



Quarter Reporter

March 2009

2009 Short Sheet Enclosed

From the desk of the president

It has seemed like a long winter for some reason, and I am looking forward to going back to racing. I want to wish everyone a great year of racing and having fun with family and friends.

On another note, the national meeting went very well with everyone working hard to get things accomplished and ready for another year of racing. We have a great group of dedicated Regional Directors and National Board members who are working very hard to make sure your racing season will be fair and fun for all. It is a real pleasure to work with each of them. Please remember while not everything goes like we would like, sometimes we are trying to make it fair for all involved.

Take time this year to help our new members and make them welcome. Please get involved at your clubs and help out where you can.

Have a great year and good luck to all.

Charlie Cagle



From the desk of the Vice President

I would like to thank all of the Regional Directors and the QMA National Board of Directors for a wonderful 2009 annual meeting. The hours were long; some till after 6pm. In the end everything on the agenda was covered. On Saturday afternoon the tech seminar was held; great job to Dave and his advisory committee for a job well done.

The rulebook is being updated with all of the 2009 changes and my goal is to have them mailed to the QMA membership by April 1, 2009. All QMA documents are being updated and will soon be on the QMA website. Brochures are now available and the QMA map has been updated for 2009.

The method of doing charters for the clubs has been changed. I truly think it will simplify the procedure in the future. Currently, I am still working with several clubs to get their information so that their charters can be mailed out for 2009.

I look forward to the Grand Nationals this year: Huntsville, Langley and Terre Haute. The clubs are working very hard to be prepared for their 2009 Grand National Event. I hope to see many of you at the Grands this year.

I wish everyone a safe and successful racing season.

Michelle Barzee

QMA Vice President

Dave Peston National Tech

This is like the calm before the storm; the national meeting is over. The National Board and the Regional Directors did a great job working as one big team on behalf of all of our members. There are no big changes for tech this year; all changes will be posted on the website and in the short sheet. The big story is a light World Formula class. After the manuals and some other small things are taken care of we will get started on this project.

The tech seminar went very well. We had a lot of tech people that took the time out of their busy lives to attend this seminar. They asked a lot of great questions; it takes all of us to make tech better. I know these guys will do a great job this year. I want to thank everyone that came out to the tech seminar and especially Jerry Mostek, George Crouse and Rich Tisone for all of their help.

Racing will start soon. Have fun with your kids & good luck.

Dave Preston

National Publicity Director

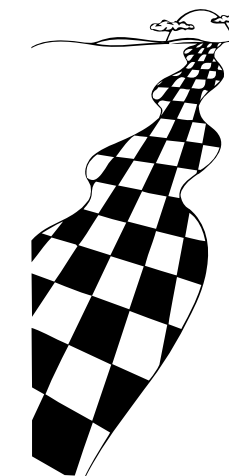
The 2009 racing season is quickly approaching and in this tight economy is it very important to keep promoting QMA and quarter midget racing at the local, regional, and national levels. Many promotional tools are available to do this: glossy brochures, coloring books, trade show display, as well as, a professional quality video presentation and picture CDs. Please contact your club president, regional director or myself directly to obtain these materials. If you have not done so already, please take advantage of our promotional program that will reimburse your club up to \$500 on expenditures to promote your club. Ask your club president about this promotion.

Please visit the quartermidgets.org site frequently as it is being updated constantly. All pertinent forms and documents have been posted. Safety sheets can now be filled out online and printed to save time on race days. Also, please take the time to visit our online store. Many items are available and can be personalized. If you have any suggestions for additional items that you would like to see available please let me know. If anyone is interested in club apparel please contact me. I believe I would be able to secure very competitive rates.

I am working to develop an online application process for the 2010 season. I would also like to explore the possibility of implementing electronic voting for the national elections. With this in mind and to receive mass emails from the national board, please be sure to send your current, valid email address to memberservices@quartermidgets.org.

I would like to wish everyone a fun, safe year of racing. As always, I welcome any and all suggestions for promoting QMA and the sport of quarter midget racing. You can contact me at publicity@quartermidgets.org. Have a great year.

Rich Tisone



Earl Wilcox~ QMA National Safety Director

Dear QMA Members,

As we begin the 2009 season, please take the time to review the 2009 Safety Inspection Sheet (available at <http://www.quartermidgets.org>) and 2009 Short Sheet to ensure your car and driver's equipment are ready for the season of fun and safe racing to come.

The 2009 National Meeting was quite productive and several safety items were discussed and clarified for safer and better racing. There was a new helmet added to the list of acceptable helmets for use in QMA. This helmet is a CMR2007 Youth Helmet with the specification developed by the Snell Foundation. We accepted the RCP to require a SFI-rated head sock for the classes that run methanol. Several other safety enhancements were discussed and approved regarding safety belts, hot chute safety and track safety in general. Additionally, we have an approved Soft Wall Specification that is being utilized to implement soft walls at several QMA tracks around the country.

Since the National Meeting, I have received several emails with questions regarding the clarification voted on and approved at the meeting regarding safety belts not being routed through the firewall. We already have a rule in place that does not allow open holes in the firewall, and since there were several questions on this subject prior to the meeting, the clarification was put in place to ensure it was clear that safety belts would not be allowed to go through the firewall and be exposed to the engine compartment. To help clarify further, the safety belts should not be exposed in any way to the engine compartment where exposure to heat, fuels, oils, etc. could degrade the belt webbing and there should be no open holes in the firewall. There are several alternatives to routing safety belts through the firewall and attaching to chassis bars within the engine compartment. I have spoken to or emailed several Safety Directors around the country, so if you have a question, please see your local Safety Director. If he is unsure please have him contact me for any further clarification on this subject.

As always, if anyone has any safety related questions, please try to address them with your local and regional Safety Directors. If you are unable to do so, please feel free to send me an email at safety@quartermidgets.org.

Best Regards,

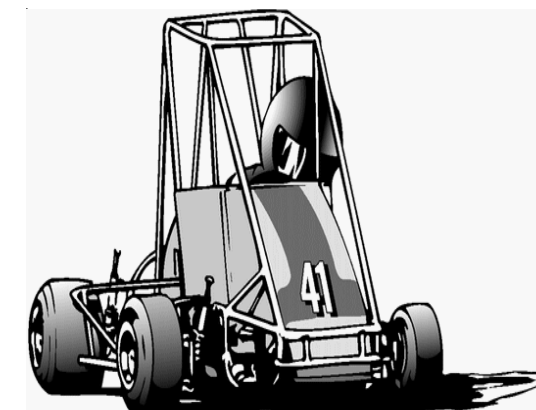
Earl Wilcox
QMA National Safety Director

QMA Online Store

Please visit our online store
the following items are available:

- Hats
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- Sweat Shirts
- Fleece Hoodies
- QMA patches
- QMA flags
- QMA trailer decal

All items can be customized with your
team name and car number



Quarter Reporter Publication Policy Newsletter Policy

This Newsletter is published for the information of members of the Quarter Midgets of America; however, such information is not to be regarded as a contract between the reader and QMA.

Articles for this newsletter are accepted from all sources. These articles are subject to editing for both length and content to suit the needs of the issues in which they appear. Articles **Do Not** necessarily reflect the view or policies of Quarter Midgets of America.

Publishing Schedule

This newsletter is published four times per year-March, June, September and December. Normal delivery is less than two weeks. Please advise if your delivery is not as scheduled. The Quarter Reporter will be available on the QMA web site:

<http://www.quartermidgets.org>

Article Submission Deadline and Procedure

Articles must be submitted no later than the fifteenth of the month prior to the month of publication.

All copy must be typewritten, in lower and upper case type (please do not send articles in all caps). Copy on CD, in standard word processing format, or transmitting electronically is preferred.

Send copy to:
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16 Crocus lane
Newtown, Pa 18940
publicity@quartermidgets.org

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From the Treasurer

I would like to thank my fellow board members as well as all of the Regional Directors for welcoming me to the National Board and making me feel at home at the National Meeting. Everyone worked countless hours with a common goal: to uphold the integrity of QMA and make this organization it's very best. It was an eye opening experience to say the least. As your new Treasurer I have many responsibilities to uphold and have established several goals to accomplish in 2009. I am currently working with our accountant to produce more detailed financial reports to give the membership a clearer picture of where QMA's money is being spent. I have also, with the help of the rest of the board, established an annual budget outlining all expected income and expenditures. In addition to my financial responsibilities I will be serving as the liaison to all of the host clubs for the Eastern, Western, and Dirt Grands. I have been in contact with the Grands Chairperson from all three clubs and their planning and organizing is well under way. I am certain that these events will prove to be very memorable for all. I am currently working on developing a standardized format for all future Grands proposals. This will ensure that each club bidding to host a Grand National event submits all pertinent and necessary information; especially since presentations will not be allowed at future National meetings. I am also designing a universal online and manual registration system to be used for all Grand National events. This system will allow for more consistency and streamline the registration process. As the racing season approaches I would like to wish everyone safe racing and the best of luck. I am looking forward to meeting many of you at the Grand Nationals.

Stacey Yurgel Perone

QMA National Secretary

THE COUNTDOWN IS ON...

...for opening day of racing that is. As the anticipation and excitement of the new racing season builds, I can almost hear the roar of the engines now!

I've recently returned from the National Meeting held in Las Vegas where it was my pleasure working with all the 13 Regional Directors and National Board Members. A sense of accomplishment was had as we all worked toward a common goal of what is best for QMA.

Since my return from the National Meeting, I've been working on the minutes and the Short Sheet. Some of the things I reviewed at the National Meeting were the membership procedures, new applications for 2010 with an on-line version of the application which could be filled out and printed at your home and taken to a club for processing, the new "purple" driver card, Moscore at all 3 Grand National Events this year and scoring procedures/responsibilities.

Some of my goals for this year have been set and they include having a Regional Secretary conference call with all 13 Regional Secretaries to review the procedures involving memberships, drivers' cards and scoring. Also, while at the National Meeting, I was named the Chairperson to a committee to look at some type of "beta" testing for no judging in QMA. I am also working on a committee to update the Grands Format for Grands involving high car counts.

Race safe and have a fun filled racing season!

Dawn Tanner, QMA National Secretary



Electronic Scoring

With the increase in the use of electronic scoring, especially since it is mandatory at all three Grands, it may be a good idea to purchase personal transponders. Transponders can be purchased through the AMB Company.

<http://www.amb-it.com/>

Balance Sheet December 2008

		Dec 31, 08
ASSETS		
Current Assets		
Checking/Savings		
BANK OF AMERICA-CHECKING	51,163.18	
STAR FINANCIAL BANK	100,170.32	
Total Checking/Savings		151,333.50
Other Current Assets		
MISC RECEIVABLES	2,200.00	
PREPAID EXPENSES	25,952.66	
Total Other Current Assets		28,152.66
Total Current Assets		179,486.16
Fixed Assets		
EQUIPMENT-OTHER	15,724.00	
LESS-ACCUM DEPRECIATION	-17,808.00	
OFFICE EQUIPMENT	14,312.36	
SOFTWARE	8,653.78	
TECH-SAFETY EQUIPMENT	6,990.00	
Total Fixed Assets		27,872.14
Other Assets		
TRADEMARKS	1,178.00	
Total Other Assets		1,178.00
TOTAL ASSETS		208,536.30
LIABILITIES & EQUITY		
Liabilities		
Current Liabilities		
Other Current Liabilities		
ACCOUNTS PAYABLE	4,500.00	
DEFERRED MBRS-CHARTER DUES	61,650.00	
Total Other Current Liabilities		66,150.00
Total Current Liabilities		66,150.00
Total Liabilities		66,150.00
Equity		
NET ASSETS-UNRESTRICTED	110,753.34	
Retained Earnings	52,495.24	
Net Income	-20,862.28	
Total Equity		142,386.30
TOTAL LIABILITIES & EQUITY		208,536.30

Profit and Loss Statement Jan-Nov 2008

Ordinary Income/Expense	
Income	
CLUB CHARTER	\$5,900.00
GAIN ON SALE OF ASSETS	200.00
GRAND NATIONAL FEES	18,135.00
MEMBERSHIP FEES	212,572.50
MISC-INCOME	518.77
PROMOTIONAL SALES	200.00
RESTRICTOR PLATE SALES	10,725.75
SALE OF KEY-WAYS	32,627.21
SPONSORSHIPS	30,000.00
STATE RACE FEES	19,338.00
THEFT LOSS RECOVERY	10,000.00
WAIVER FEES	29,550.00
Total Income	369,767.23
Expense	
BADGES	742.90
BANK CHARGES	331.85
CHARTER EXP	2,022.09
CONFERENCE CALLS-TELEPHONE	4,834.00
DEPRECIATION EXP	6,971.00
Dues and Subscriptions	200.00
FRANCHISE TAX FEE	130.00
GRAND NATIONAL EXPENSES (dirt)	18,617.65
GRAND NATIONAL EXPENSES (east)	23,257.70
GRAND NATIONAL EXPENSES (west)	26,249.96
GRAND NATIONAL SPONSORSHIPS	30,000.00
HALL OF FAME EXP	2,325.98
HARDSHIP REFUNDS	14,550.00
Insurance	1,255.00
KEY-WAY EXPENSE	32,156.84
LEGAL-ACCOUNTING FEES	10,562.50
MANAGEMENT FEES	54,000.00
MISC-EXPENSE	370.56
NATIONAL MEETING	35,971.17
Office Supplies	2,894.43
POSTAGE-SHIPPIING	38,584.00
PRINTING-PHOTOCOPYING	20,313.21
PROCEDURES MANUAL	1,867.14
PUBLICITY-PROMOTION	15,521.29
QUARTERLY REPORTER	18,488.60
RESTRICTOR PLATE EXPENSE	5,910.32
RULE BOOKS	4,790.00
TECH SAFETY EXPENSE	8,009.27
Telephone	6,155.01
WEBSITE-HOSTING MAINTENANCE	
Total Expense	390,807.50
Net Ordinary Income	-21,040.27
Other Income/Expense	
Other Income	
Interest Income	177.99
Total Other Income	177.99
Net Other Income	177.99
Net Income	-20,862.28

2008 Marked 50 years for the Custom Midget Club a.k.a. Little T

The Custom Midget Club celebrated its 50 year anniversary, since its incorporation in 1958, at our annual Lou Sherman Memorial Race held on Memorial Day weekend.

Little T Speedway is an asphalt banked oval track just shy of 1/10 of a mile around, equipped with soft walls and lighting for night races. All this is located on the grounds of Thompson International Speedway in Thompson, CT. We average a car count of around 150 cars per race day, and host up to 21 races between April and October. At our track, we have a race tower, a two lane hot shoot, 10 pit stalls, a snack shack, ample parking for trailers and RV's, and now brand new bathrooms.

We host some special races during our season: Opening Weekend, which includes Novice Graduation; The Lou Sherman Memorial Race; Annual Family Cookout; Race of Champions; Halloween Race; and a Retiring Driver parade.

Come join us and have a good time! Details for what is going on can be found on our web page at www.littletspeedway.com.

Here is a little history about our club, compiled by Betty Sherman, with invaluable assistance from Mr. Ed Battle, Mr. Bob Gada, Mr. Chris (Pete) Gada, and Mr. Donald Lafontaine.

Quarter Midget Racing debuted in Connecticut in the early 1950's. David and Dennis Gada's uncle Chris (also known as Pete) drove at one of the first Connecticut tracks, starting in 1955. The track was on the ball field at Veterans' Memorial Field on Pennsylvania Avenue in Niantic. There was also a track in Danbury in 1957.

In 1958, four more tracks opened: Stratford, Goshen, Milford, and Meriden. The Niantic track also moved to Cohanzie in 1958 and the club incorporated in the same year as the "Custom Midget Club." The Cohanzie track was located on Dayton Road, off Route 85, across from what is now the Crystal Mall in Waterford, on the fairgrounds behind the Cohanzie Firehouse. All of these tracks were dirt except for Danbury, which was dirt with flat paved turns. At that time, there were about 80 cars all told in the state.

In 1959, three more clubs were added to the circuit: New Haven, paved, and Fairfield and Canaan, which were dirt. There were now nine Connecticut clubs and 200 cars. Quarter Midget racing's future looked bright!

In 1960 Danbury, Cohanzie, Meriden, and Goshen were all paved, and two more paved tracks were added. One was in North Haven and the other was in the Buckland section of Manchester, just a stone's throw from where Mike Vengruskas recently had his race shop. The tracks were averaging 30 cars per show and there were now about 300 cars in all.

Then in 1961, the bottom fell out when the State Safety Council began to push the legislature to ban quarter midget racing in the state of Connecticut. Although the clubs raised money, did a lot of leg work, and successfully defeated the proposal, the threat started a decline in popularity. The clubs in Milford and New Haven dissolved that year; the track in Manchester closed in 1962. Participation continued to drop in 1963. The tracks in Danbury and Canaan closed in 1964, and the Stratford dirt track closed after the 1965 season.

Perhaps eleven tracks within a 25 mile radius of the central track were too many, but the drop from eleven tracks and 300 cars in 1960 to three tracks and about 85 cars in 1967 was a serious blow to the sport! However, the dedication of those who stayed and their belief in the joys and benefits of quarter midget racing slowly but surely attracted new families, and once again turned the sport around.

Around 1970 or 1971 the Custom Midget Club was forced to look for a new location and started to build a new paved track in Mystic, on Hewitt Road, off Route 1, on land owned by Mr. Donald Lafontaine. You couldn't see the track from the road, and because it was probably put in without zoning approval, there were no signs directing people to the facility. You had to count ten telephone poles and then drive over a "cart path" across a field, through a wooded area to reach the track. That first year there was nothing there *BUT* the track. The scorers sat at a table and the concession stand consisted of a charcoal grill and some ice chests.

However, by 1973, the 26 families who made up the membership had paved a pit area, cleared parking area, fenced in the track, brought in electricity for night racing, and constructed a concession stand with scoring tower above. There the club continued to grow, and at our 1975 Labor Day Invitational we had well over 100 cars signed in, including some from Pennsylvania.

Then in 1976, the members were told that the land would be put up for sale at the end of the season and the hunt began for yet another location! One of the members had land on Route 2 in Stonington that he was willing to let us use, but we couldn't get it through the zoning board. Several other locations were investigated, including Waterford Speed Bowl, where the owner, Harvey Tattersall, wanted to put our track in the infield.

Eventually club officials, led by then president Bill Benevides, met with Don Hoenig the owner of Thompson Speedway. He was reluctant at first because of a previous experience with a go-cart club, but he finally agreed to take a chance with us and even loaned his men and equipment to do site preparation. Thanks to an interest-free loan from Mr. Dick Armstrong, the owner of the "Nu-Style Jewelry," red #1 modified, driven by Geoff Bodine, (Dick and his family had joined the club in 1974), we finally had a location and the funds to start building our present facility. The blueprints were obtained from the newest and largest legal QMA track in Titusville, Florida, and our members began the long process that is still on-going today. Since the first race was held at the "Little T Speedway" in late May or early June in 1977, spring of 2002 marked the 25th anniversary of the Custom Midget Club at Thompson Speedway. Now, in 2008, we have actually completed 32 seasons of racing here at Thompson.

Over the years, through the hard work and generous donations of hundreds of families, the facility has continued to improve and grow. It is our responsibility to continue to improve and protect the legacy that has been handed down to us, so that we and countless families still to come will be able to enjoy the benefits of this close-knit family sport!



Region 4 News

QMA would like to let all its members know that we understand that you have more than one choice when it comes to where to race with your family. We also understand that our sport is based on volunteer participation to make race events happen. While we always encourage and hope our members will promote our sport by promoting Quarter Midgets of America, we also understand that racing at other non QMA venues will also mean volunteering and helping out on race days.

Despite rumors and stories to the contrary, there is no penalty to QMA members for doing any of the above. Please know that we always look forward to working with you to grow our own organization but understand that racing is racing and sometimes we all find ourselves racing out from under the QMA banner as well.

If you are an officer in QMA, whether at the National, Regional or Club level, it is not appropriate to use your QMA status, time or resources to promote other quarter midget racing organizations. Using the personal information of other QMA members to help develop another racing group is not acceptable. On the other hand there is not a problem for any QMA member to participate in and help out at a non-QMA race that your family is participating in.

Region 4 has a long reputation of having some of the best racing in the country and 2008 was no exception. Having a region with 9 race tracks can only lend itself to weekly head to head racing. Each of the eight clubs ran its own points series as well as hosted a Regional Championship Series race. Track champions and region champions were not decided until the last race of the year in many classes; this speaks only to the competitive nature of our drivers. Even more impressive are the 10 National Championships that Region 4 drivers earned this year.

In June, 24 drivers with 63 cars and their families traveled to the Eastern Grand Nationals in Meridan, Connecticut. We managed to capture 25 A Main positions with Justin Peck earning Fast Time in Lt AA and Erik Jones receiving Fast Time in World Formula. We also left Connecticut with 3 National Champions and 4 National Titles. Cayden Lapcevich dominated the junior classes winning both Jr Honda and Jr Stock, Tyler Reeser captured the Lt B Championship, and Zeke Lewis was crowned the 2008 Eastern Grand National Hvy AA Champion.

We continued our national success in Sacramento, California in July. Twelve dedicated families took 30 cars out west to again compete with the "best of the best." Our drivers and handlers were up to the challenge and adapted quickly to the heat and to the track. These drivers and handlers managed to put 25 of the 30 cars in the A Mains. That is unheard of at a National event. To make matters even a little more sweet, Cayden Lapcevich set Fast Time with a new Track Record in Jr Honda and Lt Mod, Adam Wilsdon earned Fast Time with a New Track Record in Hvy 160, Justin Peck received Fast Time with a New Track Record in Lt B, and Jared Marks qualified with Fast Time and a New Track Record in Hvy B. As if that were not enough, Region 4 drivers were crowned Western Grand National Champions five times. Cayden Lapcevich won Jr Honda and Lt Mod, Justin Peck captured the Lt B championship, Jared Marks earned the Hvy B title, and Adam Wilsdon was crowned the Hvy AA champion.

For those that needed even a little more national racing, it was off to the Dirt Grand Nationals in Taylorville, Illinois. Region 4 was represented in every class except Sr Novice and Hvy Mod. One of the newest Region 4 drivers, Cody Goffin, made his debut there and managed a 4th place finish. Way to go Cody. Other highlights include Fast Time with a new Track Record for Cayden Lapcevich in Jr Honda, Parker Smith in Jr Stock, and Zach Hampton in Lt AA. Cayden also earned Fast Time in Lt Mod. Once again, our drivers would not be denied a Nation title. Tyler Castle captured the 2008 Lt AA Dirt Grand National Championship.

Once national racing was complete it was time to again focus on the regional championship series and track championships. Our drivers returned to school and stayed a little closer to home. The last regional championship race of the year was held in October at the Columbus Motor Speedway. After that race, we crowned the following kids as 2008 Region Champions: Jr Honda – Cayden Lapcevich, Sr Honda – Gage Walker, Hvy Honda – Lauren Longbrake, Lt 160 – Tyler Schullink, Hvy 160 – Cannon Konzer, Jr Stock – Cayden Lapcevich, Sr Stock – Trenton Besgrove, Lt Mod – Cayden Lapcevich, Lt B – Tyler Schullick, Hvy B – Jared Marks, Lt AA – Tyler Schullick, Hvy AA – Adam Wilsdon, World Formula – Ross Rankine, and Half – Cole Howes. Congratulations to all of our drivers.



2009 NATIONAL SHORT SHEET

Imperial Palace Hotel & Casino, Las Vegas, Nevada

February 5 - 7, 2009

Submitted by Dawn Tanner, National QMA Secretary

Based on the outcome of the voting of the RCPs and motions from the floor, the following is being distributed to the general membership of QMA to be effective April 1, 2009 unless otherwise noted. If any member has specific questions regarding the process, they must first contact their Club President and if necessary then their Regional Director who will then contact a National Board of Director member. All regions were represented at the meeting. The approved changes are listed below with any addendums or motions to clarify wording included.

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

RCP CHANGES:

RCP #2 – Page 23 Article 5 Sec. 1 1H. In order to run 160, MOD, B, AA or WF a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of lower classes or obtain the unanimous approval of the Novice Committee with the final approval from your Regional Director before competing in these classes. In addition, you must be the appropriate age to run these classes before competing. ADDED MOD and removed the wording, “not including novice year”.

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

RCP #11 – Under existing rule 4B Minimum of one practice session for Novice at Grands.

RCP #12 – Drivers of “AA” and half midgets using alcohol are required to wear an SFI 3.3 rated head sock under their helmet.

RCP #13 – Shoulder belts must not be retained by shoulder loops or epaulettes on driver suit.

RCP #20 – Honda 120 & Honda 160 engines may be claimed for \$600 cash only.

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

SAFETY ISSUES

- National Safety Inspections – RESCINDED and will not be implemented as per the 2008 Short Sheet.
- Soft Wall specifications – Specifications were written and have been posted on the QMA website effective 1/1/09.
- Helmets – New CMR2007 added to the approved helmets. No external decorative covering allowed on helmets or face shields. (Example: Skull Skins or similar products). This does not preclude paint or vinyl graphics as long as they do not cover the face shield.
- Seatbelts - Rotary Cam Lock device seatbelts are not allowed. Must use latch & link buckle style, effective 1/1/10
- Seatbelt Location – Seatbelts are not allowed to pass through the firewall.
- Roll Cage Extensions – No bolt on halo extension bars are allowed above roll cage. Welded on extensions or “halo” bars that are added above the original roll cage top may not be used as the measurement point for the helmet clearance requirement of 1”.
- Battery/Electronics – Battery and electronic ignition equipment is not allowed on or in cars running in the Honda or World Formula classes.
- Mainframe Rails Clarification – The mainframe rails on a quarter midget are considered to be a straight and parallel line from front to rear of the car.
- Hot chute safety – It is recommended that lifting the car up onto front bumper in the hot chute not be permitted.
- New Car Construction Approval Process – Procedures have been put together and are available on-line.
- Novice Kill Switch (ignition) – It is mandatory that a novice kill switch be mounted on top of the car and it is recommended that it be mounted on the right side.
- Liberation of fluids – Add: under yellow or red flag conditions onto the track, without being repaired before returning to the track, DQ (Race Director Only).
- REMINDER: Effective 1/1/09 per 2008 Short Sheet – All cars must be down tube style frame.

TECH ISSUES

Honda 120

- Effective 1/1/09 per 2008 Short Sheet – All Honda GX120 motors must have the new Tier III flywheel (part #31100-ZEO-020). The QMA offset key will no longer be legal
- Ring Thickness – New Spec 0.036

Honda 120 (continued)

- Surface of head to valve guide - New Spec 0.915
- Powder Jet – legal, silver in color

Honda 160

- Ring Thickness – New Spec 0.036

Deco Classes

- No changes

World Formula

- It is mandatory that all WF engines have a protective shatter shield on the front. Penalty is a DQ at scales. (This includes ANY and ALL WF engines even if running them in the Half Class). These can be purchased through Scott Racing Engines 913-724-7121.

Tires

- New Tire Testing Procedures are posted on quartermidgets.org.
- Tire Tester Number for Dirt Tracks – To be determined at each event/track.
- Tire Confiscation Bags – Available for purchase from the National Office.
- Plastic Wrap – No plastic wrap, factory wrap or any other material left solely on mounted tires allowed outside the trailer at all QMA tracks and events.

Exhaust Clarification – Any exhaust infraction (i.e. pipe/muffler) is an automatic DQ at the scales.

Rulebook Clarifications

- RCPs that are submitted, must state page # of present rule and what the proposed procedure or solution would be for that specific RCP.
- A car may be entered as an AA & ½ only.
- Half Class: Coming out of novice must have final approval by RD.
- Page 30, Sec 4 #2, Should read “Stock/Honda”.
- If holding multiple events on a States Race weekend, the States Race must be completed before beginning another race event that weekend. An attempt must be made and Grands format must be followed.
- Only in half class under red, can you use an electric starter to start the car on track. 4 Wheelers or any motorized vehicles will NOT be allowed to push start any car.
- It is mandatory that all track records be open at all States & Grand National events.
- SFI Belt – 1 ¾” minimum – Page 20 #20.
- No decorative/distractive lights or any non-essential racing items (i.e. flags, stuffed animals, license plates, etc...) 1st offense warning, 2nd offense DQ.
- Anytime a tail cone falls off a car, etc... ADD – or other body parts.
- Unsafe or damaged parts on car under yellow or red, DQ (Race Director Only).
- Nerf bars must extend outward to a minimum of center of rear tires, but must not extend beyond the outside edge of the tires. This will be checked with a straight edge at each wheel while the wheel is parallel with the frame.
- Maximum fuel tank – capacity 140 ounces – all classes.

NATIONAL OFFICE/SECRETARY

- Club Change Form – A new form is available which must be completed when changing a home club membership.
- Late Fees – QMA memberships are due by 10/31 and late after 12/31 (from 2008 Short Sheet).
- Elections – All QMA members must be renewed for the new year by 10/31 in order to: run for a QMA office, receive a QMA ballot for voting, receive the end of the year quarter reporter and to access some QMA website privileges.
- Memberships – Club memberships will not be processed at the National Office until the Club Insurance and Charter is paid.

GRANDS REGISTRATION – All Grands registration start dates will be February 15th of every year and not before.

KANSAS – All existing and new Clubs within the State of Kansas will be a part of Region 7.

Congratulations to the 2010 Grands Host Clubs

Eastern Grands – 6/26 – 7/3 Mini Indy, Indianapolis, IN Region 4
Western Grands – 7/25 – 7/31 River City, Austin, TX, Region 6
Dirt Grands – 8/7 – 8/14 Capital, Rio Linda, CA, Region 10



Novice

PURPLE CARD PROCEDURE

- New Member registers with a club and checks off that they are a Novice. Any age, any time of the year.
- National sends welcome letter and coloring book to driver. Novice Log Book and Novice Orange Card are sent to the Club President.
- Following Novice School, the Novice Log Book and orange novice card are given to the driver.
- Upon Graduation from the Novice Class by the Home Club Novice Committee/President, a driver will either move onto a competitive QMA class as permitted by the rulebook or will be granted an extension if needed and the proper form is filled out and sent to the National Office.
- The club will send to the RD, a list of all Novices and mark whether they have graduated or if they have permission for an extension of up to two months at a time using the QMA Novice Extension form.
- The RD will send this list to the National Office via e-mail and any extension forms via US postal service.
- The National Office will mark the graduation date (novice end date) under the driver's name. The next column will have a date field for 12 months from the graduation date.
- The National Office will issue purple cards to all those who are marked graduated and mail them to the handler.
- Any driver requiring the extension will not receive a purple card until the National Office is notified that they have graduated. Please remember that extensions are requested for two month periods at a time.
- Each month the National Office could run a report showing drivers entering the 12th month of their purple card period. During this month, the National Office would send the handler the white driver card so that it arrives by the 12th month anniversary of their graduation (end date) from novice.
- If a novice handler requests that they be moved up prior to their one year purple card period expires, they would be required to get unanimous approval from the Novice Committee.
- If they receive unanimous approval from the Novice Committee to move up during their purple card period, they will need final approval from the RD.
- If RD approves then the "Novice Move Up" form will be completed and sent to the National Office so that a White Driver Card can be issued and sent to the handler.



Calendar of Events 2008/2009

March 15	State Race events hosts will be furnished to the QMA National Office by the Regional Directors.
April 1 st	National Meeting shortsheets and rulebook must be sent to membership!
June 28- July 4	Western Grands held at Langley Quarter Midget Association
July 19-25	Eastern Grands held at Huntsville Quarter Midget Club
August 2-8	Dirt Grands held at Terre Haute Quarter Midget Association
September 1 st	All QMA applications dated/received after this date, will have membership expiring 12/31/2010, Applications mailed out from Office
September 15 th	All RCP's, to be voted on by their regions that are to be submitted to National, must be received/postmarked by the Regional Directors.
October 15 th	RD's must send out RCP's which must be sent certified mail and postmarked on or before this date, to the QMA National Office AND the QMA National Secretary.
October 15 th	All resumes for Regional and National positions must be sent to the QMA National Office AND the QMA National Secretary postmarked on or before this date.
October 15 th	Any club bidding for the 2010 Grands, must have their PROPOSAL received by this date. (no letters of intent will be accepted), All PROPOSALS must be sent and postmarked on or before this date, To the QMA National Office AND the QMA National Secretary.
October 31 st	All QMA Club Charters are due October 31 st and become delinquent after after December 31 st , there will be a \$100 penalty
October 31 st	All QMA Membership are due and become delinquent after December 31 st .
October 31 st	All QMA K&K Insurance are due and become delinquent after December 31 st .
November 1 st	Copies of RCP's and Grands PROPOSALS will be sent to all National Board of Directors, Regional Directors and Club Presidents.
November 1 st	Hall of Fame Nominations must be submitted to the QMA National Office and Hall of Fame Chairperson on correct form, with proper paperwork and photo's. (Approved by club and Region).
November 30 th	Returned ballots must be postmarked and returned in the official ballot envelope to QMA National Office to be counted by Accounting Firm.
December 1 st	All QMA clubs are to hold club elections by this date.
December 15 th	Election results will be announced by NBOD.
December 31 st	All Club Insurance and charters are due for the 2009 racing season. 2009 QMA Membership expires and all officers holding a position at any level must have their 2010 dues paid. No applications will be processed if insurance or charters are not paid by 12/31.

QUARTER MIDGETS OF AMERICA VENDOR PAGE

Chassis Builders

Boomerang Racing
909-627-2219
www.boomerangracing.com

Bullrider Race Cars
814-735-3561
www.bullriderracecars.com

Intruder Chassis
267-307-8437
risringhausen@windstream.net

NC Chassis Co.
330-798-7744
www.ncchassisco.com

Robbie Stanley Racing
704-782-6539
www.robbiestanleyracing.com

Storm Chassis
610-759-6383
www.stormchassis.com

Tad Fiser Racing, Inc.
303-922-9295
www.tfracing.com

Talon Chassis
704-662-2899
www.talonchassis.com

Team Magnum Chassis
614-231-4880
www.teammagnumchassis.com

Engine Builders
3G Engines, LLC
770-845-8335
www.samwilliamsracing.com

A-Main Motors
610-935-1298
www.amainmotors.com

F & M Motorworks
732-776-7642
www.fmmotorworks.com

Lederer Motors
610-495-1407
www.lederermotors.com

Dick Shelton Quarter Midget Engines
661-588-1675

Engine Builders (cont'd)

Mostek Racing Engines – MRE
408-274-9395
mrejerry@sbcglobal.net

Pete Hawkins Racing
586-803-1703
www.petehawkinsracing.net

R Motorworks
484-788-9139
rmotorworks@aol.com

Ziggy's Motorworks
215-234-8798
www.ziggymotors.com

Parts and Supplies
AAR Racing Gear, LLC
800-699-9493
www.aargear.com

Be Safe Racing LLC
970-454-2147
dhassg@aol.com

Buckwalter Motorsports
610-326-4767
www.buckwaltermotorsports.com

Double D's Motorsports
559-645-4621
www.doubledparts.com

Fast Lane Kart Shop
217-522-8212

Triple M Motorsports
Triplemmotorsports@gmail.com

Freeman Quarter Midget Supply
317-874-8258
www.freemanracing.com

Goin'Racin'Motorsports
888-237-4699
Goin'Racin'Motorsports/Qmparts.com

Innovative Racecars
918-691-2850

Harper Racing
856-467-8003
<http://www.harper racing.com>

Parts and Supplies(cont'd)

Mauro Race Parts
785-379-0656
www.mauroraceparts.com

MTA Motorsports
615-426-7126
www.mtamotorsports.com

Prodorutti Quarter Midget Supply
215-362-0113
www.prodorutti-supply.com

Quarter Midget Tire & Supply
205-908-4931
www.qmtireandsupply.com

Russell Thompson NR Racing
248-767-0421

Santangelo Motorsports
303-913-8080
santangelomtrsp@msn.com

Simple Threads Car Covers
785-554-3810
www.simple-threads.com

SSS Racing Enterprises
888-509-7223

Tanner Racing by MB
636-745-7757
www.tannerracing.com

Track Trends
248-921-0449
www.tracktrends.com

Trimble Motorsports
408-778-4626
www.trimblemotorsports.com

Zero Error Racing
724-346-5898

Shelton Quarter Midgets Parts
661-588-1675



Important for all Members

To All Members

Please contact the National Office
at

Memberservices@quartermidgets.org with your
e-mail address so we may add this to the Data Base

Please include the following:

- Name
- Member number
- Email Address





National Office Management Services
Quarter Midgets of America, Inc
KAECO, Inc
P.O. Box 150150
Tulsa, Ok 74115-0150
Phone (877) QMA-9519
Fax (918) 371-2178

Memberservices@quartermidgets.org

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