



**The Orleans Hotel & Casino  
National Meeting  
November 5-7, 2012**

**Monday, November 5, 2012**

**Members present were:**

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

Regional Directors: Geoff Prucker (RD1), Samantha Kostic (RD2), Micah Troyer (RD3), Scott Howes (RD4), Mick Landes (RD5), Mike Lewis (RD6), Jennifer Oldham (RD7), Tad Fiser (RD8), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Michael Torres (RD13).

Asst Directors: Dana Sernal (R2), Ginny Barnard (R5), Brandon Esgar (R8).

Guests: Jerry Mostek, Michael Frey, Claudia Loveless, Aaron Reaves, Terry Smith, Bill Wilson.

National Office: Karen Autunno Edmiston

**Bill Wilson – QMA Accountant**

Mr Wilson the QMA accountant gave a brief presentation early due to a time scheduling.

- Talked about [www.NOLO.com](http://www.NOLO.com) for the nonprofit clubs.
- NOLO phone number is 1-800-728-3555

Clubs need file a conflict link of interest file for your tax filing. Rich will send out info about this to the RD's.

Mr. Wilson recommends the QMA should spend more on publicity and promotions. Also recommend inviting Vets to the tracks...

**Rich Tisone:**

- Call meeting to order at 10:00 am sharp.
- Rich welcomed everyone to the meeting.
- Opening Prayer.
- Agenda was presented.
- Motion was made to accept agenda and was seconded.
- Introductions of the NBOD.
- Roll Call was taken.
- Roberts Rules will be followed.

**Opening comments** were made by Rich Tisone

All discussions go through RD's. Guests are also encouraged to add to the meeting also.

Region 9 Greg Mahoney was unable to make event. Vote was taken if Greg Mahoney could proxy vote before hand, for all RCP's in this meeting.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N	Y	Y	N	N	N		N
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
Y	N	Y		Y	Y	Y	Y	N	
YES	9	NO	8	RESULT	PASS	TIE		BREAK	

Greg Mahoney is allowed to proxy vote. All of Greg Mahoney's votes will be NO per Greg's request.

**RCP 1 Proposed Wording**

**All National events must be held between the second full week of June third full week of July.**

**2 Grand National Events – 1 East and 1 West.**

Discussion: Claudia Loveless discussed with the lower car counts that she recommended to reduce the number of grands per year.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	Y	N	N	N	N	N
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	
YES	1	NO	17	RESULT	FAIL	TIE		BREAK	

**RCP 2** Was chosen to table RCP for further review.

**RCP 3**

Discussion: Possible increase in the QMA fee's should be done.

A motion was made to amend RCP 3.

Vote was taken if it was ok to raise the QMA fee's for Grands and States Races.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	Y	Y	N	Y	Y	Y	N	Y
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
Y	Y	Y		Y	Y	Y	Y	Y	
YES	16	NO	2	RESULT	PASS	TIE		BREAK	

**RCP 3** Was chosen to table RCP for further review.

**RCP 4 Proposed Wording**

**During all State and Grands races each track/club will be required to have an ambulance and 2 EMT's at the event at all times cars will be running. Along with this the proposal would be that each club would have the option to add \$5 to the fees that would be remain with the host club to offset the fees of the ambulance and EMT's**

Discussion: Some tracks have emergency facilities very close and felt that it was unnecessary for all tracks to have them on location. A driver got injured during the grands and immediate EMT's was on hand. Some tracks have members who are EMT's.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N	N	N	N	N	N	N	N
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	
YES	0	NO	18	RESULT	FAIL	TIE		BREAK	

**RCP 5 Proposed Wording**

**4A In order for a member to join a different local club / change club affiliation they must be a member in good standing with their former/current local club with no unpaid fines to all club duties completed**

Discussion: Felt this should be handled on a local level or regional level. Confusion can easily happen because of varying membership requirements from club to club.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N	N	Y	N	N	N	N	Y
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	Y	Y		N	N	N	N	N	
YES	5	NO	13	RESULT	FAIL		TIE	BREAK	

**RCP 6 Proposed Wording**

**1H The red flag will be displayed anytime injuries of potential injuries may have occurred. If there is a injured driver. The red flag must be displayed and cars stopped before anyone is allowed on the track to determine if work repair to the track walls is necessary and/or to perform any such work. For non-emergency requirements (refueling stops, debris removal, etc.) a rolled red flag with one finger extended indicating stop after one more lap. No cars may be moved from the racing surfaces or be worked on until the red flag has been lifted. (see page 39 4.1)**

Discussion: This is stopping you from working on the cars during red when medical is released.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	Y	N	N	N	N	Y
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	
YES	2	NO	16	RESULT	FAIL		TIE	BREAK	

**RCP 7 Proposed Wording**

**1.D The race director, flagger or pit steward, may make a flagrant unsportsmanlike conduct call the will result in the immediate DQ of the race. This decision should be a majority vote of the three officials.**

Discussion: Completely scratch 1.e from the RCP per RD. To accomplish this the club would use judges without this ruling.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	N	N	N	N	N	N	N	N	N
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	
YES	1	NO	17	RESULT	FAIL		TIE	BREAK	

### **RCP 8 Proposed Wording**

**If a car goes into the infield the driver must stop and the flagger will throw the yellow flag. The car will be given a charged yellow and sent to the rear. If the driver fails to stop and re-enters the track it will be a race DQ.**

Discussion: Felt this should be handled on a club level. Some tracks don't have provisions for cars to go in the infield.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N	N	N	N	N	N	N	N
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	
YES	1	NO	17	RESULT	FAIL		TIE	BREAK	

### **RCP 9 Proposed Wording**

**Each corner of the track will have a judge in it therefore all cars may be watched at all time.**

Discussion: Hard for the judges to communicate to one another.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	N	N	N	N	N	N
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	
YES	0	NO	18	RESULT	FAIL		TIE	BREAK	

### **RCP 10 Revised Wording**

**All novice judges must complete a workshop for instructions and rule for judging.**

Discussion: Who would do the training and what training materials should be used. Felt that this item should be done on a club level.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
	N	N	N	N	N	N	N	N	N
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	
YES	0	NO	17	RESULT	FAIL		TIE	BREAK	

**RCP 11 and 12.** Both RCP's discuss changing the qualifying formats. Discussion was made and a vote was taken on whether to make any changes to the qualifying format.

All agreed.

**Voting to change qualifying laps reflected in RCP 11 and 12.**

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	N	N	N	Y	N	N
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	
YES	1	NO	17	RESULT	FAIL		TIE	BREAK	

**RCP 13 Proposed Wording**

**Tire treatment for Dirt surfaces- It is allowed to treat all tires to use on a dirt surface.**

Discussion: The tire treatments are toxic to the drivers on the track.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	N	N	N	N	N	N
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	
YES	0	NO	18	RESULT	FAIL		TIE	BREAK	

**RCP 16 Proposed Wording**

**Any change made to a class or division structure or engine platform at a National Meeting will become effective NO SOONER than 12 months from the date it was voted on.**

Discussion: Take too long for the changes to take place. Meeting date was moved up to correct this.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	N	N	N	Y	N	N	N	N	Y
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	Y	N		N	N	N	N	N	
YES	4	NO	14	RESULT	FAIL		TIE	BREAK	

**RCP 17 Proposed Wording**

**To allow Honda 120 and 160 engines to have the block and head milled to a set specification.**

REMOVED BY TECH COMMITTEE.

**RCP 18 Proposed Wording**

**The alternate car will return to the standby position until the race has progressed such that the initial lap no longer can be run.**

Discussion: Once the green has come out, the race has started.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N	N	Y	N	Y	N	N	Y
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
Y	Y	N		N	N	Y	N	N	
YES	7	NO	11	RESULT	FAIL		TIE	BREAK	

**BREAK AT 4:30**

**RESTART MEETING AT 4:50**

- Roll Call was taken.

**RCP 14 Proposed Wording**

RCP was turned over to Dave Young and Rich Tisone voted instead or Dave.

**Changes to RCP 14 Proposals**

**Add Heavy Honda as was.**

**Heavy Honda 8-17 100 lbs 325 lbs 160**

**Mod Light 7-16 - 270 lbs 160**

**Mod Heavy 7 -16 100 lbs – 325 lbs 160**

**World Formula Light 9-17 – 295 lbs 160**

**World Formula Heavy 9-17 100 lbs – 340 lbs 160**

Discussion: Grands numbers don't reflect enough cars to split the mod class.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	N	N	N	N	N	N	N	N	Y
RD11	RD12	RD13		PRES	TRES	SEC	TECH	SAFE	PUBL
N	Y	N		N	N	N	N	N	
YES	3	NO	15	RESULT	FAIL		TIE	BREAK	

**RCP 15 Proposed Wording**

**Mod division age 7-17 275 lbs combined weight minimum. Car weight min 160 lbs.**

Discussion: Gregg Boe reconsidered RCP.

A vote was taken between 275 and 285.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
	285	285	285	285	285	285			275

RD11	RD12	RD13		PRES	TRES	SEC	TECH	SAFE	PUBL
275				285	285		285	275	
275	3	285	9	RESULT	285	TIE		BREAK	

Mod 7-17 285 lbs 160

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	Y	Y	Y	N	Y	Y	N	N
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
Y	N	N		Y	Y	Y	Y	Y	
YES	6	NO	12	RESULT	PASS	TIE		BREAK	

**RCP 2 Proposed Wording**

Below is listed the maximum pit fee is to be charged at all States qualifying Championships and the National Championship. Also listed is the amount to be sent to QMA per sign in. (each entry)

	Max pit fee to be charged Hosting Club	Amt. to be Retained by Hosting Club.	Amt. to be sent to QMA
<b>States Race</b>	<b>\$40</b>	<b>\$32</b>	<b>\$8</b>
<b>National Race</b>	<b>\$40</b>	<b>\$30</b>	<b>\$10</b>

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	N	N	Y	N	N	N	N	Y
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	N	Y		N	N	N	N	N	
YES	5	NO	13	RESULT	FAIL	TIE		BREAK	

**RCP 3 Proposed Wording**

Below is listed the maximum pit fee is to be charged at all States qualifying Championships and the National Championship. Also listed is the amount to be sent to QMA per sign in. (each entry)

	Max pit fee to be charged Hosting Club	Amt. to be Retained by Hosting Club.	Amt. to be sent to QMA
<b>States Race</b>	<b>\$40</b>	<b>\$29</b>	<b>\$11</b>
<b>National Race</b>	<b>\$40</b>	<b>\$25</b>	<b>\$15</b>



**2. J Grands hardship fees: \$50.00 US per class per driver. (\$25.00 will go to the drivers region States event host, \$25 to QMA).**

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N	N	N	N	N	N	N	N
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
N	N	N		N	N	N	N	N	
YES	0	NO	18	RESULT	FAIL	TIE		BREAK	

**RCP's were completed.**

Discussion was taken place between the NOBD and RD's about States and Grands Registrations fees. They discussed how to create more excitement for QMA members to gain more interest in the states races. Some of the ideas were:

- Increase the hardship fees.
- Proof of hardship.
- Offer discounts for the race winners.

The NBOD and RD's discussed the QMA membership fees have not changed since 1998. A motion was made to increase the membership fees and offer free registration to Grands events to the States race winners. All agreed it was a good step towards increasing Grands and States races attendance. The next concern was the dates of States races and how they corresponded with each other. That discussion was tabled and reopened the next day.

**Additional Motions**

**Motion 1** Mark Tobey - 2nd by Greg Boe.

Starting Jan 1<sup>st</sup> 2013 increased membership fees by \$25.00.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	Y	Y	Y	Y	Y	Y		Y
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
Y	Y	Y		Y	Y	Y	Y	Y	
YES	17	NO	0	RESULT	PASS	TIE		BREAK	

**Motion 2** Ken Loveless – 2<sup>nd</sup> Mark Tobey

Winning drivers of the states races will receive one free registration at all 3 grands of the same year, per win. Registration fees will be reimbursed to the winning driver from the grands hosting club. Grand hosting clubs will receive \$25.00 per waived registration via QMA National. All waived registrations are non transferrable. No cash value.

Motion PASSED

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	Y	Y	Y	Y	Y	Y		Y
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
Y	Y	Y		Y	Y	Y	Y	Y	
YES	17	NO	0	RESULT	PASS		TIE	BREAK	

**Tire Proposals.**

Tire proposals were distributed to all RD's

Proposals were from Dunlop, Hoosier and Vega.

Tested tires were on display for members to observe.

**All tire proposals and the info provided by the manufacturers is confidential.**

**MEETING AJOURNED AT 6:00PM**



**The Orleans Hotel & Casino  
National Meeting  
November 5-7, 2012**

**Tuesday, November 6, 2012**

**Members present were:**

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

Regional Directors: Geoff Prucker (RD1), Samantha Kostic (RD2), Micah Troyer (RD3), Scott Howes (RD4), Mick Landes (RD5), Mike Lewis (RD6), Jennifer Oldham (RD7), Tad Fiser (RD8), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Michael Torres (RD13).

Asst Directors: Dana Sernal (R2), Ginny Barnard (R5), Brandon Esgar (R8).

Guests: Jerry Mostek, Michael Frey, Claudia Loveless, Aaron Reaves, Terry Smith, Rick Klitzing, David Klaus, Brad Zoller, Jim Russell.

National Office: Karen Autunno Edmiston

**Rich Tisone:**

- Call meeting to order at 8:00 am.
- Roll Call was taken.

**Opening comments** by Rich Tisone

- Vender presentations are confidential and aspects of the presentations cannot leave the meeting.
- Executive sessions will take place when needed.
- Presentations will take place without competitors in the meeting.

Open discussion about tires and tire proposals. Questions were about what car was used for the tire testing along with the location used. Comments were made about the current white Vega tire's fall off of lap tires (slow down) being earlier than expected.

**Secretary minutes** by Russ Lupinek

- Minutes for the November 6<sup>th</sup> National meeting.

**Tech Presentations** by Rusty Barnard

- Honda GX120
  - Heavy Honda classes will be using the GX160 carburetor effective November 12<sup>th</sup>, 2012
- Honda GX160
  - Heavy 160 classes will be using the GX200 carburetor effective November 12<sup>th</sup>, 2012
  - UT-1 Piston 13101-Z4M-000 piston is approved for use.
  - UT-2 GX160 motor approved and now running in competition.
  - UT-2 GX-160 manual is now available on the QMA website.
  - UT-2 must use main nozzle 16166-ZH8-W50.
  - May use any QMA legal 160 carburetor on UT-2 or UT-1 engines.
  - UT-1 and UT-2 specific parts to be used in intended engines only.
  - NO-HYBRIDS
- Briggs and Stratton - Animal
  - Keeping current Animal platforms. Novice – Junior – Senior.
  - Hold all other Animal classes for 2013 due to concerns.
    - Sun gear failures
    - Crankshaft failures
    - Piston manufacturers changed piston to save costs
    - Ring manufacturer changed rings to save costs.
    - Possible PVL issues
    - Possible 1 to 1.5 lb steel ring added to flywheel to ease kick back.
    - Walbro no longer manufacturing Animal carb
    - Briggs is taking over manufacturing carb.
    - No curved manifold manufactured from Briggs
    - Found replacement head gaskets under spec at 0.041. Notice was posted on website.
- Briggs and Stratton – World Formula
  - Piston pop up max spec 0.038 out of bore.
  - Deck surface non-tech
  - Briggs began decking W/F blocks in-house without notification to QMA.

- Deco – All classes
  - No changes.

### **Executive session from 9:00 to 10:00**

- Discussion was about tech and the Honda UT2 engine and the implementation and testing of it.

### **BREAK AT 10:00 am**

### **RESTART MEETING AT 10:15 am**

- Roll Call was taken.

### **Secretary Presentation** by Russell Lupinek

- Overview of Secretary's position
  - Document meetings
  - Track COC's
  - Track tech DQ's
  - Update website
  - Monitor online forum
- Election
  - National Election Candidates
    - President
    - David Young
    - Treasurer
    - Dana Spernal
    - Safety
    - Toby Miller
    - Darrick Scott
    - John Mahoney
    - Publicity Director
    - Open
  - Region 1
    - Regional Director
    - Geoffrey Prucker
    - Assistant Regional Director
    - Christopher Page
    - Secretary
    - Misty Froehlich
    - Publicity Director
    - Elizabeth Regan

- Safety Director
  - Robert Jackson
  - Tech Director
  - John Mahoney
- Region 3
  - Regional Director
  - Paris Bennett
  - Assistant Regional Director
  - Micah Troyer
- Region 5
  - Regional Director
  - Bill Newgent
  - Assistant Regional Director
  - Douglas Newman
  - Mick Landes
  - Brian Turner
  - Secretary
  - Stephanie Alcorn
  - Publicity Director
  - Virginia Barnard
- Region 7
  - Regional Director
  - Chris Carlson
- Region 9
  - Regional Director
  - Denise Smutny
  - Greg Mahoney
- Region 11
  - Regional Director
  - Aaron Reaves
- Region 13
  - Open
- Overview of the QMA website and the items that RD's can edit.
  - Important to have club officers up to date on the website.

**Vice President** by David Young

- Going to make updates to the rulebook.
  - Want to put the chassis construction info in a separate document like engine tech.
  - Have the chassis info access by the website.
  - Errors will be corrected in the rulebook.
- Has done traveling this year to different clubs gathering feedback from club members.
- Must put clubs and kids first to make our clubs successful and in turn QMA successful.
- Communication needs to be clearer between clubs of what works to gather new members.
  - Email newsletters being sent out to the clubs.

- Arrive and Drivers
  - Clubs can have multiple events pending National Office notification.
- Venders
  - Keep the relationships on a business level.
- Publicity need to be put back on track and should be done by a group of people.
- QMA should not use “the best kept secret” slogan.
- QMA will allow the “free pass” races one time per year for all clubs.

**Treasurer** by Stacy Yurgel Perone

- All figures are as of today’s date and are projected for the end of the year.
- 2012 Saving YTD

<u>Expense</u>	<u>2011</u>	<u>2012</u>	<u>Savings</u>
Postage/Shipping	\$11,909	\$ 6,670	\$ 5,238
Printing	\$ 7,355	\$ 5,607	\$ 1,748
Grands	\$51,686	\$29,810	\$21,876
National Meeting	\$24,213	\$19,579	\$ 4,635
Total Proposed Expenses			\$196,250
Total Actual Expenses YTD			\$152,784

- Costs cuts
  - Name badges
  - Online memberships
  - Rulebook printing sponsorships
  - Open to suggestions for other ways to cut costs.

- Overall

<u>Total Expenses</u>	<u>Projected</u>	<u>Actual</u>	<u>Savings vs Prev Yr</u>
Total Expenses 2008		\$390,800	
2009		\$325,723	\$65,077
2010	\$289,700	\$259,539	\$66,184
2011	\$234,200	\$246,324	\$13,215
2012 YTD	\$196,250	\$177,784**	\$68,540**
Total Savings 2008-2012		\$213,016**	
**projection			

- Grands

Online registration  
 Extensive testing, process went much smoother  
 Easily imported into Moscore

All three host clubs did a great job  
 Lower car counts, shortened event  
 Staggered registration for 2013 Grands  
 Will evaluate length of event based on car counts  
 All host clubs are required to purchase the QMA grands paper numbers from the National Office.

**Additional Tech comments** by Rusty Barnard

- Local tech guys need to be more diligent with tech on a local basis.
- Many infractions are indentified during grands practice sessions. Pre-tech of the grands events.

**Revisiting the States Race Discussion.**

States Race Discussion to get the states races at a more uniform date by limiting states races to certain weeks of the year. Most clubs use the Memorial Weekend as their state’s race. Topics were brought up how some states have extreme heat or poor weather during those dates and will need the ability to adjust their schedules accordingly. In the future, all States Races take place on the same weekend, if possible. Tad bought up the following wording for the Motion 3 rule.

**Motion 3** by Tad Fiser

All regions must hold their states races on the weekend before or Memorial Day weekend. Race date changes can be considered by National Board on a “case by case” basis if the region needs a different race date.

Second by Mike Lewis

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	Y	Y	N	Y	Y	Y		Y
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
Y	Y	Y		Y	Y	Y	Y	Y	
YES	16	NO	1	RESULT	PASS		TIE	BREAK	

**QMA Appreciation Awards** by Karen Edmiston and Claudia Loveless

- Presented to:



- Rich Tisone
- Stacey Yurgel Perone
- Mark Tobey

**LUNCH BREAK AT 12:00 pm**

**RESTART MEETING AT 1:00 pm**

- Roll Call was taken.

**Honda HPD** by Troy McCall

- Honda supports the QMA and wants the QMA to continue to grow.
- Review of the 2012 support programs.
  - American Honda
  - Donated \$9,000 in support for the Grands.
  - Event support at all three Grands.
  - Grands winner's hats.
  - Honda Performance Development
  - Ruffled a new GX120 engine to racers at Grands. Over \$1,200 in product!
  - HPD Bucks for 5 classes at the Grands. 1<sup>st</sup>, 3<sup>rd</sup> & 6<sup>th</sup> finishers in the A-mains were eligible for a total of \$6,750 in HPD Bucks.
  - Event support at all three Grands.
  - Dave King memorial T-shirts handed out.
  - Total 2012 support over \$17,000.
- Tentative 2013 Support Programs
  - American Honda
  - Plan for \$9,000 Grands support. Bringing total over \$500,000.
  - Event support at all three Grands.
  - Honda Performance Development
  - Grands raffle prizes. Announcement to near Grands.
  - HPD Bucks for 5 classes at the Grands. Details TBD.
  - Event support at all three Grands.
  - Special Edition HPD Grands winner's hats.
  - Grands winners posted on HPD website and Facebook page.
- Honda Racing Line Program
  - Free to sign up
  - Racers receive Honda Racing license plate frame, Honda Racing hat, decals and other swag.
  - Makes you eligible for contingency.
  - Purchase parts, engines and generators at a discount.
  - Access to exploded view diagrams and technical information.

- Quarter Midget Promotions
  - HPD assisting Quarter Midgets of America with marketing, social media and website.
  - HPD/Honda to provide victory circle hats for 2013 Grands Honda winners.
  - Honda Racing to be official sponsor of 2013 Grands.
  - Honda Grands winners are posted on Facebook & HPD website with a blog
  
- Open question session

**Briggs and Stratton Racing** by David Klaus

- 2012 QMA Support
  - 4 National classes (Junior/Senior Animal and Lt/Hvy Formula)
  - Gave away over \$6,000 in product to racers and donated additional product to host club for fundraising
  - Tech Videos – Briggs/Honda
  - Slides, Set and Tech tools
  - Donated to QMA for RESALE:
  - 500 slides - \$10 retail (\$5,000)
  - 225 Tech tools - \$25 retail (\$5,625)
  - 400 set tools - \$5 retail (\$2,000)
  - Total QMA revenue: \$12,625
  - Total - \$18,625 for 4 CLASSES\*\*
  
- Changes for 2013
  - M-series and World Formula engines
  - No manufacturing changes planned
  - Single rule change requested – Max. exhaust lift measured at the valve from .257 to .259
  - Reason – Match our maximum manufacturing tolerance of .258 and allow for .001” cushion when measured in the field.
  
  - **Issue:** Keyway damage to our output shaft
    - Contributing factor:
      - Current design of aluminum hubs on the market
      - Minimum keyway surface area
      - Part deflection allowing the key to twist
    - Solution(s)
      - Briggs & Stratton designed hub
      - Twice the clamping and 3 times the keyway surface area
    - Result – Signs of previous root cause have not been recorded in hundreds of push starts using our current Sun gear.

- Premium 4340 Heat treated Sun gear
      - Premium material used in most performance crankshafts
      - 2% nickel alloy allows for flex while maintaining strength
      - Result – Also eliminated keyway damage when tested in A-B-A testing with standard hub.
  - Recommendations for QMA to go away from the restricted slide program and go to a restrictor plate system.
    - Briggs will work with QMA to make a restrictor plate system.
    - Offers to make the slides for QMA.
- Open questions session.

**BREAK AT 4:00 pm**

**RESTART MEETING at 4:20 pm**

- Roll Call was taken.

**Dunlop Tire** by Jim Russell

- Russell Karting Specialties Inc is the importer of Dunlop Tires.
- Centrally located in Raymore, Missouri.
- Has been in business since 1959. 53 years.
- Supplies equipment for all types of kart racing.
- 28,000 sq feet warehouse.
- Will make a QMA only tire with QMA markings and bar coding.
- No concerns of availability of tires.
- Can deliver to anywhere in the continental US in 3 days or less
- Only 4 months lead time for full availability of tires.
- QMA specific bar coding and can be available at a club level.
- QMA specific spec tire would be the Dunlop DES and will not change.
- Pricing is comparative with similar tires of same quality
- High quality construction
- Open question session.

**Vega Tire** by Brad Zoller

- Hats for Grands winners.

- Has a dealer network.
- Looking at setting up a west coast distribution center.
- Construction – Vega high quality.
  - Tires are made with the highest quality material available.
  - Customers report no problems with tire quality.
- Roll Out - each tire measures the same.
  - This saves the racer money. No need for a whole box of tires to find the correct circumference.
- Performance – Speed
  - Numerous track records across the country.
- Price - consistent with current tires.
  - Vega kept the same pricing without an increase.
- Excellent wear through the life of the tire.
  - Examples of racers using tires almost to the cords.
- Works on concrete and asphalt tracks.
- No need to scuff the tire before running.
- Consistent sizing for all tires out of the box.
  - Eliminates the need to buy multiple boxes of tires to get the correct stagger.
- Rear tires are offered in a 6.50 & 8.00
  - 8.00 tire works better for AA, B, WF and Half classes
  
- Open question session

**Safety** by Mark Tobey

- **Insurance Concerns and Claims.**
  - Clubs need to contact Karen at the National Office and NOT K and K Insurance directly.
  - Incident reports must be filled out at the time of the incident and mailed to the National Office in 30 days. The national office will forward the report to the current safety director.
  - Accident report need to be filled out with a clear diagram of what happened and sent to the National Office. This needs to be sent in every time there is a injury.
  - Medial and Accident Insurance Claim forms must be filled out completely in a timely manner for all insurance claims and submitted to the National Office and Safety Director.
  
- **Racing Equipment**
  - 1/1/13 All Snell equipment must be at Snell 2005 standards.
  - All safety equipment must meet the current SFI standards.
  
- **Offsite Races.**

- Off site race forms must be filled out and approved two weeks before the event and submitted to the National Office and Safety Director.
  - Each club is allowed one offsite race. Pictures must be taken and proper paperwork must be filled out and sent in for approval.
  - A second offsite race can be obtained per club for the cost of a additional \$125.00 to pay for additional insurance coverage.
- **Promotional Days**
    - Club are allowed to have additional QMA Club Promotion Days with notification and approval from the QMA National Office.
- **Retired drivers race:**
    - Every club is allowed to have 1 retired drivers race per year.
    - Parameters of the race starting 12/31/12
      - The drives must be former QMA drivers that are no longer racing any type of Quarter Midget.
      - The drivers must meet all safety requirements
        - I.e. The drivers must fit within the roll cage. Head clearance rules must be followed. All Safety equipment must be used in the proper manor.
      - The motor size for this type of event will be a SR.GX120 with the current carburetor. Or the GX160 with the current carburetor.
      - There will be no minimum weight requirement.
- **Adult Races:**
    - All adults racing Quarter Midget Race Cars on QMA Quarter Midget Race Tracks is prohibited effective 1/1/2013. This includes “Handlers Races”, “Mom’s Races” and “Powder Puff Races”.
- **Race Day Summery Worksheet**
    - Form avabile on the website and needs to be filled out and submitted every race day from every club. Currently only 1 club fills out the form every week.
    - Form consists of how many cars races, what classes and etc.

Tire discussion was taken place between the NBOD and RD’s about the spec tires and tire proposals. Decision was made to select a spec tire for the 2014/2015 year at this meeting. Also was discussed how to give back to the clubs with the tire spec program. The effect date of the tire proposal will start on September 2013 and the spec tires will be looked at as a 2 year deals.

All agreed that the spec tire chosen was to be utilized for the next 2 years.

In the RFP there is a disclaimer if the tire manufacturer does not live up to the contract.

### **Revisiting the Slide Program for the Animal Classes.**

Rusty Barnard discussed the impact of the slide verses the restrictor plate. Dave Klaus for B&S informed how cart organizations use restrictor plates with no concerns and no problems. According to Dave Klaus "It's a proven way to limit the power of the engine and is used nationwide with no concerns". Rusty discussed in testing how the carb preferred having the slide. RD's mention about how the restrictor plate works well and feel that it is subjective with the current clamp and slide program for tampering with the set up. Rusty would prefer a restrictor plate but wanted to do additional testing with a restrictor plate program before allowing it in QMA. Some tracks have concerns using restrictor plates due to speed and track roughness cause the engine to over fuel and loose power. Dave Klaus offered to manufacture the restrictor plate and gaskets for QMA for zero costs. Testing for the restrictor plates with Rusty Barnard will take place in Colorado. Dave Klaus from B&S agreed to manufacturer 20 of each size plate for Junior and Senior Animal.

### **Discussion of a full time QMA CEO / Public Relations / Publicity Director to help build the QMA and be a spoke person for QMA.**

I was discussed that it might be time for a hired person to work full time to promote the QMA organization to promote club growth. A trend has been happening with empty are on the National and Regional Board while other people are running unopposed. Due to the fact that volunteers are not stepping forward for board positions, a hired person might be needed. A committee will be put together to evaluate and establish the requirement for this position.

**MEETING AJOURNED AT 6:00 pm**



**The Orleans Hotel & Casino  
National Meeting  
November 5-7, 2012**

**Wednesday, November 7, 2012**

**Members present were:**

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

Regional Directors: Geoff Prucker (RD1), Samantha Kostic (RD2), Micah Troyer (RD3), Scott Howes (RD4), Mick Landes (RD5), Mike Lewis (RD6), Jennifer Oldham (RD7), Tad Fiser (RD8), Ken Loveless (RD10), Gregg Boe (RD11), Debbie Zimmerman (RD12), Michael Torres (RD13).

Asst Directors: Dana Sernal (R2), Ginny Barnard (R5), Brandon Esgar (R8).

Guests: Jerry Mostek, Michael Frey, Claudia Loveless, and Aaron Reaves.

National Office: Karen Autunno Edmiston

**Rich Tisone:**

- Call meeting to order at 8:00 am.
- Roll Call was taken.

**Secretary Minutes** by Russ Lupinek.

- Minutes for the November 7<sup>th</sup> National Meeting.

**Opening Comments** by Rich Tisone.

- Three items need to get decided on today.
  - Grands Proposals
  - Tire Proposals
  - Briggs and Stratton Animal Restrictor plates for Junior and Senior Animal.

## Grands Proposals

### **Discussion about the order of the grands.**

The order of the grands was discussed as to which event would take place first, Eastern or Western. COQMA pointed out that if the Eastern Grands were first, they would have to pull their proposal due to a scheduling conflict with the fairgrounds where the track is located. The normal Grands rotation would have the Western Grands, Eastern Grands and then Dirt Grands. All agreed for this order of events.

### **Grands Voting**

- **Eastern Grands.**

- The following clubs submitted proposals for the 2014 Eastern Grands.
  - Huntsville Quarter Midget Association. Huntsville, Alabama.
  - Central Ohio Quarter Midget Racing Association. London, Ohio.
- Both proposals were reviewed on the overhead projector.
  - Rich Tisone went through the proposals, page by page, reading over the highlights of the Grands Proposals.
  - Discussion took place about both facilities.
  - Club websites were displayed on the projector with facility photos.
  - Was discussed how either track would be a great facility for the Eastern Grands.
- HQMA has had the grands 6 times.
- COQMRA has not had the grands yet.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
COQMRA	HQMA	HQMA	COQMRA	COQMRA	HQMA	HQMA	COQMRA		COQMRA
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
COQMRA	COQMRA	HQMA		---	COQMRA	COQMRA	COQMRA	COQMRA	
COQMRA	11	HQMA	5	RESULT	COQMRA		TIE	BREAK	

Central Ohio Quarter Midget Racing Association won the 2014 Eastern Grands contract.

- **Western Grands.**

- The following club submitted a proposal for the 2014 Western Grands.
  - Good Times Quarter Midget Racing Association. Madera, California.
  - Discussion took place how GTQMA would be a great facility for the 2014 Western Grands.
- Extra time was spent on the GTQMRA proposal.
  - The facility now has a Steak House across the parking lot.
- The Sunday race will not be utilized due to a flea market meet using the pit area parking lot.



- Greg Boe watered the grass in the infield this summer for the proposal photos.
- Event will take place from Monday to Saturday. Event can be shortened if needed.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
GTQMRA	GTQMRA	GTQMRA	GTQMRA	GTQMRA	GTQMRA	GTQMRA	GTQMRA		GTQMRA
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
GTQMRA	GTQMRA	GTQMRA		GTQMRA	GTQMRA	GTQMRA	GTQMRA	GTQMRA	
GTQMRA	17			RESULT	GTQMRA		TIE	BREAK	

Good Times Quarter Midget Racing Association won the 2014 Western Grands contract.

**BREAK AT 10:30 am**

**RESTART MEETING AT 10:50 am**

- **Dirt Grands**

- The following clubs submitted proposals for the 2014 Dirt Grands
  - Christian County Quarter Midget Association. Taylorville, IL.
  - Terre Haute Quarter Midget Association. Terre Haute, IL.
- Both proposals were reviewed on the overhead projector.
  - Rich Tisone went through the proposals, page by page, reading over the highlights of the Grands Proposals.
  - Discussion took place about both facilities.
  - Club websites were displayed on the projector with facility photos.
  - Was discussed how either track would be a great facility for the Eastern Grands.
- Question and Answer discussions took place with both track representatives.
- THQMA has had the Dirt Grands multiple times including 2013.
- CCQMA has had the Dirt Grands multiple times last being 2010.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
CCQMA	CCQMA	CCQMA	CCQMA	THQMA	CCQMA	CCQMA	CCQMA		CCQMA
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
CCQMA	CCQMA	CCQMA		CCQMA	CCQMA	CCQMA	CCQMA	CCQMA	
CCQMA	16	THQMA	1	RESULT			TIE	BREAK	

Christian County Quarter Midget Association won the 2014 Dirt Grands contract.

**Restrictor Plate Program**

Discussion about the Junior and Senior Animal classes restrictors.

- The members would like to change from throttle limited slides to restricted plates between the carburetor and intake manifold.

- Currently restrictor plates are made by Horseman manufacturing for other carting organizations
- Winternationals was discussed as an event to test the plate restrictors.
  - Feelings were there is not enough lead time for the racers to change their engines restrictors before the event.
  - Didn't want to use this big event for testing grounds.
- Rusty Barnard
  - Would like to do more testing at a race track with the plate restrictors installed.
  - Stated that you need to adjust the float level for different tracks with the restrictor plate.
  - Rusty is ok with changing the restriction method, but feels that the plate system is more of a hassle for the racers.
  - Rusty felt it should be tested to put the membership at ease with the decision to change.
- Tad Fiser
  - Region 8 Pikes Peak QMA will be having a indoors race on November 17<sup>th</sup> 2012, which will have 8 – 10 Junior Animals
  - Rusty will attend the event to test restricted plates during the race.
- Other comments
  - Plates available on the market right now could be used for racing, until a QMA specific plates was made.
  - Briggs offered to make restrictor plates and gaskets for no cost.
  - Mittler Brothers makes all of the current QMA Honda plates and could be contacted for Briggs plates.
- It was agreed that the restrictor plate is a proven item and voting should be taken if it should be utilized or not.
- Rich Tisone
  - Feels the restrictor plate should be tested and the information needs to get out.
  - We need to work together and get some hard core facts.
  - There needs to be some senior exhibition Animal races to get out there and run.
  - Confidence need to be built in these meeting and then brought out to the memberships.
  - This is an opportunity for the members to get together and make this work.
- Rusty Barnard
  - Clubs need to get together and test the restrictor plates and testing need to be done to gather and document the changes with the plate. It doesn't matter if there are 6 or 20 cars to do the testing.
  - Would prefer to change to the restrictor plate.
  - Adjustments to the carburetors float level is needed for the following when using restricted plates:
    - Lateral G forces
    - Roughness in the track
    - Speeds on the straight-aways.
- The Animal classes will increase in speeds with the plate.
- Document in the minutes that the QMA is going forward to the restrictor plate system.
- Restrictor plates will be the same specs as used in other QM organizations.

- Post on the website for which clubs want restrictor plate for testing on the Animal engines.
- Plates should be manufactured in one month's time.
- The official test will be at the Region 8 Pike Peaks Indoor Race on November 17, 2012.
- Slide length will no longer be a tech able item when using the plate system.
- People already running Animal classes will get a free QMA restrictor plate.

**Spec Tires**

Three manufactures are up for consideration.

- Dunlop
- Hoosier
- Vega

**Meeting went in to executive session.**

- Discussion took place about the contracts with the individual venders.
- Keeping the Opt out procedure for clubs not wanting to use the spec tire.
- Discussed the tire testing, tire sizes and compounds.
- Decided to not have a dirt spec tire at this time.

**LUNCH BREAK AT 12:00 pm**

**RESTART MEETING AT 1:00 pm**

**2013 National Meeting.**

Proposal

2013 QMA National Meeting on the dates of November 10-13, 2013.

Discussion: Trying to move the meeting date away from US Election dates.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	Y	Y	Y	Y	Y	Y		Y
RD11	RD12	RD13		VP	TRES	SEC	TECH	SAFE	PUBL
Y	Y	Y		Y	Y	Y	Y	Y	
YES	17	NO	0	RESULT	PASS		TIE	BREAK	

### **Vacancy on the National Board.**

Open positions in the National board are Vice President and Publicity Director.

The process to fill the positions is as follows:

- Notice of the vacancy will be posted in the QMA website and sent in a mass email December 15, 2013.
- Resumes are going to be collected until Dec 31, 2012.
- There will be a Regional Director and BOD meeting to appoint someone to fill the position.
- Voting will be one vote per NBOD member and one vote for combined RD's.
- This will be for a interim Vice President and Publicity Director for 2013.
- 2014 election will be two year positions for Vice President, Secretary, Tech, and one year position for Publicity Director.

### **Committee for a full time person to represent the QMA.**

Discussion: There needs to be concrete guidelines of what this job entails. Should be established by the end of the year

Committee to explore this idea will consist of Mike Lewis (Head of Committee), Micah Troyer, Stacey Yurgel Perone and Jennifer Oldham.

### **Tire discussion continued...**

Spec tire went to a vote.

National Spec tire effective 9/1/13 will be the Vega MBM for the 2014/2015 seasons.

### **Summary of Meeting** by Rich Tisone

- 17 RCP's and 1 was approved.
- Mod weigh has changed. Local decisions for opening track records.
- Membership dues are going up \$25.00 starting 1/1/2013.
- Create the hype for States Races to make it a bigger and better event.
  - Longest haul
  - Prettiest car
  - Do other stuff to make the races exciting.
- Don't be afraid to spend money to make money in this organization.

- NBOD and RD should have conference calls every month.
- Find away to get member to join the BOD on a local level.
- Terre Haute QMA gained 35 novice drivers by having 3 arrive and drive events this year.
- Everyone leave this meeting on the same page to go the sport of quarter midget racing.

**MEETING AJOURNED AT 5:00 pm**