



The Orleans Hotel & Casino National Meeting February 1-3, 2012

Wednesday, February 1, 2012

Members present were:

National Board: Rich Tisone (President), David Young (Vice President), Russ Lupinek (Secretary), Stacey Yurgel Perone (Treasurer), Mark Toby (Safety Director), Rusty Barnard (Tech Director), Nina Jessop (Publicity Director).

Regional Directors: Geoff Prucker (RD1), Samantha Kostic (RD2), Micah Troyer (RD3), Jim Cremonesi (RD4), Bill Moore (RD5), Mike Lewis (RD6), Jennifer Oldham (RD7), Tad Fiser (RD8), Greg Mahoney (RD9), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Danny Cyr (RD13).

Asst Directors: Dana Sernal (R2), Bill Newgent (R5), Michael Hughes (R6), Scott Silas (R9), Joe Ancona (R10).

Guests: David Klaus, Claudia Loveless, Rick Klitzing, Ginny Barnard, Brandon Esga, Jerry Mostek, and Brad Zoeller.

National Office: Karen Autunno Edmiston

Called Meeting to order at 1:00 pm.

Opening comments from Rich Tisone:

- Roll Call was taken for the Rd's and National Board.
- Rich welcomed everyone to the meeting.
- Opening Prayer.
- Agenda was presented.
- Motion was made to accept agenda, Tad Fiser and was the seconded.
- Introductions of the National Board of Directors.
- Roberts Rules will be followed for this meeting.

Opening Discussion.

There was an opening discussion on the difference between a RCP, Procedure and a Bylaw Change. RCP should only be used for racing rules and not be used to change the National QMA Bylaws or Procedures. The method for changing Bylaws or procedures is through submission to the NBOD for the QMA President to delegate to appropriate committee or board member.

With the agreements between Head Regional Director Tad Fiser and National Board President Rich Tisone, the meeting started off with the following RCP's, which the order was predetermined by the RD's and Head RD Tad Fiser which was not objected by the NBOD.

Based on the voting outcome of the RCPs, the following is being distributed to the general membership of QMA to be **effective April 1, 2012 unless otherwise noted**. If any member has specific questions regarding the process, they must **first** contact their Club President and then if necessary their Regional Director, who will contact a member of the National Board of Directors. All regions were represented at the meeting. The approved changes are listed below with any addendums or motions to clarify wording.

Rule Change Proposal's (RCPs) and including any changes from the annual meeting are to be incorporated into the existing QMA Racing Rules and Administrative Guidelines.

RCP 3 Revised Wording

Article 2 Section 3 Annual Meeting:

The National Meeting will be held the first Monday through Wednesday of November of each year. No racing during a National Meeting.

- Discussion was made to change the meeting days from Wed-Fri to Mon-Wed so it did not interfere with racing events. A decision for the change to following RCP was approved by all.

Results – Approved

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
Y	Y	Y		Y	Y	Y	Y	Y	Y
YES	19	NO	0						

RCP 1 Proposed Wording

Any changes made to a class or division or engine platform at a national meeting will become effective NO SOONER than 12 (twelve) months from the date it was voted on.

- Went straight to vote since RCP 3 alleviated the problem of lead time after the national meeting.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	N	N	N	Y	N	N	N	N	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	Y	N		N	N	N	N	N	N
YES	4	NO	15						

RCP 2 Proposed Wording

Two representatives from each Regional Board that are paid current regular members in good standings may be sent by their Regional board, to the Annual National Meeting with their regions recommendations, changes or additions to QMA rules. There will be one vote per club in the region.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N	N	N	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	1	NO	18						

RCP 11 Proposed Wording

To make the Animal Tech Rules the same as USAC so we may run engine in both organizations without needing to make changes.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	N	N	N	N	N	N	N	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	3	NO	16						

RCP 20 Proposed Wording

RCP alteration or change option. The author of a RCP may choose to allow his/her Regional Director or National Board of Directors to alter or change his/her RCP by checking the appropriate box on the official RCP form. However, any non-typographical or grammatical alterations or changes made to the RCP by the Regional Director or National board must be accepted by the general membership prior to being adopted as an official QMA rule by utilizing the guidelines for membership votes.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	N	N	N	N	N	N	N	N	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	Y	N		N	N	N	N	N	N
YES	3	NO	16						

RCP 21 Proposed Wording

2.G RCPS received each year will be finalized at the Annual Meeting by the QMA Board of Directors via the following options.

2.G (1) Immediate rejection or implementation via majority of those present. Each region is allowed one vote and a total of 3 votes will be allowed by the QMA board of Directors.

2.G (2) Placed on a ballot for membership vote following guidelines for membership votes.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	N	N	Y	N	N	N	Y	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	5	NO	14						

RCP 25 Proposed Wording

Eliminate Section 4 in a way to eliminate the “States Championship Qualifying Event”.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	Y	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	1	NO	18						

RCP 22 Proposed Wording

2.J Grands hardship fee: \$150 US per class per driver (\$75 will go to the drivers region States event host, \$75 to QMA).

Any driver who competed in a States race in 1 or more cars may compete in additional classes for a hardship fee of \$75.00 per class per driver to QMA with \$0 to Region States Event host.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	N	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	0	NO	19						

RCP 23 Proposed Wording

7 Grand’s 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. Each club bidding for the next year’s Grand National Event is required to include in their proposal a statement to the effect the host club’s Board of Directors will remain in office during the National Year as assurance to the membership of QMA that all agreements and proposals will be fulfilled as stated in the Grand’s contract. Bid proposals will be distributed with the RCP’s for Regional Director and membership review. The Grand’s 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 locations 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 Grand’s may be changed from year to year to achieve the best possible results. The dirt Grand’s must be offered the west coast clubs once every four years, minimum. If those clubs are unable to host the dirt Grand’s, any other club may apply. All three Grand National Events must be held between the FIRST week of June and the last full week of July.

- Discussion was brought up how last year the rule was changed so the NBOD could change dates if it was felt necessary for the event.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	N	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	0	NO	19						

RCP 24 Revised Wording

Article 3 Section 5 - 9 Soft walls are recommended for all Grand National Events, subject to review by the National Board of Directors. “Soft Wall” suggestions are posted on the QMA website. QMA National Board will make the determination if soft wall’s are needed at host clubs track.

- Discussion was made how a track without Soft walls would have to be approved by the NBOD on a safety level for the participants of the event. All agreed.
- Discussion was made that this RCP need to be reworded and voted upon at the current National Meeting. All agreed.

Results – Approved

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	Y	Y	Y	N	Y	Y	Y	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
Y	Y	Y		Y	Y	Y	Y	Y	Y
YES	16	NO	3						

RCP 26 Proposed Wording

Institute ‘courtesy laps’ at Grand National Events. Courtesy laps begin once the flagger has achieved a line up.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N	Y	N	N	N	N	N	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	3	NO	16						

RCP 27 Proposed Wording

Under the no judging rule a Race Director can make a call on a driver that causes a wreck. All the cars that stop go to the rear in the same running order with the blamed car going to the rear and being charged with the call, all other cars go to the rear and are not charged with a call. Even if the blamed car does not stop, the car will go to the rear and receive a charged yellow.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	N	N	N	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	2	NO	17						

RCP 28 Proposed Wording

At the discretion of the Regional Director, the number of judges may be adapted to fit local events. Not to include States or Grand’s events.

- Removed from vote by RD lead.
- All agreed to approve removal of RCP 28.

RCP 29 Proposed Wording

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. If a car clearly was not involved in the original incident but goes dead on the track while trying to avoid impact with the car(s) involved in the original incident, that car will retain its original position as of the last green flag lap and will not be given a charged yellow. Exception: if a car that is trying to avoid the original incident makes contact with the car(s) involved in the original incident, that car becomes a part of the original incident and will receive a charged yellow.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	N	N	Y	N	N	N	N	Y	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	Y	N		N	N	N	N	N	N
YES	5	NO	14						

Additional Discussion about Judges Flow Chart.

- There was some discussion from the RD’s that the incident flow chart needs some clarification.
- Later in the meeting, the Judging procedure flow chart was to be clarified by the RD’s for easier use by the racing judges of what is proper.
- Mark Tobey and Jim Cremonesi volunteered to look at the flow chart to see if they can clarify that judges are not to stop at the “100% at Fault” decisions, and must make sure there is a chargeable offense.

RCP 30 Proposed Wording

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

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	N	N	N	N	Y	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	Y	N		N	N	N	N	N	N
YES	3	NO	16						

RCP 31 Proposed Wording

13. J. Out Late Line: For cars attempting to re-enter the race on restarts the following situations and rules will apply:

1. MADE THE LINE IN TIME

Situation #1: Car is attempting to rejoin the field; car is under its own power with the nose of the car past the designated out late line as determined by the judges before the green drops.

Rule for #1: Car will be allowed to return to the race and must fall to the back of the field before attempting to pass. Failure to fall to the end of the field before attempting to pass will result in an immediate DQ.

Flagger will hold the yellow for at least 1 additional lap after car passes ‘Late line’ to allow the car to safely rejoin the field.

- Discussion was made how track layouts vary and a set rule would not work.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	N	N	N	N	N	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	Y	N		N	N	N	N	N	N
YES	2	NO	17						

RCP 38 Proposed Wording

13. J.

1. MADE THE LINE IN TIME

Situation #1: Car is attempting to rejoin the field; car is under its own power with the nose of the car past the designated out late line as determined by the judges before the green drops.

Rule for #1: Car will be allowed to return to the race. The flagger will keep the field under yellow so that the entering car can safely join the end of the field. If the flagger goes green and the judges agree that the car made the designated line before the green was dropped, they will instruct the flagger to return to yellow so the returning car can safely join the back of the field. The race will restart on the same lap with the same line up; any laps completed before the situation is corrected will not count.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	Y	Y	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	2	NO	17						

RCP 32 Proposed Wording

Any and all rule changes must be highlighted in the National Rulebook.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	N	N	Y	Y	N	N	N	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	5	NO	14						

Additional Discussions about Rulebook

- Discussion was made about the newer versions of the rulebook will have notations of rule changes.
- The newer rulebook will be drastically changed from prior years.
- The 2012 QMA National Rulebook will be available to club members in electronic form from the QMA National Website. Paper copies are available upon request for a nominal fee from the QMA National Office.

RCP 33 Proposed Wording

All 8 laps will be “on the clock”. Timing will begin when the car passes the flag stand the first time.

- Tabled for revisions.
- All agreed that revisions will be made and approved by author who was present at the meeting.
- This RCP was reopened at end of day 1 and voted on.

RCP 34 Proposed Wording

4. D(1) If a car from the original line up is unable to line up on the initial start the alternate car will be sent out after a line up is called for and will start in the rear of the field. If a car from the original line up is past the designated line on the track (nose over the line) before the original green flag falls the driver may rejoin the line up at the rear of the field. In the case where a car from the original line up is past the designated line on the track before the initial green flag falls and the alternate car is on the track, the Flagger will throw the caution flag if there are more cars on the track than allowed by article 5 sec. 1, 1F and 1G, pg. 25. The alternate car will be removed from the line up and double file initial start will follow. The alternate car will return to the standby position until one scored lap has been completed.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N	Y	Y	N	N	N	N	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	Y	N		N	N	N	N	N	N
YES	5	NO	14						

RCP 36 Proposed Wording

The alternate car will return to the standby position until 1 lap is completed.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N	Y	Y	N	N	N	N	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	Y	N		N	N	N	N	N	N
YES	5	NO	14						

RCP 35 Proposed Wording

Section 4.Q(4)

The race director shall not call for one car to stop on the racetrack without stopping the entire field. If the race director needs to stop a car to talk to the driver, check the transponder, tape numbers, check safety equipment or other reason they shall have the flagger give the drivers the black flag to bring him/her into the pit area. At their discretion, the race director shall allow the stopped car to return to his/her place in the lineup. No work can be done on the car while the race director is addressing the issue that causes the car to be pulled from the track.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N	N	Y	N	N	N	N	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	Y	N		N	N	N	N	N	N
YES	4	NO	15						

Short break at 4:30 p.m.
Continue meeting at 4:50 p.m.
Roll Call was taken.

Presentation from Rusty Barnard Tech Discussion

Rusty went over the latest tech changes for the 2012 Racing Season.

Tech Notes:

Engine Platforms

• Briggs Platforms

- Junior Novice Animal and Senior Animal will be added to the 2012 Racing season. Slides will be available from Karen at the National Office by Mid February. Jr. Novice Animal will be raced in conjunction with the current Jr. Novice Program.
- Briggs Platform Junior Animal will receive an updated slide for the 2012 Racing Season which will improve performance and speed. Slides will be available from Karen at the National Office by Mid February.
- QMA Tech expects to release the Heavy Animal, Light Wild Animal and Heavy Wild Animal for the 2013 season. There is a possibility of class restructuring for those categories.
- World Formula will have improved crankshaft keyway for cam gears.
- Briggs is working on a curved intake manifold to help with the problem of the motor not fitting in some chassis that are smaller/narrow. Still pending designing and testing.
- Gear boxes will be receiving an improved hardened sun gear for improved reliability.

• Honda 120 (UT2)

- The new Honda GX120 (UT2) will be allowed in QMA as soon as the engines are available.
- The new Honda GX120 (UT2) is the same engine as past, which require the Japan cylinder head (available from HPD) to be installed.
- There are grinding marks in the cylinder head ports and the (UT2) cylinder head cannot be used in QMA.
- The Honda GX120 (UT2) Exhaust valve does not use a lash cap so there for it is longer and uses a intake retainer. Old or New style exhaust valve and related parts may be used, but parts may not be intermixed.
- The Honda GX120 (UT2) has a special coating inside the carburetor for ethanol fuels.
- The Honda GX120 (UT2) should be available mid to late March 2012 according to Honda.

• Honda 160 (UT2)

- QMA Tech will be introducing the new GX160 (UT2) after the 2012 Grand's Events once testing is complete.
- The new Honda GX160 (UT2) is a completely redesigned engine.
- No intermixing of engine parts from the current Honda GX160 (UT1) to the new Honda GX160 (UT2) is allowed.
- Tests have shown the new Honda 160 (UT2) as having equal performance and horsepower to the current Honda GX160 (UT1) engines. Further testing will continue and if the Honda GX160 (UT2) is not comparable to the current Honda GX160 (UT1), steps will be taken to correct the situation. **The introduction of the Honda GX160 (UT2) is not in any way intended to make the current Honda GX160 (UT1) obsolete or to force the membership to purchase a new Honda GX160 (UT2) engine.**
- The Honda GX160 (UT1) and (UT2) will race together in the Honda 160 classes.

- Regional Directors and/or Club Presidents have the right to disallow the entry of the Honda GX160 (UT2) until the end of their 2012 Racing Season.
- **Testing of Honda GX160 (UT2)**
 - Tested Honda GX160 (UT2) was set up and dyno'ed by Rusty for competitive racing.
 - Testing at CCQMA by Rusty Barnard.
 - 300 laps were put on the engine during testing.
 - Testing at Bayland's Raceway with Rusty Barnard, Jerry Mostek and Troy Mc Call (HPD).
 - 300 laps were put on the engine during testing.
 - 4 sets of tires were used at Bayland's Raceway which was Vega MBM.
 - A couple laps were .020 quicker than a known competitive Honda 160 engine.
- Honda classes will continue all platforms as written.

Discussion and Questions from RD's about Honda Changes.

- Questions about why Honda changed the GX160 engine. Answer: Due to emission requirements a redesigned engine was needed.
- Are the current 140 valve springs allowed on the 160? Answer: Yes.
- Why are we continuing the Honda Platform? Answer: Majority of the QMA membership wanted the Honda platform to continue via phone calls, track discussions, letters and RCP's.
- What engine Honda/Briggs would you recommend a new novice driver to purchase? Answer. Either engine would be suited for novice.

Deco Classes

- Deco engine rules will remain unchanged for the next 5 years.

Future Engine Changes

- The RCP process will no longer be used for future changes of the QMA engine platform. All engine platform changes will come from the QMA Tech Committee, per QMA rulebook.

Tires

- National Spec tire will be the Vega MBM for the 2012/2013 seasons.
- The RCP process will no longer be used for future changes of the QMA spec tire.
- The QMA National Board will send a Request for Proposals (RFP) to tire manufacturers who will then submit proposals to the NBOD for review based on the RFP criteria by September 1st. The QMA National Board will distribute the appropriate information to the Regional Directors for presentation and voting at the National Meeting. All spec tire changes will take effect September 1st of the following year.

RCP 33 Revised Wording

Handler is not allowed on the track. At any event (Local, Regional, or National) all 8 qualifying laps may be “on the clock” to be determined by the Race Director. Timing will begin the first time the car the passes the start finish line. Otherwise QMA Grand National format is 5 warm up laps followed by 3 laps on the clock. The handler may stand next to the Race Director to change the number of warm up laps wanted before the car enters the track or to put the driver “on the clock” at any time prior to the finish of the warm up laps. If a handler doesn’t state otherwise, it is assumed 5 warm up laps for regular qualifying.

- After long discussion Claudia Loveless presented the following adjustment to her RCP.

Results – Approved

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
Y	Y	Y		Y	Y	Y	Y	Y	Y
YES	19	NO	0						

Motion was made the adjourn meeting and was seconded.

Meeting adjourned at 6:00PM



The Orleans Hotel & Casino National Meeting February 1-3, 2012

QMA National Meeting - Thursday, February 2, 2012

Members present were:

National Board: Rich Tisone (President), David Young (Vice President), Russ Lupinek (Secretary), Stacey Yurgel Perone (Treasurer), Mark Toby (Safety Director), Rusty Barnard (Tech Director), Nina Jessop (Publicity Director).

Regional Directors: Geoff Prucker (RD1), Samantha Kostic (RD2), Micah Troyer (RD3), Jim Cremonesi (RD4), Bill Moore (RD5), Mike Lewis (RD6), Jennifer Oldham (RD7), Tad Fiser (RD8), Greg Mahoney (RD9), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Danny Cyr (RD13).

Asst Directors: Dana Sernal (R2), Bill Newgent (R5), Michael Hughes (R6), Scott Silas (R9), Joe Ancona (R10).

Guests: Jim Jessop, , Claudia Loveless, Rick Klitzing, Ginny Barnard, Brandon Esgar, Rodney Oldham and Jerry Mostek.

Presentations: David Klaus - Briggs and Stratton, Adam Batten – Hoosier Tire, Tim Gerhardt – Hoosier, Brad Zoeller – Vega Tire, Rick Wendt - Honda North America, Troy McCall HPD

National Office: Karen Autunno Edmiston

Called meeting to order at 8:00 a.m.

Rich Tisone:

- Attendance sheets were passed and roll call was taken.
- Rich welcomed everyone to the meeting.
- Acknowledges Karen Autunno Edmiston and all the hard work she does.
- Agenda was presented to the members and accepted.
- Introduction of guest speakers.

Russ Lupinek – Secretary

- Day 1 Minutes were presented to the members.
- Day 1 Minutes were approved and seconded.

Presentations

Briggs and Stratton Racing Engines - Dave Klaus

- Dave showed a slide show presentation.
- There was information about the Briggs and Stratton history in racing.
- Racing participation for 2011 - 207 Briggs in the QMA National Events. 650 Nationally.
- Information about the M series Animal Racing Engine.
 - Released last October 2010
 - Set piston pop off, controlled depth of the head and comes with splined crankshaft.
 - Every engine is hand built right here in the USA.
 - In April a secondary inspection sheet was released to improve building process and make all engines to spec.
 - Every engine is checked with spec tools as they are built.
- Product Improvements.
 - In April, Brigg's will take on a secondary procedure to double check head machining.
 - December they are cutting cylinder and tighten the tolerance of the engine.
 - Brigg's engines are hand built.
 - Metric Rocker arm system with improved stud. Overall weight and dimensions are the same. Larger set screw in the rocker arms.
 - Keyway for the timing gear on the world formula has been improved for durability. All replacement crankshafts will have updated keyways from Brigg's.
- Brigg's released \$9000.00 in savings bonds to the top 4 winners of each Brigg's Classes and plans on doing the same again this year.
- Brigg's has a very large print shop and offers its services to QMA for a reduced cost.
- Brigg's has a video and engine inspection room and offers its use to QMA for tech webinars for Briggs engines and other platforms used in the QMA.
- February 23 - 24 Rusty and Jerry will be doing a video about the spec of the brigg's engines.
- In development
 - Looking at building an angled intake for the Animal engines so the engine will fit in more cars
 - Hardening the sun gears to improving the life of the part.
 - Brigg's is tooling up to build the walbro carb in house.
- Every part in the Brigg's Racing Engines is just for racing and none of the parts are from main stream production.

Discussion was opened for questions.

Rich thanked Dave for coming.

Hoosier – Adam Batten

- Adam showed a presentation about Hoosier Tires with history and current manufacturing process.
- Adam brought in the new A35 NY1 which will replace the current A35 and A40A.
 - Has long durability like an A40A and traction of an A35.
 - Has built in bar coding and can be tracked to car and driver.
 - Is more consistent with stagger than in the past. Less than .50 inch variance.
 - Is the only company that sells tire for all corners of the cars and offers stagger tires.
- Hoosier Tire has a large manufacturing plant and can make tires with quick turnaround times.

Rich thanked Hoosier for coming.

Vega Tire – Brad Zoeller

- Brads showed a power point presentation about Vega and the manufacturing of the products.
- Past Grand's winners and track records that were made with Vega Tires.
- Vega Tire will have no price increases for 2012
- Donations to the QMA racing organization as \$1500.00 per Grand's event.
- Adding a local track option for club being dealer if there is no dealer in zone.
- Every tire measures the same after manufacturing.
- Tires have excellent wear all the way through.
- Has consistency through the organization
- Vega is starting a program to help out the clubs and Grand's Events with compensation.
- Grand's Contributions
 - Hot Dog day
 - Winner hats for Champions
 - Handler hats for Champions
 - Gift Certificates for raffles.
- Discussed a 5 year plan for the QMA and Vega Tires.
- Discussion was made about the tires.
 - Brad discussed the inconsistency of the Vega tire two times in his presentation. The reason for the inconsistency was the curing process of the tires used last year. Last year's tires were made and shipped out and didn't get the full curing process to meet the deadline and demand put forth by QMA for the new spec tire. This year's tires have already been made and have been sitting in a warehouse curing for months. This year's tire have no chemical difference than last year's tire but will be completely cured and should be consistent from here on out.

Rich thanked Brad for coming.

Hand Cleaner - Rich Tisone for Kelly Tanner

- Bottle hand cleaner as a fund raiser at the club level
- Clubs sell the hand cleaner for \$10.00. \$5.00 goes to the club and \$5.00 goes for the product.
- A case consists of 24 bottles.
- If QMA clubs sell 100 cases then QMA will receive \$600.00.
- Discussion continued about the hand cleaner.

Rich thanked everyone for listening.

Honda Performance - Rick Wendt and Troy McCall

- HPD is the official supplier of the Honda Engine for QMA.
- Discuss the changes in Honda and how HPD is now involved with the GX 120 and GX 160.
- The new Honda GX120 (UT2) engine is similar to the old Honda GX120.
- The new Honda GX160 (UT2) engine is a completely new engine with all parts changed.
- Discussed the Honda donations to the QMA for Grand's events. \$3,000 per Grand's, \$6500 in contingency certificates good for parts at HPD.
- Continued support for QMA and quarter midget racing.
- Has an in house Quarter Midget Race Car that is set up in the trade show displays at HPD events.
- HPD is working to keep the costs down for engines and parts.
- The new Honda GX160 (UT2) will be available in April.
- Rusty will receive more 160 engines for further testing.
- Lap times of the tested engines are within two Hundredths of a second with the past prepped Honda GX160.
- Dyno times between both GX160 engines are the same.
- HPD is making pre-package kits of parts for engine repair and overhaul to reduce costs.
- Honda stated the new GX line will remain unchanged for the next 10 years.
- New 120 Engine will require Japan cylinder head change. HPD is over 900 heads available for sales.
- Discussion was made about the Honda Engine platform.

Rich thanked Honda for coming.

Short break at 10:00 am.

Continued meeting at 10:30 am.

Roll Call was taken.

Rich Tisone had everyone in the room read over the following QMA mission statement.

NATIONAL MISSION STATEMENT

INTRODUCTION

The purpose of Quarter Midgets of America (QMA) is to create and maintain a clean, safe, healthy sport, which may be enjoyed by all family members in a close relationship with good sportsmanship toward all.

- To teach the younger generation about the proper handling of mechanical devices, coordination, self-reliance, alertness, and ability to handle motor-driven vehicles.
- To impress upon the younger generation the idea of fairness, generosity, good sportsmanship, and a sense of responsibility, without envy of others.
- To develop, direct, and promote the objectives of associated sanctioned Quarter Midget Clubs and their members on a National basis.

The objectives are:

- Uniform engine, car, racing and safety rules
- Coordination of racing events
- Maintain records of member's addresses, track locations and capabilities
- Publish a QMA Rule book and send one copy to each member. QMA Procedure Manuals will be given to each NBOD/ Regional Director and one sent out to each club.
- Make available insurance for drivers and tracks
- Communications, for information and interpretations through Regional Directors
- Publish and release a newsletter covering areas of interest to QMA membership

- Preside at an annual meeting of QMA
- The Board of Directors, Regional Directors, and Representatives will coordinate QMA activities

THE GOAL

The goal of QMA is to build and strengthen the Association through unification by conformance to rules and regulations under one jurisdiction.

Meeting continued with RCP's to be voted on.

RCP 14 Proposed Wording

Open tire rule for local weekly events. Grand's events can still specify a spec tire.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N	N	Y	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	2	NO	17						

RCP 16 Proposed Wording

Proposed wording to have the Hoosier A35 and A40A as a spec tire starting on 6/1/11...

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	Y	N	N	N	Y	N	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	Y	N	N	N
YES	3	NO	16						

Clarifying how the Spec Tire Proposals will be handled for future racing seasons.

- The RCP process will no longer be used to change the spec tire.
- Tire manufacturers must submit proposals to the NBOD for review based on the RFP criteria by September 1st.
- The National Board will distribute the appropriate information to the Regional Directors for presentation and voting at the National Meeting.
- All spec tire changes will take effect September 1st of the following year.

Voting for the new clarification of how the spec tire is changed.

Results – Approved

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
Y	Y	Y		Y	Y	Y	Y	Y	Y
YES	19	NO	0						

RCP 15 Revised Wording

Effective 9/1/2012, for all non dirt QMA events, the required right side tire for all quarter midget classes shall be the Hoosier A35 (NY1).

- RCP 15 is to have the verbiage for the A35 (NY1) tires.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	Y	N	N	Y	N	N	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	Y		N	N	Y	N	N	N
YES	4	NO	15						

RCP 37 Proposed Wording

All people except drivers in their cars that enter the track or hot chute areas must be a minimum of 16 years of age. Must be a QMA member or have signed an insurance waiver.

Safety Director Mark Tobey contacted K and K. K and K response are in bold print.

- **K&K has approved the Ride & Drive’s used by the QMA and the rules set for this type of event. As this is set up in a controlled environment with one car on the track and QMA members as handlers.**
- **All persons in the restricted area must be QMA members and have signed the appropriate waiver and release.**
- **Many of the accidents/claims have been handlers and or pit crew or officials.**

RCP was agreed to be pulled by all members due to the fact it is not allowed by QMA insurance.

- Writing about the clarification of who gets inside the fence racing area.
- Additional workers must become alternate handlers for \$25.00 to work events.

Lunch break was taken 12:15 p.m.

Meeting continued at 1:15 p.m.

Roll Call was taken.

Honda Engine RCP’s

Discussion about the new Honda Engine Platform and the amount of testing that has been done on the preproduction engine.

RD’s showed concern about the new GX160 engines being faster than the current GX160 engines. They also felt mislead since last year they were informed that the new Honda engines were not even a possibility as a QMA engine. RD’s stated that allowing this new engine is unfair to the members of QMA when you stated last year that the whole Honda lineup was being phased out. The RD’s also stated that the proposed RCP’s were written with the assumption that the new Honda engines were not possibility and the 2012 RCP’s DO NOT reflect the new Honda engines to be introduced in the QMA. They would prefer to stay with the current Honda engines this year and possibly implement the new Honda Engines at a future date.

Depending approval from Honda, Honda will supply 13 of the new style 160 engines for testing by each Regional Tech Directors. Regional Tech Directors are required to do their own testing on the track and bring feedback to the QMA Tech Committee. All engines will need to be **returned** to QMA.

Rich Tisone comments.

In the past, all engine platforms come into the QMA through the tech committee. From here on all engines entering the QMA will come from the Tech Committee for all of the engine platforms.

Rich goes over the unity of the whole club and asking you to follow the mission statement.

Rich acknowledges that when these RCP's were written that the new Honda engines were unknown as possible options for the future of QMA.

RCP 13 Revised Wording

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 per the 2011 QMA Rule book.

Senior Animal will be competitive classes beginning 3/1/12 and will run at the States Race and Grand National events. The Senior Honda and Heavy Honda classes will remain unchanged per the 2011 QMA rule book.

The Light 160 and Heavy 160 classes will remain unchanged per the 2011 QMA Rulebook.

Results – Approved

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	N	Y	Y	Y	N	N	N	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
Y	Y	N		Y	Y	Y	Y	Y	Y
YES	14	NO	5						

Many of the RCP's were overlapping concerning Honda Platforms. A motion was made to pull RCP's 4 5 6 7 10 12 and all agreed.

RCP 8 Proposed Wording

Remove wording: (The Junior Honda class will remain unchanged for 2011 and will not be eligible for States Racer or Grand National Events in 2012(local class only).) As of 1/1/17 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.

Remove wording: (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 1/1/17 the Senior Honda and Heavy Honda classes will be eliminated.

Remove wording: (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 1/1/17 the Light 160 and Heavy 160 classes will be eliminated. Effective 1/1/12 there shall be no new platforms accepted and only the current Honda 120 and 160 shall be able to run.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	Y	N	N	Y	N	N	Y	Y
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	N
YES	5	NO	14						

RCP 9 Proposed Wording

Reverse decision to phase out Honda that was voted on at national meeting in February 2011. Allow Honda GX120 to remain in QMA for an additional five years.

Pulled by Tech.**RCP 17 Revised Wording**

Article 5 Section 2 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). Specific ages and weights for divisions are found in Table 5-1, page 27.

Table 5-1 Drivers Ages and Weights by Class/Division.

CLASS	DIVISION	DRIVER AGE	DRIVER WEIGHT (MIN) in lbs	COMB. WEIGHT (MIN) in lbs	CAR WEIGHT (MIN) in lbs
Novice	Junior	5-8	N/A	250	160
Novice	Senior	9-17	N/A	260	160
Animal	Junior	5-8	N/A	250	160
Animal	Senior	9-17	N/A	275	160
Honda	Junior	5-8	N/A	250	160
Honda	Senior	9-17	N/A	275	160
Honda	Heavy	8-17	100	325	160
Super Stock	Junior	5-8	N/A	250	160
Super Stock	Senior	9-17	N/A	275	160
Mod		7-17	N/A	295	160
Honda 160	Light	8-17	N/A	270	160
Honda 160	Heavy	8-17	100	325	160
B		8-17	N/A	315	160
AA		9-17	N/A	325	160
Half	Junior	11-18	N/A	350	170
World Formula	Light	9-17	N/A	295	160
World Formula	Heavy	9-17	100	340	160

*NOTE: Eleven to thirteen-year old drivers must have approval from the Novice Committee with the final approval from your Regional Director for the Half Class.

Additional discussions about car weights.

The RD's showed concerns about the additional weight of the cars for younger drivers and the range of the ages entered in the classes. They felt it would be hard for a young driver to compete with a older driver in the same class. They were also concerned about adding the weight to the young drivers race car. A discussion was made to reduce

the mod class weight from 295 lbs to 285 lbs. Then a discussion was made to reduce the B class weight from 315 lbs to 305 lbs. A vote was taken by the RD's to modify the car weights in the RCP. Results are listed below.

- Vote to change mod to 285 lbs received 4 votes. Changing mod to 295 lbs received 5 votes by RD's.
- Vote to change B to 305 lbs received 4 votes. Changing B to 315 lbs received 6 votes by RD's.

Results – Approved

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	Y	N	Y	Y	Y	Y	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
Y	N	Y		Y	Y	N	Y	Y	N
YES	12	NO	7						

RCP 18 Revised Wording

At a given race event, local or regional level – the divisions of a class may be combined for the purpose creating competition by a vote of the majority of the participants for that class. The required minimum combined car and driver weight will then be set by a majority vote for the participants of that combined group. This rule does not apply to combining Junior Divisions with senior divisions at the same time, which is not allowed.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	N	Y	Y	Y	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	Y		N	N	N	N	Y	N
YES	5	NO	14						

RCP 19 Proposed Wording

Table 5-1 Drivers Ages and Weights by Class/Division.

CLASS	DIVISION	DRIVER AGE	DRIVER WEIGHT (MIN) in lbs	COMB. WEIGHT (MIN) in lbs	CAR WEIGHT (MIN) in lbs
Novice	Junior	5-8	N/A	250	160
Novice	Senior	9-17	N/A	260	160
Animal	Junior	5-8	N/A	250	160
Animal	Senior	9-17	N/A	275	160
Honda	Junior	5-8	N/A	250	160
Honda	Senior	9-17	N/A	275	160
Honda	Heavy	8-17	100	325	160
Super Stock	Junior	5-8	N/A	250	160
Super Stock	Senior	9-17	N/A	275	160
Mod		7-17	N/A	295	160
Honda 160	Light	8-17	N/A	270	160
Honda 160	Heavy	8-17	100	325	160
B		8-17	N/A	315	160
AA		9-17	N/A	325	160
Half	Junior	11-18	N/A	350	170
World Formula		9-17	N/A	330	160

*NOTE: Eleven to thirteen-year old drivers must have approval from the Novice Committee with the final approval from your Regional Director for the Half Class.

Results – Declined

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	N	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N	N	N	N	N	N	N	N
YES	0	NO	19						

Additional End of Day discussion about car counts.

Discussion was presented about the increasing number of cars which may be raced at an event to 4 Quarter Midgets and one half. Item will be voted on by the membership on the Quartermidgets.org website.

- We as leaders (RD's and NBOD) of the QMA organization would like to propose the ability to race an additional car, up to 4 Quarter Midgets in a way to increase car counts since there are additional car classes. It will be increased to 4 quarter midgets and one half. *This proposal will be taken to the membership.

Motion was made to adjourn meeting and was seconded.

Meeting was adjourned at 5:00pm.



The Orleans Hotel & Casino National Meeting February 1-3, 2012

QMA National Meeting - Friday, February 3, 2012

Members present were:

National Board: Rich Tisone (President), David Young (Vice President), Russ Lupinek (Secretary), Stacey Yurgel Perone (Treasurer), Mark Toby (Safety Director), Rusty Barnard (Tech Director), Nina Jessop (Publicity Director).

Regional Directors: Geoff Prucker (RD1), Samantha Kostic (RD2), Micah Troyer (RD3), Jim Cremonesi (RD4), Bill Moore (RD5), Mike Lewis (RD6), Jennifer Oldham (RD7), Tad Fiser (RD8), Greg Mahoney (RD9), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Danny Cyr (RD13).

Asst Directors: Dana Sernal (R2), Bill Newgent (R5), Michael Hughes (R6), Scott Silas (R9), Joe Ancona (R10).

Guests: Bill Wilson, Jim Jessop, Claudia Loveless, Rick Klitzing, Ginny Barnard, Brandon Esgar, Rodney Oldham and Jerry Mostek.

National Office: Karen Autunno Edmiston

Called meeting to order at 8:00 a.m.

Rich Tisone:

- Attendance sheets were passed and roll call was taken.
- Rich welcomed everyone to the meeting.
- Agenda was presented to the members and approved.
- National Board Presentations.

Russ Lupinek – Secretary

- Day 2 Minutes were presented to the members.
- Day 2 Minutes were approved and seconded.

Presentations

Bill Wilson - QMA Accountant

Mr. Wilson would like all QMA members visit the following websites before they file their nonprofit taxes:

- www.nolo.com
- This website has a good sample of conflict of interest policies.
- There is a question on the 990 about a conflict of interest policy.
 - Visit this website to correctly answer this question about conflict of interest.
- www.irs.gov. This website will show all the non profits and also the non profits that have been revoked.
- If you lose your nonprofit status it will have to be re-filed and can take up to 3 years to get your nonprofit status back.
- Audits are being targeted by nonprofits not filling out their tax forms correctly or not correctly checking boxes in their 1023 forms.
- www.guidestar.com can pull up all 501c tax forms.
- When you start a nonprofit 501c just be honest with the IRS.
- Mr. Wilson can be contacted at bwilson@wilsoncpaservices.com.

Rich Tisone thanked Mr. Wilson for speaking.

- Rich would like to see a guideline for a possibility of all QMA clubs submitting it's nonprofit as a group.
- Mr. Wilson is a great resource for getting and maintaining your 501c status. Feel free to contact him if you have any tax concerns.

Mark Tobey – Safety Director

Mark stated that he has been the QMA National Safety director for past 4 years and a member of QMA for 22 years.

- 2 year SFI rating on seat belts.
 - SFI is a safety coordinator for safety equipment
 - Don Mets is working with QMA to do a process of testing to extend the life of the seatbelts through SFI.
 - Part of the testing is to determine the approximate speed of deceleration during a Quarter Midget Accident using actual Quarter Midgets and crashing them together with test data recorders installed on the vehicles.
 - The data results will be sent to K and K Insurance and SFI for approval.
 - SFI is willing to consider longer life span of the seatbelts, depending results of the testing.
 - \$5000.00 is the cap budget price for this project.
 - Seat belt certification will stay at a 2 year interval per SFI Certifications. Unless the results of the ongoing testing concludes that the longevity of the belts can be extended beyond this time frame.
- Signage at tracks.
 - Signage for “Restricted Areas Members Only” needs to be present at all QMA tracks.
 - “Restricted Areas” are anywhere a car can have a driver in it and under power.
 - Wristbands need to be applied to handlers at a local level as proof of signing QMA waiver.

- Signage must also be placed per K & K clearly marking Wristband Only Areas.
 - Wristbands must be visable.
 - Drivers should not be wristbanded so they are not confused as handlers and attempt to fill in as corner workers.
 - Safety Director would like to ask all clubs to purchase wristbands and use them at their club.
- CMR2007 Helmets.
 - This CMR2007 helmet is missing the fire retardant lining inside the helmet.
 - Drivers of “AA” and half midgets using alcohol are required to wear SFI 3.3 rated Head Sock under their helmet. Drivers using the CMR2007 are now required to wear a SFI 3.3 rated head sock. All CMR2007 helmets will have a sticker to distinguish them from SFI helmets obtained from QMA National Office. Failure to comply will be a DQ at the scale.
 - This CMR2007 helmet will be allowed for use with required head sock on 4/1/12.
 - Reminder to all members, to purchase the head sock first and then the helmet so they fit accordingly.
 - *Make sure your kids facial cheeks are pressed in by the inner helmet pads for proper helmet fit.

Rich Tisone thanked Mark Tobey for speaking.

Short break at 9:00 am.

Continued meeting at 9:15 am.

Roll Call was taken.

Dave Young – Vice President

Dave Young’s presentation covered the following items: His history with the QMA as being a race director for many years. He feels comfortable in his newly appointed board position and looking forward to the next 2 years. Dave stated how pleased he is on how well the National Board is working together. The best way to get a hold of Dave Young is to call or email him. Rulebook will be updated and a newer version will be available on the QMA website. Dave’s intention is to get the rulebook out as fast a possible. By laws are there to protect your club but it is the clubs decisions to how to handle their bylaws. If clubs need direction for their bylaws, the QMA vice president will be available to assist you with your club by laws.

Corporate sponsorship is need in the QMA. When the sponsorship money is raised a great portion should go to the clubs to help with their expenses.

Rich Tisone thanked Dave Young for speaking.

Stacey Perone – Treasurer

Stacy brought a power point presentation and excel spreadsheet of the QMA financials. Every year she strides to reduce unnecessary spending through cost saving techniques.

- **2011 Review of Savings in the QMA.**

Expense	2010	2011	Savings
Postage/Shipping/Printing	\$34,465	\$30,635	\$3,630
Grands	\$65,904	\$51,686	\$14,218
National Meeting	\$34,622	\$24,213	\$10,409
Kill Switches		\$6,850	-\$6,850
Coloring Books		\$3,400	-\$3,400
Legal Fees		\$6,780	-\$6,780
Totals	\$134,991	\$123,564	\$11,227*

* Actual savings was \$13,400 after all expenses were figured that were not all included in this chart.

- **Past savings by year.**

Past Savings	Projected	Actual
2008 vs 2009		\$65,100
2009 vs 2010	\$30,150	\$66,200
2010 vs 2011	\$30,531	\$13,400
Total Expenses 2008		\$390,800
Total Expenses 2011		\$246,100
Total Savings 2008-2011		\$144,700

2012 Proposed savings will include reduce printing costs through online memberships, online rulebook and savings in the cutting costs at the national meeting.

- **2012 National Budget.**

	2010 Budget	2010 Actual	2011 Budget	2011 Actual	2012 Budget
Ordinary Income/Expense					
Income					
CLUB CHARTERS	5,300.00	5,000.00	5,000.00	4,200.00	4,000.00
GRAND NATIONAL FEES	15,000.00	17,728.00	17,000.00	15,068.00	12,000.00
MEMBERSHIP FEES	180,000.00	163,995.00	155,000.00	144,646.95	101,246.00
MISC-INCOME	4,000.00	2,471.42	2,000.00	4,171.75	2,000.00
RESTRICTOR PLATE SALES	9,500.00	10,975.00	8,000.00	5,681.00	4,200.00
SALE OF KILL SWITCHES				4,171.00	0.00
SPONSORSHIPS	9,000.00	9,000.00	9,000.00	9,000.00	9,000.00
STATE RACE FEES	16,000.00	15,945.00	12,000.00	15,309.00	14,000.00

QMA National Meeting Feb, 2012

WAIVER FEES	17,000.00	25,350.00	20,000.00	22,800.00	19,000.00
Total Income	255,800.00	250,464.42	228,000.00	225,047.70	165,446.00
Expense					
BANK CHARGES	0.00	107.44	50.00	50.00	50.00
DEPRECIATION EXP	5,500.00	4,500.00	4,000.00	4,383.00	4,000.00
Dues and Subscriptions				200.00	
GRAND NATIONAL EXPENSES (dirt)	20,000.00	19,350.42	20,000.00	14,178.28	12,000.00
GRAND NATIONAL EXPENSES (east)	25,000.00	21,718.94	18,000.00	16,566.68	18,000.00
GRAND NATIONAL EXPENSES (west)	22,000.00	24,836.81	22,000.00	20,940.78	16,500.00
GRAND NATIONAL SPONSORSHIPS	9,000.00	9,000.00	9,000.00	9,000.00	9,000.00
HALL OF FAME AWARDS	250.00	399.03	400.00	549.99	400.00
HALL OF FAME EXPENSE	500.00	0.00	0.00		0.00
HARDSHIP REFUNDS	9,600.00	14,550.00	10,000.00	11,400.00	10,000.00
Insurance	1,900.00	1,255.00	1,200.00	1,293.00	1,300.00
LEGAL-ACCOUNTING FEES	8,000.00	6,000.00	6,500.00	12,780.00	2,500.00
MANAGEMENT FEES	54,000.00	54,000.00	54,000.00	54,000.00	54,000.00
MEMBERSHIP DUES	200.00	200.00	200.00		
MEMBERSHIP SUPPLIES	11,200.00	0.00	0.00		
MISC-EXPENSE	2,500.00	104.41	150.00	923.27	500.00
NATIONAL MEETING	35,000.00	34,622.38	29,000.00	24,213.54	30,000.00
Office Supplies	5,000.00	10,192.91	7,000.00	3,709.91	2,000.00
POSTAGE-SHIPPING	15,000.00	15,338.97	10,000.00	14,700.51	7,000.00
PRINTING-PHOTOCOPYING	7,500.00	8,933.91	7,000.00	12,425.42	6,000.00
PRIZES- -AWARDS	500.00	888.20	0.00		0.00
PUBLICITY	0.00	6,547.33	0.00		
PUBLICITY-PROMOTION	25,000.00	1,394.05	18,000.00	3,723.68	2,500.00
Purchase kill switches				6,844.00	0.00
QUARTERLY REPORTER	9,000.00	5,284.62	0.00	5,919.37	0.00
RESTRICTOR PLATE EXPENSE	5,000.00	3,822.00	2,500.00	4,943.14	3,500.00
RULE BOOKS	4,800.00	4,750.03	4,800.00	4,446.68	3,000.00
Supplies	250.00	686.09	200.00	4,622.77	1,000.00
TECH SAFETY EXPENSE	3,500.00	1,282.47	1,000.00	3,255.32	2,000.00
Telephone	5,500.00	5,059.60	4,700.00	5,182.71	5,000.00
Travel				752.40	0.00
WEBSITE HOSTING/DATABASE BACKUP	4,000.00	4,714.35	4,500.00	5,124.05	6,000.00
Total Expense	289,700.00	259,538.96	234,200.00	246,128.50	196,250.00
	-33,900.00	-9,074.54	-6,200.00	-21,080.80	-30,804.00

Rich Tisone thanked Stacey Perone for speaking.

Short break at 11:00 am.
Continued meeting at 11:15 am.
Roll call was taken.

Nina Jessop – Publicity Director

- This is Nina’s 6 year with the QMA.
- Goals for 2012.
 - National Sponsorship for QMA
 - Open the communication lines between the QMA members and National Board.
 - Help clubs gain new members through Arrive and Drives and other outlets.
 - Collaborate with the current clubs on effective ways for clubs to promote themselves.
 - Organize meetings with the Regional and Club Publicity Directors.
 - Set up the QMA Hall of Fame Webpage.
 - Maintain the Facebook page with updates from the QMA.
 - Update the QMA website with current info and make the site easier to use.
 - Promoting Clubs “QMA Special Event Races” on the website. Ex: Turkey Gobbler.
 -
- There are banners and displays available from the QMA that are available for clubs to use, contact the QMA National Office for availability.
- Promotional DVD is available to all clubs about QMA quarter midget racing.
- All RD’s and Club Presidents can log into the QMA website and update their information and need to keep their info current.

Russ Lupinek - Secretary

- Russ will be working with Art Davis to get the online registration going for the 2013 Racing Season.

Online Registration will be obtained through the following Task committee.

Committee	Committee Head	Members
Online Registration	Russ Lupinek	Karen Autunno Edimiston Stacey Perone Nina Jessop Claudia Loveless Jim Cremonesi

Rich Tisone - President

Procedural Changes and Committees

- The 2012 QMA National Rulebook will be available to club members in electronic form from the QMA National Website. Paper copies are available upon request for a nominal fee from the QMA National Office.
- Due to the National Meeting date changing to November. The RCP submission process will end August 15 for the Presidents submissions and September 15 for the Regional Directors submissions. All submissions must be sent electronically, instead of being sent via certified mail.
- Rich implemented task committees for the following items.

Committee	Committee Head	Members
Rulebook	Dave Young	Michael Hughes Rich Tisone Kevin Crum Stacey Perone
Tire RFP	Mark Tobey	Greg Mahoney Mike Lewis
Trophy RFP	Stacey Perone	
Online Registration	Russ Lupinek	Karen Autunno Edmiston Stacey Perone Nina Jessop Claudia Loveless Jim Cremonesi
Hall of Fame (website)	Nina Jessop	Karen Autunno Edmiston
Tech	Rusty Barnard	Jerry Mostek Dave Preston George Crouse Tim Hornberger Dan Rauch
Signage/Safety RFP	Mark Tobey	Sam Kostic Jennifer Oldham
By Laws	Dave Young	Debbie Zimmerman Geoff Prucker Rich Tisone Mike Lewis Nina Jessop

2012 Grand National Events

Grands Event	Location	Event Dates	Registration Opening Date	Club Website
Eastern Grands	Michigan QMA	June 23 – July 1	Feb 15	www.michiganmidgets.com
Western Grands	Portland QMA	July 21 – July 29	Feb 26	www.portlandqma.com
Dirt Grands	Capitol QMA	August 4 – August 12	Feb 29	www.capitolqma.com

2013 Grand National Events

Grands Event	Location	Event Dates	Registration Opening Date	Club Website
Western Grands	Tri-Valley QMA	June 29 – July 7	TBA	www.tvqma.org
Eastern Grands	Georgia QMA	July 20 – July 28	TBA	www.ngqma.com
Dirt Grands	Terre Haute QMA	August 3 – August 11	TBA	www.thqma.com

Rich Tisone thanked everyone for participating in the meeting and will be looking forward to working with everyone this year and meeting everyone again at the 2013 National Meeting in November 2012.

Motion was made to adjourn the 2012 National Meeting was approved by Mark Tobey and was seconded by Jennifer Oldham.

Meeting was adjourned at 2:15 pm.

Respectfully submitted,

Russ Lupinek
QMA National Secretary

