonesi (RD4), Bill Moore (RD5), Jennifer Oldham (RD7), Tad Fiser (RD8), Greg Mahoney (RD9), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Danny Cyr (RD13)

**Assistant Directors:** Dave Winters (R1), Nick Melair (R2), Scott Caldwell (3), Mike Sheldon (R4), Mike Lewis (R6), Chad Hammer (R9), Terry McCarthy (R10), Mike Torres (R13)

**Guest:** John Mahoney, Gilbert Simental, Jerry Mostek, Cheryl Zickefoose, Andy Nichols, Jared Andreotti, Robbie Frakes, Alan Hawkins, Rodney Oldham, Claudia Loveless, Brandon Esgar, Scott Silas, James Russell Jr., Gora Masi, Lynn Mahoney, Tim Gerhardt, Brad Zoeller, Dave Klaus, Rick Wendt, George Grouse, Troy McCall, and Kevin Hendricks

**National Office:** Karen Autunno Edmiston

Rich called the meeting to order at 8:08 am PST. Attendance sheets were passed around and roll was taken.

Rich welcomed everyone to the 2011 National meeting. Scott Caldwell gave the opening prayer.

The National Board, Regional Directors, Assistants and guests gave introductions.

Rich went over the 2011 agenda. Karen made a motion to accept and Debbie seconded.

**Rich Tisone - President**

Rich went over a short presentation of what he would like to achieve at the meeting.

- Respect – have respect for each other
- Socialize – getting to know each other
- Genuine – be genuine and sincere

- Sport – it is about family and interaction as a family
- Roberts Rules – they will be followed

Guest speakers began their presentations.

### **Tim Gerhardt – Hoosier Tire**

Tim Gerhart introduced himself and apologized that Adam Batton was unable to make it due to weather. He thanked QMA for the invitation and opportunity to present his product. Hoosier is made in the USA: never made outside of the states. Tim has been a part of the sport his whole life. Tim has proposal packets available if a spec tire is chosen.

Terry Mc Carthy asked about a new compound. Tim said the compound would not change from the A35-A40. Nick Melair asked about production time and availability. Tim said that they are readily available. Mike Lewis asked how to introduce a new compound. He said that it would be brought in overtime and is not just instant. John Mahoney asked about inconsistency with roll out and set up. Tim said there are some issues but he feels the cost savings are worth it. Mark Tobey said he was part of testing a while back and there was an issue with the roll out. Tim said there were issues with the A30 but the powers to be worked to improve it. Mark said he agreed they have improved.

Tim said there are soft proposals available for both Region and Local. They are here to sell tires but want to help our sport. Tim went over lap times and he feels that they come in and stay consistent and times do not drop off. Danny Cyr asked how to become a dealer. Tim sets up dealers at every track so there is not price gouging. Tim said that he could set up dealers however, the tracks wanted to.

Rich thanked Tim for coming.

### **Rick Wendt – Honda Engines**

Rick Wendt introduced George Grouse, Troy McCall, and Kevin Hendricks all from Honda. Dave King has been supporting QMA for 16 years; unfortunately, he is stuck in Ohio due to weather. Rick said Honda supported QMA in 2011 with generators, tents, banners and \$9,000 for grands events (\$3,000 for each grands) and Honda will support QMA in 2011. George said they are excited that HPD has joined them this year in their efforts to support. He feels that the relationship will benefit QMA and the future. Kevin explained how they will work together to better the engines for QMA. He explained the facility that HPD works out of and the machines that they have on hand. He discussed the success that they have had with their Indy car, America Lemans divisions. HPD will offer product consistency, inventory, and testing capabilities. He went over prices for the 120 and 160. They will be working on the prices for the Honda GX engines and parts to make it affordable. The Honda Racing line program began over a year ago to provide direct connection with HPD. HPD would like offer support to racers for running there Logo.

Mark asked about the \$35 increase to the #13 head. Kevin said that he did not have a good answer. Maybe they were overzealous with their first estimate. Troy said that he believes that the increase in the original amount quoted was due to shipping.

Tad asked if the 120's would be the motors from Thailand. George stated after the Japanese 120's are done there would be the Thai 120 motors.

Jerry asked if you would be able to remove the recoil. Troy said that currently they are unable to do this. It is a goal but a hard process. Troy said that he would have to look into the 120, but the 160 is not going away. They will continue to work with QMA. George explained that they plan to stockpile these motors for QMA to have around awhile. Dave Winters asked if Honda would be able to keep up with the parts needs of QMA. George said they do not have all of the details but are willing to work to make for a smooth transition. Kevin said they are trying to avoid specialized parts to keep cost down. Tad asked if there were issues with the flywheel would HPD be able to make these. George said it is possible but there would be a cost.

Rich thanked Honda for coming.

### **Brad Zoeller - Vega Tire/TS Racing**

Brad Zoeller said in 2010 Vega offered track support, hats, hot dog day and \$1500 to each grands club. Brad feels that dealers are very important to tracks. It allows people to keep racing. Vega has one of the largest dealers list in the country. Brad feels that 2011 has created a need for a spec tire and Vega created a new tire that would meet those needs.

Brad reviewed the Spec Tire Criteria –

- What do you want it to do – talk to drivers, handlers
- Use for multiple heat cycles
- Competitive pricing
- Stayed within 10% of current MBS lap times
- Produced with high quality materials
- Took criteria and developed several locations picked across the country for track temperature and different track types.

Tire Testing –

- Tested with Honda and WF – different manufacturers asphalt, concrete & combination tracks
- Tires were marked with a reference # all appeared to be identical
- No chassis adjustments were made
- MBS was used for baseline data
- Driver feedback was recorded
- Over 2500 laps were done during testing
- Additional testing was done @ HQMA at Thanksgiving

Brad decided how the data analysis was compiled to gather testing results. Average of 30-lap variation for all five tracks 0.017 seconds.

Final analysis –

- High quality
- Each tire measure the same
- Comparable speed .03 or 0.5%
- No loss in performance from week to week
- Durability
- Ready for QMA now
- Will save money for QMA members

Vega will offer 2011 Club/Regional programs, there are three programs to choose from, and these can be tailored to your club. Vega will continue to offer support within local, regional, & grands. Grand sponsorship will increase to \$1750

Dave Winters asked about availability. Brad said if spec tire went into affect he would he would be able to provide all QMA needed by April 1<sup>st</sup>. Tom asked what assurance he could give that the test tire would be the same as the one we would receive. Brad said that he could give his word that the tires will be the same. The tire is made on the production floor.

Scott Caldwell asked if the tires could be given a bar code. Brad replied yes. Mark asked if the tire could be QMA stamped. Brad said he could do what he needed to, to work for QMA. Terry asked Brad about the tire temperatures. Brad explained that the tires run about 7-10 degrees cooler. Brad explained the tire rubber for the new tire and the wear of it.

Rich thanked Brad for coming.

### **Dave Klaus – Briggs and Stratton**

Dave passed out some literature and calendars to those in attendance. The literature gives an idea of who Briggs is and what they represent. Dave presented a short slide presentation. He touched on how well the Lt. WF accepted over the last year. The M series engine has been released and it is based on the same platform as the World Formula engine. Everything is hand built. Head casting is only used for their production. The same tools used to tech the engines would be used to build it. The engines are built in Milwaukee, WI. If changes or problems arise, they are aware immediately.

#### 2011 Briggs Promotion –

Tracks within the United States or Canada offering a NEW 206 (Junior or Senior) or M-series class for 2011 will have the opportunity to “claim” a great giveaway at the end of the racing season. Eligible tracks that submit (6) individual 206 or M-series UPC codes along with original receipts from an authorized Briggs & Stratton Racing dealer will qualify for a free pressure washer. Eligible tracks that submit twelve (12) UPC codes and receipts will qualify for a free generator.

#### M-series highlights-

- PVL digital ignition system with integrated 6,100 rpm rev limiter
- New control plate design for a drop-in fit
- Carbon steel reinforced, splined racing crankshaft
- Single head die casting – How’s that for control
- Factory ground cam
- Controlled piston pop-up
- Fire-Ring head gasket
- Squeeze-cast, T-7 heat treated racing connecting rod
- Federal Mogul barrel ground, eutectic piston
- Fuel Filter

Tad asked about production times. Dave said they were very capable of keeping up with QMA’s needs. A question was asked if there had been any test for the Jr or Novice programs. Dave said yes, the Rookie class is about 3hp. They can go from 3hp to 8.5hp straight out of the box. Briggs and Stratton has been a Grands supporter and will continue to be in 2011 with savings bonds.

Rich thanked Dave.

Break began at 10:15 PST

Meeting was called back to order at 10:38 PST. Roll call was taken.

### **Jim Russell – Russell Karting Specialty**

Jim Russell is here to observe and represent Dunlop tires. Dunlop tires are being continued.

Mark Tobey asked about the D6S tire. Jim said the “D” represents the racing products; “S” stands for soft compound. There have been absolutely no changes to their products. Factory will have no issues with productivity or producing tires by April 1.

Rich thanked Jim.

The National Board of Directors began their presentations.

### **Cheryl Caldwell – Secretary**

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

- The membership procedures along with the problems that the National office is having with receiving incomplete packets were gone over. Clubs need to make sure that all applicable paperwork and photos are sent in with applications.
- Applications are being received late in the National office after the 15-day grace period. Gold copies for members are only good for 15 days, in order to guarantee insurance coverage.
- Novice extensions and move ups were discussed and how this process is not be followed and ways to improve it.
- New club additions and club changes were also gone over with supporting documentation of past and present membership numbers.
- Online membership application process was reviewed and will be ready for use in Sept. 2011.

### **Stacey Yurgel Perone – Treasurer**

Stacey began with a power point presentation of the items she is working on for 2011.

Stacey reported that at the 2009 meeting she proposed cutting costs by \$30,150 in 2010. In actuality, QMA spent \$66,184 less in 2010. Stacey showed in detail where these savings were realized, specifically postage/shipping, procedure manual, grands, national meeting, publicity, etc. She then proposed further cost savings for 2011 in the amount of \$30,000. Specifically savings can be realized in the following areas: Postage/shipping, printing/photocopying, quarter reporter, national meeting, and grands expenses. Stacey explained that these cuts could be achieved through online membership application/renewal, and online quarter reporter, which will reduce postage/shipping and printing/photocopying expenses. Elimination of a portion of the catering, booking flights early and without the travel agent, and reducing the amount of money national spends for the assistant directors to attend will reduce the costs of the national meeting by

at least \$6,000. Grands expenses can be reduced by booking travel arrangements without the travel agent, and by using the national officers as race officials (race director, flagger, head judge etc). Stacey also reported that she applied for and received a QMA credit card with a credit limit of \$2500, which will be used to accumulate points to be used to pay for travel or receive cash rebates. Stacey then presented the 2011 proposed budget, which will be further reviewed and approved by the NBOD and sent out to the RDs.

### **Ashley Loveday - Publicity**

Rich presented Ashley's power point presentation by unveiling the 50<sup>th</sup> Anniversary logo for QMA. Her presentation presented data for the 2009 and 2010 election and went over the cost savings of electronic voting. Rich touched on her ideas for the 2011 grands with live feed, daily newspapers and online results posting. He went over her publishing dates and cost of the Quarter Reporter. Rich asked everyone to submit articles for the Quarter Reporter, with race results and pictures. Rich touched on the different promotional items that QMA has to loan out to their clubs. Ashley is currently working on setting up some commercial time and magazine articles to better advertise QMA. The article was displayed that will be in the Sprint Car and Midget magazine in the March edition in her presentation.

### **Tom Zickefoose - Vice President**

Tom's presentation covered the following items:

Judging Procedures that went into effect 3/1/10 and modifications that need to be made.

Rulebooks - the rulebook committee is currently working on simplifying the rulebook and will complete their work, which will be reviewed and approved by the RDs in time for printing.

### **Rule Clarifications**

1. Page 4 (Glossary) Good Standing: **Term used to describe any member that has paid all local and national dues, fees, fines etc, and has completed all duties required by the club and organization, and is not involved in any disciplinary matter. (Suspension, COC, etc. NOTE: Level 1 warning, and probation does not affect member's status)**

*New definition*

2. Page 10 Article 2 Section 7 Item 6 All Club, Regional and National BOD, Officers and Head of Positions must be a regular QMA member and be paid in full ~~before their term begins~~ **for the next year to run for or continue in office.**

*This change clarifies that a candidate for a local club office must pay dues for the year of the office he or she is running for.*

3. Page 11 Article 3 Section 1 Item 2. A In order to accommodate local conditions, Regional Directors may allow Clubs to deviate from standard QMA racing procedures at local events **and States Races**. This includes areas such as practice, qualifying, length of race, starting order, racing numbers, **judging**, and common **or off site** fuel. The QMA President must be notified of all permanent deviations allowed by Regional Directors. This does not include the work rule.

*These changes permit various modifications to the racing program, and methods of fuel supply to accommodate local and regional conditions.*

4. Page 29 Article 6B Section 1. ~~E Stock ignition timing DQ's are for the event only and are not a 30 day suspension.~~

1. ~~E~~ Refusal of tech shall be interpreted as an admission that the engine is illegal and a suspension from the class will be immediate with all awards, qualifications being revoked with a six-month suspension.

1. ~~F~~ For the purpose of this rule only, if a handler has multiple cars competing in the class (Stock, Mod, B, AA) at one race event and more than one engine is found to be illegal at that event; it will be considered to be one offense.

1. ~~G~~ All membership suspensions must be sent to the National Tech Director within 5 Business Days, National Tech Director will send to both QMA National Office and QMA National Secretary. The National Secretary will send out monthly or as they occur to the Regional Directors who will notify all Clubs. 5 Business days does not include weekends/holidays. All confiscated parts must be sent to National Tech Director within five business days.

*Ignition timing inspection has been eliminated, renumber remaining rules*

5. Page 33 Article 7 Section 4 Item ~~7. A~~ ~~If the same driver makes a second infraction, he is out of the race.~~  
*Conflicts with Item 7. Three charged yellows results in a scored DNF*

6. Page 34 Article 8 Section 1 Item 2c In addition to current scoring procedures, Clubs will be allowed to use electronic scoring. Moscore is the official program for QMA. Electronic scoring if used, will be in addition to all normal scoring procedures. Location of transponders are, from the front bumper to the ~~front of the transponder~~ **center of transponder mounting pin**, 41 inches minimum to 43 inches maximum, either left or right side, no greater than 6 inches from bottom of frame rail to top of transponder within the nerf bar. Electronic scoring will be mandated beginning with the 2008 Eastern and Western Grands (revised) and with the Dirt Grands beginning in 2009. (If not in proper location, after qualifying or racing, it is a DQ offense at scales).

*Request from National Tech Director*

7. Page 54 Region 1  
CT, MA, ME, NH, RI, VT

~~2 Tracks~~ **1 Track**

Geoffrey Prucker  
273 Monson Road  
Stafford Springs, CT 06076  
Home: 860-684-4733  
Cell: 860-622-9575  
RD1@quartermidgets.org

8. Page 56 REGION 12  
AZ, NM

~~3 Tracks~~ **1 Track**

Debbie Zimmerman  
6735 East Pinnacle Drive  
Scottsdale, AZ 85262  
Home: 480-502-5699  
Cell: 480-502-7581  
RD12@quartermidgets.org

9. Page 56 THOMPSON (A).....Thompson, CT.....~~978-815-0237~~

~~Dale Gross~~ .....~~littletpres@rcn.com~~

~~Web: www.Littletspeedway.com~~

10. Page 60 New Smyrna club president New Smyrna (A).....New Smyrna, FL.....~~386-405-2398~~

~~April Hansard~~.....~~awhansard@juno.com~~

**Jeff Stokes 586-423-9969**

11. Page 60 AZ VALLEY OF THE SUN QM (C).....Phoenix, AZ  
480-201-4051  
Andrew Goforth.....andrew@vermillioncontracting.com  
Web: www.vsqma.homestead.com

12. page 60 AZ TUCSON (A).....Tucson, AZ.....520-471-3229  
Rick Smith.....wrsjetdoc@yahoo.com  
Mike McKissick (520) 531-0639  
Web: www.tucsonquartermidgets.com

13. page 60 NM ROAD RUNNER (A).....Albuquerque, NM.....505-934-8669  
Tony Ybarra.....tonybarra@q.com  
Web: www.roadrunnerqma.com

14. Page 62 Appendix E  
QMA National Office:  
KAECO, INC.  
QMA National Office  
PO Box 150150  
Tulsa, OK 74115  
1-877-QMA 9519  
Fax: 918-371-2178  
memberservices@quartermidgets.org

Tad made a motion to accept the rule change clarifications, Greg Mahoney 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**

Meeting broke for lunch at 12:05

Meeting was called back to order at 1:15 PST. Attendance sheets were passed around and roll call was taken.

### **Mark Tobey - Safety**

Mark thanked everyone for their support in his re-election. Mark gave a power point presentation on the following items:

Race day summary form - Snapshot of each race day. A way to track and collate track and race information, such as, classes, weights, issues with scoring, flagging, etc. Mark would like each track to submit these forms each time they hold a race.

Safety sheets will be a little different and will be available online. New car manufacturer forms will also be available online. Mark hopes to have space on the website to archive the older specs.

Blue prints for track - Mark would like to share the knowledge within the QMA clubs. If a club has blue prints, they could share those prints with upcoming clubs. The blue prints could consist of club requirements, site improvements, and track layouts.

Soft walls - these are very easy to construct and install and are transportable if needed. There is no additional approval from National

Remote shut off engine switch – For 2010, it was left as a recommendation. For the 2011 Arrive and Drives, it will be mandatory. National will purchase one per club if requested. The cost is approximately \$80 each



but QMA will be able to obtain for \$48. They must be ordered before 3/15/11. These are easy to install and to use. It will provide security to new parents looking into the sports.

Mark is performing an engineered study on safety belts. Current 2 years ruling is based on a 350lb driver at speeds of 150 mph or lower. After the study is completed, we could extend the current length to 4 years if agreed upon by an engineer. He would like to complete the study by September 1, 2011 and implement by 2012.

Currently in our rulebook it list a SA2000 helmet and newer. Physical inspections will need to be taken into account. CMR2007- would like to have feedback by 3/1/11 and would like to move forward with not allowing the use of this helmet after 3/1/11. SFI 31 I would like to add to website it is an adult rated helmet.

Dye penetration testing – check rims every time a tire is changed. It is important to check your spindles for fatigue.

Mark would like to receive feedback on raceceivers by March 1, 2011. Mark would like to see the use of them eliminated in 2011. Mark does not fell that it saves time and feels that it hinders drivers learning. Please give Mark feedback by March 1, 2011. He is available at anytime. Please feel free to contact him with any question or concerns.

Mark does not fell there are any issues with cameras on cars, as long as there are mounted within the specs as with a Mycron.

### **Rich Tisone –Moscore**

Rich gave a brief power point presentation submitted by Walter and Jamie Pate of Moscore.

- Moscore continue providing quality support for Moscore QM
- Develop new features for Moscore QM
- Provide video training and improve online help
- Grid 2.0 feature. (new user friendly, flexible grid setup)
- Lineup/Results/Points 2.0
- Remote lineups/results display outputs
- Support latest hardware and operating systems

Mike Lewis asked if QMA could pay for the moscore support & maintenance program. Stacey said this would not be possible. Greg Boe said that he agreed with Stacey that it would not be able to be supported by QMA.

Tad suggests that using at the grands for hot laps and every time a car hits the track.

Rich announced that the RCP process would begin and Stacey would read them aloud.

**RCP #1 – Present Wording:**

3 Novices at the Grands:

- 3. A Exhibition events only
- 3. B Minimum one practice session
- 3. C No qualifying
- 3. D Line up drawn by number
- 3. E All participants to receive equal awards, preferably trophies.

**New Proposed Wording:**

3 Novices at the Grands:

- 3. A Exhibition events only
- 3. B Minimum one practice session
- 3. C Racing format to be decided by host club and novices in attendance.
- 3. D Line up drawn by number
- 3. E All participants to receive equal awards, preferably trophies.

**New Revised Wording:**

3 Novices at the Grands:

- 3. A Exhibition events only
- 3. B Minimum one practice session
- 3. C Racing format to be decided by host club.
- 3. D Line up drawn by number
- 3. E All participants to receive equal awards, preferably trophies.

Tad does not feel that it should be left up to the Novices. He feels that it should be left up to the clubs. Stacey said it could be changed. Changes were made.

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 #2 – Present Wording:**

2. F A driver must attempt to qualify and race at any States Championship Event in no more than three Quarter Midget classes and a Half Midget class in which he/she wishes to participate at the Nationals.

**New Proposed Wording:**

2. F A driver must attempt to qualify and race at any States Championship Event in an equal number of classes that they intend to qualify and race at the Grands.

Tad opened the discussion of members having to pay hardships, would this affect the organization financially. Stacey said that she would rather lose a little revenue than cost the members' money.

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

**RCP #3 - Present Wording:**

In the event of a stoppage during timing of a division due to weather, curfew or other emergency and cannot be resumed on the same day, the entire division must be re-timed when timing resumes.

**New Proposed Wording:**

In the event of a stoppage during timing of a division due to weather, curfew or other emergency and cannot be resumed on the same day, the entire division must be re-timed when timing resumes. For dirt tracks, in the event of a stoppage during timing of a division due to rain or reworking of the racing surface, the entire division must be re-timed when timing resumes.

Tad said the RDs were originally against this. He feels that it may make it look as if certain people are getting special treatment. Tad feels that it is better if all Grands are ran the same. Scott Caldwell agreed saying that the members like to know what they are getting when they get to the event. Tom explained that the BOD is trying to be more conducive to the members and their needs.

RD1-N, RD2 -N, RD3 -N, RD4 -N, RD5 -Y, RD6 -N, RD7 -N, RD8 -N, RD9 -N, RD10 -Y, RD11 -Y, RD12 -N, RD13 -N, VP -Y, Sec -N, Treas -N, Safety -N, Tech -N, Publicity -N 4-Yes, 15-No **FAILED**

**RCP #4 - New Proposed Wording:**

During A main events at Grand National, events there will be 5 courtesy laps given per driver if needed.

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

**RCP #5 - Present Wording:**

It will be the responsibility of the Host Club holding a National or other Qualifying event approved by QMA to furnish fuel and gasoline; to see that the Regional Technical Committee Person or other Technical Person trained or approved by QMA, be in charge of or supervise inspections.

**New 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.

Tad said the RDs felt it would be hard for tech to keep up with it.

RD1 -N, RD2 -N, RD3 -N, RD4 -Y, RD5 -Y, 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 4-Yes, 15- No **FAILED**

**RCP #6 - TABLED UNTIL FRIDAY**

**RCP #7 - TABLED UNTIL FRIDAY**

**RCP #8 - TABLED UNTIL FRIDAY**

**RCP #9 - Present Wording:**

1. B In Quarter Midget classes, the age limit is 17 years old, (you may not participate AFTER your 17th Birthday).

**New Proposed Wording:**

1. B In Quarter Midget classes, the age limit is 17 years old. Drivers who turn 17 during the race season can finish the current calendar year (Dec 31).

**New Revised Wording:**

1. B In Quarter Midget classes, the age limit is 17 years old. Drivers who turn 17 during the race year can finish the current calendar year (Dec 31).

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**

**RCP #10 – Present Wording:**

Drivers who turn 9 during a racing season must move on their birthday. Exception: If you qualify for an event when you are 8, you may finish the event. Driver must move after the the conclusion of the event.

**New Proposed Wording:**

Drivers who turn 9 after June 25 can finish out the Jr. year or move up to the Sr. division but once you move, you may not go back to the Jr. division.

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

**RCP #11 – Present Wording:**

Drivers who turn 9 during a racing season **MUST** move on their birthday. Exception: if you qualify for an event when 8 you may finish the event.

**New Proposed Wording:**

Drivers who turn 9 after July 1st may remain in the lower class division for the remainder of the calendar year. Exception: If you start and have registered prior to turning 9 you may finish the event.

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

**RCP # 12 – TABLED UNTIL FRIDAY**

**RCP #13 – New Proposed Wording:**

Raceceivers are mandatory at all QMA events.

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

**RCP # 14 – Present Wording:**

28 C. Weights are to be bolted or welded within the cockpit area between the main frame 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 weight attached to any sheet metal except belly pan. Fasteners through weight and belly pan cannot be pop rivets.

New Proposed Wording:

28 C. Weights are to be bolted or welded within the cockpit area between the main frame 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 weight attached to any sheet metal except belly pan. Fasteners through weight and belly pan cannot be pop rivets. Weights are permitted in the left side "kick" of "bump" area if they are attached to welded frame legs or brackets provided for that purpose.

RD1 -Y, RD2 -Y, RD3 -N, RD4 -N, RD5 -N, RD6 -N, RD7 -N, RD8 -N, RD9 -Y, RD10 -N, RD11 -N, RD12 -Y, RD13 -N, VP= N, Sec -N, Treas -N, Safety -N, Tech -N, Publicity -N 4-Yes, 15 - No **FAILED**

**RCP #15 - TABLED UNTIL FRIDAY**

**RCP #16 - Present Wording:**

World Formula Light 9-16 N/A 295 lbs 160 lbs  
World Formula Heavy 9-16 100 340 lbs 160 lbs

New Proposed Wording:

World Formula Light 9-16 N/A 270 lbs 160 lbs  
World Formula Heavy 9-16 100 325 lbs 160 lbs

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, Safety -A, Tech -N, Publicity -N 0-Yes, 18- No, 1-Abstained **FAILED**

**RCP #17 - TABLED UNTIL FRIDAY**

**RCP #18 - TABLED UNTIL FRIDAY**

**RCP #19 - Present Wording:**

Tire treatment- it is prohibited to apply tire treatments or chemicals on any tires, except for cleaning with water, etc.

New Proposed Wording:

Delete all of the tire treatment rules.

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

**RCP #20 - TABLED UNTIL FRIDAY**

**RCP #21 - TABLED UNTIL FRIDAY**

**RCP #22 - Present Wording:**

All cars must run right rear drive/left wheel is optional.

New Proposed Wording:

All cars must run both right rear and left rear wheel drive. This means both rear wheels are locked up completely and must turn the same ratio at all times. (I.e. No coaster hubs, clutch hubs, or limited slip devices)

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

**RCP #23 – New Proposed Wording:**

To allow NO JUDGING at a local club level to be voted on and approved by a majority of the current club membership and posted on their website at least two weeks prior to the event. To have the race director and flagger make only flagrant calls and all cars that go DOT causing a yellow flag to be sent to the rear. Three DOTs and you will be black-flagged.

New Proposed Wording:

To allow NO JUDGING at a local club level to be voted on and approved by a majority of the current club membership and posted on their website at least two weeks prior to the event. To have the race director and flagger make only flagrant calls and all cars that go DOT causing a yellow flag to be sent to the rear. Three DOTs and you will be black flagged.

Revised Proposed New Wording

To allow NO JUDGING at the local level only to be voted on and approved by a simple majority vote of the membership and posted on their website at least two weeks prior to the event. If a no judging option is being used the following will apply: any car(s) involved in a racing incident that goes dead on the track for any reason will receive a charged yellow and that car(s) will restart at the back of the pack. Three Charged Yellows will be black flagged and scored a DNF. The race director may make a flagrant unsportsmanlike conduct call that must result in a DQ for the event.

RD1 - N, 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 18-Yes, 1- No **PASSED**

**RCP #24- Proposed Wording:**

Revert to 2009 & prior judging rules, with respect to 3 DOTs or 2 calls, as opposed to 3 chargeable yellows, in order to enhance driver & handler safety and training. The chargeable yellows seem ineffective in teaching drivers and handlers when driving infractions are committed, as they are not made aware of said infractions, thus creating a more dangerous racing environment for the drivers.

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 , Safety -N , Tech -N , Publicity -N 0-Yes, 19- No **FAILED**

**RCP #25 –Present Wording:**

All Judges are responsible for watching all cars on the track. Judges are not to be split into groups.

New Proposed Wording:

All Judges are responsible for watching all cars on the track.

RD1 -Y, RD2 -N, RD3 -N, RD4 -Y, RD5 -Y, RD6 -N, RD7 - N, RD8 -N, RD9 -Y, RD10 -Y, RD11 -N, RD12 -Y, RD13 - N, VP-N, Sec - N, Treas -N, Safety -N, Tech -N, Publicity -N 7-Yes, 12- No **FAILED**

**RCP #26 -Present Wording:**

When a yellow flag is thrown in anticipation of a car or cars going dead on the track as a result of a multiple car incident but the car(s) do not stop, a lineup will be created from the last completed lap and the race restarted, no cars will be sent to the back or assigned a Charged Yellow.

New Proposed Wording:

When a yellow flag is thrown in anticipation of a car or cars going dead on the track as a result of an incident on the track but the car(s) do not stop, a lineup will be created from the last completed lap and the race restarted, no cars will be sent to the back or assigned a Charged Yellow. This will be considered a Flagger Error.

RD1 - Y, RD2 - Y, RD3 -N, RD4 -Y, RD5 -Y, RD6 -N, RD7 -Y, RD8 -N, RD9 -Y, RD10 -Y, RD11 -Y, RD12 -Y , RD13 -N, VP-N, Sec -N, Treas -N, Safety -N, Tech -Y, Publicity -N 10-Yes, 9- No **PASSED**

**RCP #27- Present Wording:**

6. INFRACTIONS

6. A. When a racing incident causes a yellow flag, the majority of the judges must determine whether or not a single car is 100 percent at fault for the incident. If full responsibility for the incident is not assigned, all cars that stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a Charged Yellow.

6. B. When a racing incident causes a yellow flag, if a majority of the judges determine that one driver was 100 percent at fault, that car will be moved to the back of the line up and be assigned a Charged Yellow. All other cars in the incident will retain their position as of the last green flag lap scored and will not be assigned a Charged Yellow.

New Proposed Wording:

6. INFRACTIONS

6. A. When a racing incident causes a yellow flag, the majority of the judges who witnessed the incident must determine whether or not a single car is 100 percent at fault for the incident. If full responsibility for the incident is not assigned, all cars that stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a Charged Yellow.

6. B. When a racing incident causes a yellow flag, if a majority of the judges who witnessed the incident determine that one driver was 100 percent at fault, that car will be moved to the back of the line up and be assigned a Charged Yellow. All other cars in the incident will retain their position as of the last green flag lap scored and will not be assigned a Charged Yellow.

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

**RCP #28 - Present Wording:**

6. INFRACTIONS

6. A. When a racing incident causes a yellow flag, the majority of the judges must determine whether or not a single car is 100 percent at fault for the incident. If full responsibility for the incident is not assigned, all cars that stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a Charged Yellow.

6. B. When a racing incident causes a yellow flag, if a majority of the judges determine that one driver was 100 percent at fault, that car will be moved to the back of the line up and be assigned a Charged Yellow. All

other cars in the incident will retain their position as of the last green flag lap scored and will not be assigned a Charged Yellow.

6. C. As soon as the yellow flag is displayed for an on track incident, the flagger will begin to count from three laps to zero as a selected car crosses the start finish line. When the count reaches zero, the flagger will notify the Lead Judge and Race Director that the judging lap count has expired. If the judges have not announced their decision on responsibility for the incident, the Race Director will ask the Lead Judge for their decision. If a decision is not announced at this time, the Race Director will notify the Tower that all cars stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a Charged Yellow.

6. D. If the judges determine with a majority vote that a driver(s) has committed a Flagrant Unsportsmanlike Conduct violation then the driver(s) will be immediately disqualified and scored with a DQ. This call can be made at any time. If under green flag the Lead Judge should notify the flagger and Race Director as soon as possible to show the black flag to that driver.

9. I. Any driver infraction occurring after the checkered flag has been thrown is an immediate disqualification and will be scored as a DQ. Any incident that occurs in the hot chute or as cars are leaving the track that the judges by majority vote determine to be intentional

#### New Proposed Wording:

#### 6. INFRACTIONS

6. A. When a racing incident causes a yellow flag, the judges must determine by unanimous vote whether or not a single car is 100 percent at fault for the incident. If full responsibility for the incident is not assigned, all cars that stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a Charged Yellow.

6. B. When a racing incident causes a yellow flag, if all of the judges determine that one driver was 100 percent at fault, that car will be moved to the back of the line up and be assigned a Charged Yellow. All other cars in the incident will retain their position as of the last green flag lap scored and will not be assigned a Charged Yellow.

6. C. As soon as the yellow flag is displayed for an on track incident, the flagger will begin to count from three laps to zero as a selected car crosses the start finish line. When the count reaches zero, the flagger will notify the Lead Judge and Race Director that the judging lap count has expired. If the judges have not announced their decision on responsibility for the incident, the Race Director will ask the Lead Judge for their decision. If a decision is not announced at this time, the Race Director will notify the Tower that all cars stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a Charged Yellow.

6. D. If the judges determine with a unanimous vote that a driver(s) has committed a Flagrant Unsportsmanlike Conduct violation then the driver(s) will be immediately disqualified and scored with a DQ. This call can be made at any time. If under green flag, the Lead Judge should notify the flagger and Race Director as soon as possible to show the black flag to that driver.

9. I. Any driver infraction occurring after the checkered flag has been thrown is an immediate disqualification and will be scored as a DQ. Any incident that occurs in the hot chute or as cars are leaving the track that the judges by unanimous vote determine to be intentional

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



**RCP #29 – New Proposed Wording:**

Loss of control: When a car loses control 100% on their and causes other cars to go dead on the track and causing a yellow, the initial car will be charged with that yellow. The other cars will be given back their respective position.

RD1 -Y, RD2 - N, RD3 -N, RD4 -Y, RD5 -Y, RD6 -Y, RD7 -Y, RD8 -N, RD9 -Y, RD10 -Y, RD11 -N, RD12 -Y, RD13 -N, VP-N, Sec -N, Treas -N, Safety -N, Tech -N, Publicity -N 8-Yes, 11- No **FAILED**

**Jeff Stokes- Tire Presentation**

Rich introduced Jeff Stokes from New Smyrna.

Jeff did extensive tire testing with both Vega and Hoosier. Jeff brought tires from his test sessions, both sticker and scuffed tires. Testing was a 30-lap test session. Day one consisted of four rounds of testing, on day two the tires were flipped with four rounds of testing. The goals of testing were to see how the tires would hold up, how they would perform and how long they lasted.

Danny Cyr asked on which cars these were tested. Jeff said it was a Lt 160 with no changes made to the car, testing was done during the day in January. Air pressure was not changed between the Vega & Hoosier. Terry Mc Carthy asked if stagger was the same for both. Jeff said it was very close. Scott Caldwell feels that the variation between the two tires is because NSQMA has a lot of Vega rubber down. Danny agreed with Scott.

Tom said a spec tire has been discussed for years. Tire cost is a huge issue in the sport. Tom asked for a show of hands to remove the Dunlop for possibility of a spec tire. The majority voted to remove it. Tom said the HQMA race was for data. Tom thanked Jeff for his data. Tom asked for a show of hands from the Rd's if the organization is ready for a spec tire.

Rich made a motion to adjourn for the day, Tom seconded.

Meeting adjourned for the day at 6:05 PST



**South Point Hotel and Casino  
Annual National Meeting  
February 3-5, 2011**

**Friday, February 4, 2011**

Members present were:

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

**Regional Directors:** Geoffrey Prucker (RD1), Karen Pepe (RD2), Micah Troyer (RD3), Jim Cremonesi (RD4), Bill Moore (RD5), Michael Hughes (RD6), Jennifer Oldham (RD7), Tad Fiser (RD8), Greg Mahoney (RD9), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Danny Cyr (RD13)

**Assistant Directors:** Dave Winters (R1), Nick Melair (R2), Scott Caldwell (3), Mike Sheldon (R4), Mike Lewis (R6), Chad Hammer (R9), Terry McCarthy (R10), Mike Torres (R13)

**Guest:** John Mahoney, Jerry Mostek, Cheryl Zickefoose, Andy Nichols, Jared Andreotti, Robbie Frakes, Alan Hawkins, Rodney Oldham, Claudia Loveless, Brandon Esgar, Scott Silas, Brad Zoeller.

**National Office:** Karen Autunno Edmiston

**QMA CPA:** Bill Wilson

Rich opened the meeting at 8:06 am PST. Attendance sheets were passed around and roll was taken.

Mark passed around a safety switch shut-off for viewing.

We will go over minutes for an initial approval. Final approval will be sent over within a week of the meeting with the short sheet. Mike Hughes suggested tabling the approval of the meeting minutes until the end of the meeting. Cheryl will email to all RD's for approval.

**Bill Wilson, QMA CPA**

Rich introduced Mr. Wilson to those in attendance. Mr. Wilson said he feels that we as an organization did much better on our finances for 2010 and the projected budget for 2011. Mr. Wilson explained the non-profit status. Mr. Wilson feels that we should always be filing a 501C. He went over tax law changes. He wished everyone a great year and great racing. He hopes for new members to the organization.

Rich touched on the job that Mr. Wilson does for QMA. Rich wants everyone to go back and educate his or her members. Rich asked that anyone that speaks to introduce themselves to be accurately recorded in the minutes.

Introductions from the National Board of Directors, Regional Directors, Assistants and guest were given.

Discussion began tabled RCP's.

**RCP #21 – Present Wording:**

34 Tires

34.A Local option to specify a required right side tire manufacturer and/or compound for local events only if the following conditions are met.

34.B 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.

34.C 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.

34.D 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:**

34 Tires

34.A For all non dirt tracks QMA events, the required right side tire for all quarter midget classes except novice shall be the Hoosier A35.

34.B Local option to specify a different required right side tire manufacturer and/or compound for local events only if the following conditions are met.

34.B If a different tire than the national spec tire is 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.

34.C 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.

34.D If a club or region does require specific tires other than the national spec tire, 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.

Terry Mc Carthy asked why we could not have two spec tires. Tad explained that we are out for a National vote and that would be for one spec tire.

A vote was taken to see if the RD's and NBOD could come to an agreement on a tire manufacturer for QMA, Hoosier or Vega.

RD1 -V, RD2 -V, RD3 -H, RD4 -V, RD5 -V, RD6 -V, RD7 -H, RD8 -V, RD9 -V, RD10 -V, RD11 -V, RD12 -V, RD13 -V, VP -V, Sec -H, Treas -V, Safety -V, Tech -V, Publicity -H 15-Vega, 4-Hoosier **VEGA**

Rich discussed with Brad Zeller about tire prices, availability and tire consistency. Brad said that he could guarantee price consistency to stay the same. He also said that availability would not be a problem. Rich said he appreciates Brad being available to answer the questions. Mike Hughes asked if he could make the 6.00 right rear tires. Brad said yes the 6.50 were produced for the HQMA race, but the 6.00 can be available.

Tad suggest re-writing the wording for RCP #21

Karen Pepe asked why we would opt out Novices. Tad explained that it would be easier on the Novice handlers and less cost for them.

Discussion began on allowing an opt out for a States Race. Tom suggest that adding an opt out for 2 years for states race. Karen Pepe discussed issues that she has had at her clubs, regarding tire issues. Discussion began on clubs that choose to opt out and not run under the National Spec Tire and participate in the QMA rules. Rich said if you opt out it is not an open tire rule, you must choose a specific tire and make it readily available. Tom said we are trying to better the organization for the members. He feels that we need to limit opt outs. Ken Loveless asked why take out the dirt tracks and make them run it too. Tad said if you did that, it would not pass.

Tad brought up the date of implementation, he suggested 4/1/2011. Scott Caldwell suggested 6-8 weeks before the Grands. Tom suggests 6/1/2011. Karen Pepe agrees with Tom. Her clubs would like to use up their existing tires and still prepare for the Grands. Tad suggests having a process to go through the NBOD for a future spec tire changes. Tad said once we go to the spec tire we cannot go back to another tire. Rich asked Brad when he could release the tires. Brad said maybe May 1 or May 15 for release. Tad said he feels that is putting Brad on the spot by us asking him to specify a date. Tom feels that this tire really needs to be available as soon as Brad can have a supply ready. Chad Hammer said we are trying to pass this rule and feels that we need to move forward now. Tad suggest June 1, 2011 for mandatory implementation. Brad said that he is willing to set a release date, because he would have multiple containers.

Implementation date: June 1, 2011

Tad suggest future tire proposals not come through the RCP process. Discussion followed on whether there should be a date for future proposals to be submitted. It was decided this was not necessary.

New Revised Wording:

34.A Effective 6/1/11, for all non dirt track QMA events, the required right side tire for all quarter midget classes except novice shall be the Vega MBM.

34.B Local option to specify a different required right side tire manufacturer and/or compound for local events only if the following conditions are met.

34.C If a different tire than the national spec tire is 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. A region series can include the States race.

34.D 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.

34.E If a club or region does require specific tires other than the national spec tire, 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.

34.F All future spec tire proposals must be submitted to the NBOD for review to be presented to the RDs at the National meeting. All spec tire changes will take effect September 1<sup>st</sup> of that year.

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, Safety -Y, Tech -Y, Publicity -Y 18-Yes, 1 - No **PASSED**

**RCP #20 – Present Wording:**

Local option to specify a required right side tire manufacturer and/or compound for local events only if the following conditions are met. 34B, 34C, 34D.

New Proposed Wording:

Quarter Midgets of America will implement a right side tire manufacturer with a specified tire compound for all QMA sanctioned events. **PULLED**

**RCP # 12 – Present Wording:**

Members must join a club within the Region of which they reside based on their home address (Driver's license must match application if needed). Exception: If you live within one hundred miles of another club/region, you can join that club or if the closest club in your region is farther away from another club in another region, you may join that club/region. These are the only two exceptions.

New Proposed Wording:

Eliminate rule. Or make it mandatory for drivers license address address to match application.

Discussion began on the reasons behind this RCP. The BOD backs the idea to support removing this rule. Debbie Zimmerman feels it may hurt clubs. Tom suggested adding to the by-laws to protect the members and the organization. Tad feels the rule has good intent. Tom suggested we be more protective in the coming years. Tom is going to work with clubs this year to offer help in protecting their clubs. Dave Winters asked how you protect the clubs from those coming in for ill intent. Tom said that it would be up to local clubs to vote members in. Rich asked what everyone's thoughts were on removing this or keeping it in.

Mike Hughes said all clubs have until 4/1/2011 to get By-laws to Tom and fix any loopholes. Tom said we have two choices pull the RCP or eliminate the rule. NBOD suggest to remove the rule. Tom opened the floor for questions.

Karen Pepe said the rule came about by Region 2 because members did not want to work at their own club or Region. Dave asked if the rule was eliminated and clubs did not implement by-law changes would there be problems. Tom said by-laws have to be approved by QMA and changes need be made. John is glad that the BOD is in favor but feels that their needs to be more time to work through the process. Claudia asked if there could be rule clarification on this. Tom replied no. Rich believes that every club should have gotten their by-laws to Tom by now; this is something that has to be done. Tom feels that the by-laws need to protect the clubs and members. Mike Hughes said the clubs by-laws should reflect the QMA by-laws and remember they can be harder but cannot go softer than QMA's.

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

**RCP #18 - Present Wording:**

2 Suspension will begin immediately, at which point the illegal part/s will be sent within five Business days to the Region Tech Director or designee for review upon receipt of part/s. The Tech director has 48 hours to determine if the part/s are legal or illegal. If the part/s is determined to be legal, it will be returned to handler. Handler will be notified if part/s are legal or illegal. All illegal or confiscated part/s will be sent to National Tech Director. All legal parts will be returned to handler. In Honda Tech Manual GX120 and GX160: 2 Suspension will begin immediately, (unless there is an appeal) at which point the illegal part/s will be sent within five days to the Region Tech Director or designee for review. If the part/s are found illegal at this point the suspension will start at that time by the Region Tech notifying the person. Verified illegal parts will be sent to the National Tech Director, legal parts will be returned to person.

From Honda Engine Parts Confiscation & Appeals Form

- \_ Engine/Parts are held in possession of tech official until the 15 minute protest period has expired.
- \_ Within that 15 minutes handler must sign on the appropriate line on this form. I.E. I choose to appeal or I choose not to appeal.
- \_ Confiscated/Appealed engine or parts will not leave the possession of tech inspector and will be shipped to the Regional Tech Director. A copy of this form will be enclosed with all confiscated items. Copies MUST be made and retained for reference. Confiscated parts and original forms must be sent to National Tech Director. All decisions by Regional Tech can be reviewed by National Tech Director.
- \_ Form will be completed and enclosed with all confiscated or appealed engine/parts to the National Tech Director within 5 business days for a final ruling. Copies MUST be made and retained for reference by all parties involved.

New Proposed Wording:

2 If an illegal part or parts are found, handler has 15 minutes to decide whether to agree with or appeal Tech Directors decision, starting after the Honda Engine Parts Confiscation & Appeals Form has been completed with the infraction indicated.

2A If handler agrees with decision, they must sign the Honda Engine Parts Confiscation & Appeals Form as such within the designated time above, the suspension will begin immediately, and the illegal parts only will be sent to the National Tech Director within five business days.

2B If handler decides to appeal, they must sign the Honda Engine Parts Confiscation & Appeals Form as such within the designated time above, the suspension will begin immediately, and the illegal part/s only will be sent within two business days to the next higher level Tech Director (Regional or National), or designee, for review. That Tech Director has two days, after receipt of part/s, to determine if it/they are legal or illegal. If the part/s are determined to be legal it/they will be returned to the handler, and the suspension will be lifted immediately. If part/s were sent to the Regional Tech Director and still deemed illegal, they will then be forwarded to the National Tech Director, who again has two days, after receipt, to determine if the parts are legal or illegal. Again, if the part/s are determined to be legal it/they will be returned to the handler, and the suspension will be lifted immediately. Handler will be notified of decisions at each higher level. Part/s are to be sent express mail at club or Region expense to speed process. If handler chooses to appeal decision, the suspension start date will reset to the date of any subsequent confirming decision of illegality by a higher level Tech Director.

Also:

- 1) Update World Formula duplicate section to above: Rule 2, Article 6C, Section 2, Page 31
- 2) Eliminate related sections from Honda Tech Manual GX120 and GX160.
- 3) Rework Honda Engine Parts Confiscation & Appeals Form to match above process exactly.

Jim and Tom worked on the rewording of this RCP. Discussion followed on the procedures that takes place during suspension appeals. Tom feels that the intent is easy to read and understand.

New Revised Wording:

2 If a part or parts are declared illegal, the handler will have 15 minutes to decide whether or not to appeal the case. After 15 minutes has passed the appropriate parts confiscation and appeal form will be completed.

If the DQ is not appealed, applicable suspensions will begin immediately. Confiscated parts and a copy of the confiscation and appeals form must be sent to the National Tech Director within 5 business days.

If the DQ is appealed, applicable suspensions will begin immediately, the part(s) in question must be sent to the the next higher Tech Director within two business days. Upon receipt of those part(s), the recipient must review the case, render a decision and notify the handler of this decision. If the part(s) are declared legal, they will be returned to the handler, and any suspensions will be canceled. If the part(s) are declared illegal at the regional level, they must be sent to the National Tech Director within two business days. Upon receipt of the part(s), the National Tech Director will review the case, render a decision and notify the handler and Regional Tech Director. If the part(s) are declared legal, they will be returned to the handler, and any suspensions will be canceled.

Note: All shipping is to Express Mail at the shipper's expense.

Also:

- 1) Honda, World Formula, Deco suspension and confiscation sections of rulebook to be updated
- 2) Honda, World Formula, Deco tech manuals to be updated
- 3) Honda, World Formula, Deco confiscation and appeals forms to be updated.

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 – Present Wording:

7 Grands Bidding: Any club bidding for a Grand National Event must send bid proposal which can include a CD/DVD, (No letters of Intent) sent to the National Office and the National QMA Secretary postmarked on or before October 15th of that year. Bid proposals will be mailed out with the RCPs to the QMA National BOD, Regional Directors and Club Presidents by the National Office and posted on the QMA Web site. Same procedure will be followed as RCPs, clubs will vote at their regional meeting for the National Meeting. Clubs will NOT be allowed to give a presentation at the National Meeting. (If no proposals have been received by 10/15 of that year for one of the three Grand National Events, the QMA National Board of Directors must be informed of any club that is interested in bidding on the Grand National Event. A presentation then MUST be given by these clubs only (15 minute presentation) at the National Meeting to determine that Grand National Event). The Regional Directors in the East will vote for the Eastern Grands, plus one vote from the NBOD, the Regional Directors in the West will vote for the Western Grands, plus one vote from the NBOD. The Dirt Grands will rotate starting in 2009 with the East then the West, back and forth; 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. If no proposals are in when it is in their area, it will open up to the other area with all Regional Directors and one vote from the NBOD. Staying in the same order for the next year. The QMA National Board of Directors must be informed of any club that is interested in bidding for the Dirt Grands. A presentation then MUST be given at the National Meeting.

New Proposed Wording:

Grands Bidding: Any club bidding for a Grands National Event must send bid proposal (not just letter of intent) to the National Office and the National Secretary postmarked on or before October 15 of the year

before the vote. Bid proposals will be mailed out with the RCPs for Regional Director and membership review. The Grands locations will be selected at the national meeting by a vote of the Regional Directors and the NBOD.

Tad explained why he proposed this change. Tom said that the original intent behind this were good however, it is time for change. We need to work towards a better organization, and better racing. Tom read proposed wording. Tom explained that this would help with school dates, track schedules and so forth. Greg Mahoney questioned the dates of the Grands being only 1 week in between each event. Ken Loveless said he did not think 5 years between east/west/dirt Grands. Scott Caldwell suggested 3 years instead of 5 years. Tom said that this is coming about because of 135 Grands participates in 2010. Tom said that you could not dispute the numbers. Ken Loveless asked if the proposal for 2012 would be accepted or not. Tom said it might be brought to them to see if they would pull their bid. Karen Pepe said that her region did not feel it was fair to the west to pull it from them. Mike said he would hope that everyone would look at what is best for the organization and not just his or her own club or region. Mike suggests possibly rearranging things to have a better car count. Mike suggested that realigning the schedule to coordinate the Grands locations better. Tom said we all want better Grands and better participation.

#### New Revised Wording:

7. Grands Bidding. Any club bidding for a Grand National event must send bid proposal (not just a letter of intent) to the National Office And National Secretary postmarked on or before October 15th of the year before the vote. Bid proposals will be mailed out with the RCP's for Regional Director and membership review. The grands locations will be selected at the National Meeting by a vote of all of the Regional Directors and the NBOD. All three events will be considered as a group. The impact of location and timing of all three events must be considered in addition to all other standard criteria. The intent of these provisions is to provide the most positive racing experience for all competitors, as well as to encourage maximum participation. The rotation of the three Grands may be changed from year to year to achieve the best possible results. The Dirt Grands must be offered to West Coast clubs once every four years, minimum. If those clubs are unable to to host the Dirt Grands, any other club may apply.

All three Grand National events must be held between the last week of June that ends in July and the first full week of August.

Vote was taken to determine whether the Dirt Grands would rotate every 3 years, 4 or 5 years as written. 3 years received - 9 votes, 4 years received - 10 votes and 5 years received - zero votes. **4 Years**

Dates in between Grands were gone over and discussed. Stacey read proposed wording. Tad explained how it came to be that the Eastern RDs vote for the East and the West RDs vote for the West. Mike Hughes said he feels that the East and West RDs should work together to make the Grands experience better.

RD1 -N, 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 18- Yes, 1- No **PASSED**

#### RCP #6 – Present Wording: -

7 Grands Bidding: Any club bidding for a Grand National Event must send bid proposal which can include a CD/DVD, (No letters of Intent) sent to the National Office and the National QMA Secretary postmarked on or before October 15th of that year. Bid proposals will be mailed out with the RCPs to the QMA National



BOD, Regional Directors and Club Presidents by the National Office and posted on the QMA Web site. Same procedure will be followed as RCPs, clubs will vote at their regional meeting for the National Meeting. Clubs will NOT be allowed to give a presentation at the National Meeting. (If no proposals have been received by 10/15 of that year for one of the three Grand National Events, the QMA National Board of Directors must be informed of any club that is interested in bidding on the Grand National Event. A presentation then MUST be given by these clubs only (15 minute presentation) at the National Meeting to determine that Grand National Event). The Regional Directors in the East will vote for the Eastern Grands, plus one vote from the NBOD, the Regional Directors in the West will vote for the Western Grands, plus one vote from the NBOD. The Dirt Grands will rotate starting in 2009 with the East then the West, back and forth; 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. If no proposals are in when it is in their area, it will open up to the other area with all Regional Directors and one vote from the NBOD. Staying in the same order for the next year! The QMA National Board of Directors must be informed of any club that is interested in bidding for the Dirt Grands. A presentation then MUST be given at the National Meeting.

New Proposed Wording:

Grands Bidding: Any club bidding for a Grand National Event must send bid proposal, which can include a CD/DVD, (No letters of Intent) sent to the National Office and the National QMA Secretary postmarked on or before October 15th of that year. Bid proposals will be mailed out with the RCPs to the QMA National BOD, Regional Directors and Club Presidents by the National Office and posted on the QMA Web site. Same procedure will be followed as RCPs, clubs will vote at their regional meeting for the National Meeting. Clubs will NOT be allowed to give a presentation at the National Meeting. (If no proposals have been received by 10/15 of that year for one of the three Grand National Events, the QMA National Board of Directors must be informed of any club that is interested in bidding on the Grand National Event. A presentation then MUST be given by these clubs only (15 minute presentation) at the National Meeting to determine that Grand National Event). The Regional Directors in the East will vote for the Eastern Grands, plus one vote from the NBOD, the Regional Directors in the West will vote for the Western Grands, plus one vote from the NBOD. The Dirt Grands will be held in both the East and the West and will be voted on in the same manner as Asphalt Grands. If no proposals are in when it is in their area, it will open up to the other area with all Regional Directors and one vote from the NBOD. Staying in the same order for the next year! The QMA National Board of Directors must be informed of any club that is interested in bidding for the Dirt Grands. A presentation then MUST be given at the National Meeting.

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

RCP #8 – Present Wording:

The dirt Grands will rotate starting in 2009 with the East then the West, back and forth.

New Proposed Wording:

The Dirt Grands will be awarded to a dirt track racing club east of the Mississippi

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 , Safety -N , Tech -N , Publicity -N 0- Yes, 19-No **FAILED**

Rusty Barnard – Tech Director

Rusty began with a brief power point and touched on the following:

Honda 120 - Replace 120 Thailand heads with the Japanese heads this will make them run as well as the previous Japanese. HPD will warehouse Japanese heads for QMA for \$135 or you get them through engine dealers. Jet size will change to maximum of 70 whether Japanese or Thai. HPD will also inventory the black Japanese insulators. Rusty recommended checking the insulators on Thai motors. Fly wheel weights will be updated in the manual.

Honda 160 – will not have any changes to the engine; will just be updating the manual. Dump tube specs will be in the updates.

Carb gaskets - Some are now green or tan they are both ok and come from Honda

Half engine – scatter shield is required and tech manual will be adjusted accordingly.

Honda – We have been dealing with Honda changes over the past year. Rusty is getting info from third parties and then has to contact Honda. Rusty explained that the current Honda 160 production will cease and the new Honda 160 we will not be able to use, it will not meet specs. He has talked to HPD and they are storing 500 160 engines for quarter midget racers only. Rusty said it is a difficult situation but all he can do is offer the information to us. Rusty feels we do not need to eliminate Honda right away. However, he feels that we do need to put another engine in place. He feels we need to have something in place to build on. He does not have the information available as to how long the parts will be available from Honda.

Meeting broke for lunch at 12:15 PST

Meeting was called back to order at 1:23 PST. Attendance sheets were passed around and roll call was taken.

#### **RCP #15 – New Proposed Wording**

Add

Animal Junior	5-8	N/A	250	160
Animal Senior	9-16	N/A	295	160

#### **New Revised Wording:**

Jr Novice	Age 5-8	250 combined car 160	(comparable to existing Jr Novice effective 1/1/12)
Sr Novice	Age 9-17	275 combined car 160	(comparable to existing Sr Novice effective 1/1/12)
Jr Animal	Age 5-8	250 combined car 160	(comparable to Jr Honda)
Sr Animal	Age 9-17	275 combined car 160	(comparable to Sr Honda)
Hvy Animal	Age 8-17	325 combined car 160	(comparable to Sr Animal) driver weight 100 lbs min.
Lt Wild Animal	Age 8-17	275 combined car 160	(comparable to Lt 160)
Hvy Wild Animal	Age 8-17	325 combined car 160	(unleashed) driver weight 100 lbs min

Junior Animal will be a competitive class beginning 4/1/11 and will run at the States Race and Grand National events. The Junior Honda class will remain unchanged for 2011 and will not be eligible for States Race or Grand National Events in 2012(local class only). As of 1/1/13, the Junior Honda class will be eliminated.

Senior and Heavy Animal will be competitive classes beginning 1/1/12 and will run at the States Race and Grand National events. The Senior Honda and Heavy Honda classes will remain unchanged for 2012 and

will not be eligible for States Race or Grand National events in 2013(local class only). As of 1/1/14, the Senior Honda and Heavy Honda classes will be eliminated.

Light and Heavy Wild Animal will be competitive classes beginning 1/1/13 and will run at the States Race and Grand National events. The Light 160 and Heavy 160 classes will remain unchanged for 2013 and will not be eligible for States Race or Grand National events in 2014(local class only). As of 1/1/15, the Light 160 and Heavy 160 classes will be eliminated.

Rich turned the chair over to Tom. Tom said this is a big deal and we need to look at the pros and cons. Tad asked Rusty if he felt that Honda was in trouble. Rusty said yes he does maybe not today but it is coming. Tad feels we need to start with a change in Jr Honda. Rich feels we need to take a different avenue. Rich said that 160 is on a chopping block and mask the 160 class with the Lt & Hvy Animal. Proposed to do Lt & Hvy Animal to run this year. Run Lt & Hvy Animal at the Grands in 2012 and 160 on local phase out after that. It will not affect classes in QMA. Rich asked Dave Klaus how many animals he currently has. He said approximately 80. He said he could have approximately 500 motors in 2-3 weeks. Rich suggest following with Jr Honda in 2012, will run local but not at the Grands. In 2013, Jr Animal will run at the Grands. Continue to phase out Sr Honda & Hvy Honda over the next couple of years. Rich said we have given Honda every opportunity to change things. The initial thoughts behind Honda were boxed engines. Rich said he is looking for less initial impact on members. Tad feels the 160 platform is better than the 120 platform. Do we think we feel we will run out of 120's before 160's? Honda feels they would run out of 160's first. Tad feels that 120 (Jr) are just getting into the sport and looking to purchase. Mike Hughes said he feels that the 160 might be forcing people out early, because are older drivers that general participate in these classes. Mike Torres agrees and feels that this is a bigger class and the removal will hurt the sport. Greg Mahoney feels that it would be hard to sell a new member an engine that we know is getting ready to be obsolete. Greg Boe feels that the members might be more for it if they have longer to prepare. Jeff Prucker said he feels that we should not vote on this now. We should bring back to the 2012 meeting to give the members a chance to prepare. Rich fills that we need to go back to our members with a plan. The membership needs our guidance. Rich feels that we need to move forward for the members of the organization. Tad said if you begin with Jr Honda, it softens the blow to the members. Dave said the the slide system runs about \$7-\$10 and the ignition runs around \$70. Tad said he always felt that the animal platform would apply to Novices as well. Rich asked about the implementation. Tad explained he thought that both Jr Honda and Jr Animal could both be competitive classes in 2011 and for Grands. Then move to Sr Honda and Hvy Honda and onto 160 classes. The Jr Animal class would be an additional class, so it is an option for this year. Mike Hughes stated the only problem with top down phase out, what kind of impression does it make on the members if Novice has to purchase a Honda and in a year, it is no good. Rich's concern on the effect of Jr Stock program. Tad said if we were to implement the JR Animal some people would choose to run three cars in the Grands. Tad said he feels that numbers may fall for a year but feels it will pick back up. Tad asked if we could make this a competitive class at the Grands this year. Majority said yes it would be run at the 2011 Grands as an additional class. Much discussion followed on how long a phase out period should be. There is concern that this will be too much too soon for the members. The reason behind being allowed to run the Jr Honda in 2012 on local levels is to support the majority of racers that do not attend the Grands. Tom explained the differences in animal horsepower between Jr Animal, Sr Animal and Hvy Animal. Mark Tobey suggested naming it the Lt. and Heavy Wild Animal.

Meeting broke at 3:07 PST

Meeting resumed at 3:25 PST. Roll call was taken.

Discussion began on weights, ages and car weights. Tech and safety recommended raising weights by 10lbs. Tom feels that you should correlate the weights for both. After discussion, Tech & Safety agreed that they should correlate. Greg Boe asked about moving the age limit from 8 to 9. There was discussion on whether the Lt Wild Animal should be restricted to make it comparable to the Lt 160. Restrictions and weights were talked about and approved. Questions were asked if we might be able to move forward more quickly with implementing the animal classes as a whole. Tom said he feels that if the members decide that is what is wanted they will send it in through the RCP process next year. The Novice classes were discussed and how to handle them. Greg Boe suggests Honda 120 loaner motors for Novice.

RD1 -N , RD2 -Y , RD3 -Y, RD4 -Y, RD5 -Y , RD6 -Y , RD7 -Y , RD8 -Y , RD9 -Y, RD10 -N, RD11 -N , RD12 -Y , RD13-Y, P- Y, VP-A, Sec -Y, Treas -Y, Safety -Y, Tech -Y, Publicity -Y 16-Yes, 3- No 1-Abstained **PASSED**

**QMA Hall of Fame** -The Hall of Fame committee proudly announced the induction of Mr. Dave Preston to its list of outstanding contributors to our organization. The members present at the National Meeting had the opportunity to announce it to Dave via Skype as friends, family and Quarter Midget friends surrounded him. Congratulations Dave!

**RCP #17 - Present Wording:**

Allow for Deco engines as an alternate engine to be used in the Novice classes.

**New Proposed Wording:**

Eliminate the use of Deco engines as an available option in the Novice class

Rich asked for discussion. Tad asked if we were going touch on any of the CAPS recommendation. Rich said he would like to. Nick Melair asked if there were a demand for decos to be in Novice. Terry Mc Carthy said it is causing havoc in his regions. Nick asked why we have it if no one takes advantage of it. Tom has a couple of comments on it. 1) Cut timing back 2) higher mass fly wheels. Mike L asked if engine builders and CAPS are currently testing carburetors and if they think it will work. Greg Mahoney asked if CAPS could continue to work and test. Tom said the CAPS has been very proactive, but they need the organizations support. Rich does not want to dance around issues. He spearheaded the decision to stop the CAPS. He feels this is a member driven organization and members should back it. He never intended to kill the committee just slow it down a bit. He feels that the decisions made at this meeting show the work that the CAPS have done. Rich wants to educate the RDs he feels the decision made at the meeting will have a huge impact on the organization. He is asking the CAPS committee to move forward. Greg feels that this RCP is not supporting the deco class. Mark made a motion to vote Stacey 2<sup>nd</sup>. Rusty said that we put a 5-year statement of support on the deco class.

RD1 -Y , RD2 -Y , RD3 -N, RD4 -Y, 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 5-Yes, 14- No **FAILED**

**2012 Grands Proposals** Clubs running for the 2012 Grands are as follows:

Eastern Grands – Huntsville, Custom, New Smyrna and Michigan

Western Grands – Tri Valley, Portland and Good Times

Dirt Grands – Capitol

**Eastern Grands** – (R1 M) - (R2 N) - (R3 N) - (R4 M)-(R5 H) - (R13 N) - (BOD M) (Pres/Tie Breaker M)  
Huntsville, New Smyrna, Michigan

**Western Grands** – (R6 P) - (R7 P) - (R8 P) - (R9 P) - (R10 P) - (R11 G) - (R12 G) - (BOD T) Tri Valley,  
Portland, Good Times

**Dirt Grands** – (R6 C) - ( R7 C) - ( R8 C) - (R9 C) - (R10 C) - (R11 C) (R12 C) – (BOD C) Capitol

**Congratulations to the following 2012 Grands Host Clubs:**

Eastern Grands – Michigan QMA – June 23 – July 1, 2012

Western Grands – Portland QMA - July 21 – July 29, 2012

Dirt Grands – Capitol QMA - August 4 – August 12, 2012

Rich wants to support the Novice Program. Rich would like QMA to donate a \$100 for each Honda engine donated to the club's Novice program; this will keep the Honda's circulating.

**K&K Insurance**

Rich said we currently pay K&K \$2257 per club with a total of \$122,736. Rich proposes to do a per capita per year. He feels we are charging our clubs too much for insurance. He proposes to charge a \$1000 for each club. (ex. 60 member club \$4450 and 12 member club \$1690) Tad does not like the idea of larger clubs paying more. Karen said she has talked about this in depth with her clubs. She feels her club would be paying a very high portion of insurance of QMA. Tom feels it is unfair to look at it this way. Chad Hammers said he totally supports this idea. Tad asked what the break even point would be. It would be 27. All agreed to table the discussion and let Rich further research the options.

**Code of Conduct**

Karen explained an issue she had in her Region and needs to get clear clarification. Rich asked if there was a need for three levels of suspensions. After much discussion, Rich feels that this subject could really take a long time to go over. He feels we should form a committee to look over the COC process. He would like to send out a survey to gather feedback and concerns.

**Online survey**

Only 20% of the organization participated in the survey. Rich feels that the next survey we should have support from the RD's in encouraging their members to validate their membership and participate in the surveys.

Tad suggested that when compiling the RCP's that we compile the like together and give the members a summary of the intent of the proposal. Rich explained that he and Cheryl did compile like RCP's together this year and agrees a brief summary of reasons they are submitted is a good idea.

Stacey read a flyer presented by Region 9 and Region 10 announcing the 2011 Western Cup Series.

Rich made a motion to adjourn for the day, seconded by Chad.

Meeting adjourned for the day at 5:48 PM PST.



**South Point Hotel and Casino  
Annual National Meeting  
February 3-5, 2011**

**Saturday, February 05, 2011**

Members present were:

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

**Regional Directors:** Geoffrey Prucker (RD1), Karen Pepe (RD2), Micah Troyer (RD3), Bill Moore (RD5), Michael Hughes (RD6), Jennifer Oldham (RD7), Tad Fiser (RD8), Greg Mahoney (RD9), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Danny Cyr (RD13)

**Assistant Directors:** Dave Winters (R1), Nick Melair (R2), Scott Caldwell (3), Mike Sheldon (R4), Mike Lewis (R6), Chad Hammer (R9), Terry McCarthy (R10), Mike Torres (R13)

**Guest:** John Mahoney, Jerry Mostek, Cheryl Zickefoose, Alan Hawkins, Rodney Oldham, Claudia Loveless, Brandon Esgar.

**National Office:** Karen Autunno Edmiston

**QMA CPA:** Bill Wilson

Rich opened the meeting at 8:12 am PST. Attendance sheets were passed around and roll was taken.

Rich gave a brief summary to everyone of what had taken place at the national meeting on the previous days. Rich asked if anyone had any questions or discussions from Friday's meeting.

**CAPS Committee Recommendations:**

Rich turned the meeting over to Tad Fiser from the CAPS committee. Tad asked if there should be more explanation on why we are continuing with the CAPS recommendations. Rich explained that many of the items that were visions of the CAPS have already been passed through the RCP process; he feels we should

move forward. Tad explained that the CAPS came about at the 2010 meeting in order to look at and make recommendations towards necessary changes to the current engine platforms. Tad explained that the committee feels we need to eliminate or combine classes; these recommendations were made to open discussion, not as facts. The committee still feels that the Stock program needs to be looked at. Tad said they feel that the Jr Stock is simply too fast and needs to be slowed some. They would like to take Sr Stock and make it available to both the Jr and Sr Stock age children. Tad and Tom displayed a speed chart to explain the differences in classes and their speeds. Tad said that the hopes of the CAPS committee are that the changes to the carb and manifold will correct these problems with stock classes. Tad stated that engine builders have worked with the CAPS on all of this. The carb/manifold changes would run around \$125-\$150. Tad said this would be an Animal Carb; engine builders and Eric Wilcox in Texas are currently testing these. Tad said they would be user friendly and easy to start.

Mike Lewis asked about the electronic ignition. Tad said there are varying opinions on this. Tom supports it as an option but would not support making it mandatory. Jerry said he is not in support of the ignition. Tom said that Region 10 has a unique situation where Jerry personally cares for the trackside needs customers and it works out perfectly. He said that Region 10 is very fortunate to have Jerry and the Deco structure they do, unfortunately not every region has a Jerry Mostek.

Tom explained the RPM ratio of ports. Tom said that engine builders are offering to update the exhaust port for free, with when the engine is sent to be refreshed. However, this is still a while in the making.

Tad and Tom went over the cost for these changes:

- Current Stand up carb/manifold - \$425 - \$475
- New carb/manifold - \$125 - \$150
- Porting - \$400 - when not done with other maintenance
- Porting with maintenance - \$0
- Electronic Ignition - \$500

Greg feels these recommendations make the Deco class more appealing. Tad said the CAPS committee would like the members' blessings to move forward with research and development and a later implementation date. Chad asked what would be the difference would be from Stock and Mod. Tad explained that in a perfect world you would have Jr stock, Stock and Lt Mod with Stock speeds being in between the Jr Stock and Lt. Mod.

Rusty feels this needs more time for testing and member feedback. Rich said this is vital to the sport and he is in support of it. However, he agrees with Rusty we need to continue with testing and get feedback.

Tom went around the room to get an idea of who all would support the CAPS committee in the continuance of their research and testing. The majority is in favor of the CAPS ongoing testing. Rusty said he does not feel that the information was given to the members. Tad disagrees and feels that the information was communicated through the RD's. He feels the RD's need to inform and educate their members.

Greg made a motion to move forward with the CAPS recommendation, Rich seconded.

RD1 -Y, RD2 -Y, RD3 -Y, RD4 - Y, RD6 - Y, RD7 -Y, RD8 -Y, RD9 -Y, RD10 -Y, RD11 - Y, RD12 -Y,  
VP - Y, Sec -Y, Treas -Y, Safety -Y, Tech -Y, Publicity -Y 17-Yes, 0-No - **PASSED**



**Insurance:**

Rich went over insurance calculations. Twenty-six members are the average number of members in each club. Rich will get with K&K and see how we can work to improve this. Mark asked if he Rich was going to look just at K&K or would he check into other companies. Rich said he might put it out to bid.

**RCP #9**

Mark would like to revisit RCP #9 – He suggested changing the wording from season to year. All present were in favor.

Tom asked to have the floor. He said he is very pleased with the direction and leadership QMA is moving. He thanked Rich for his leadership, guidance and direction for the betterment of QMA.

Rich appreciates everyone's support, dedication and respect during the meeting this year. He feels that we made tremendous stride in the future of our organization. Greg Mahoney said that it is refreshing to have such strong leadership.

Rich went over the NBOD availability to the membership and their jobs as follows.

- Tom - rulebook and by-law concerns
- Rusty - Tech
- Stacey – Finances and Grands Liaison
- Mark – Safety, COC and Insurance concerns
- Ashley – advertising, promotional items, direct messaging and the Quarter Reporter
- Cheryl – memberships, forms & procedure manual updates, grands preparation & scoring questions

In closing, Rich thanked everyone for their time and dedication to our organization. Rich advised everyone to protect their clubs and communicate with one another.

Stacey made a motion to adjourn, seconded by Cheryl.

Meeting adjourned at 10:38 am PST.

Tech seminar with National Tech Director Rusty Barnard followed.

Respectfully submitted,

***Cheryl Caldwell***

QMA National Secretary