



2015 National Meeting Minutes

The Orleans Hotel & Casino, Las Vegas, Nevada
November 9-11, 2015

Day 1 - Monday November 9, 2015

In Attendance

National Board: David Young (President), Micah Troyer (Vice President), Stacey Klitzing (Secretary), Dana Sernal (Treasurer), Jody Autunno (Safety Director), Jerry Mostek (Tech Director), Debbie Zimmerman (Publicity Director).

Regional Directors/Representatives: Geoff Prucker (R1), Stacey Yurgel Perone (R2), Mike Young (RD4), Noah Tipton (RD5), Michael Hughes (RD6), Chris Carlson (RD7), Tad Fiser (RD8), Denise Smutny (RD9), Sean Larsen (RD10), Andy Nichols (RD11), A.J. Imperial (RD12), Mike Culver (RD13).

Region 3 was not represented.

Assistant Regional Directors: Brandon Esgar (R8)

Guests: Karen Autunno Edmiston (National office), Bill Wilson (QMA Accountant), Rick Roberts (President, Washington QMA)

Dave called the meeting to order at 8:15 am.

Opening comments from Dave Young:

- Roll Call was taken for the Regional Directors and National Board.
- Dave welcomed everyone to the meeting.
- Agenda was presented and accepted.
- Introductions of the National Board of Directors, Regional Directors, and guests.
- Dave explained to all in attendance that he was re-instating the position of Head RD and for the purpose of this meeting Tad Fiser would serve as Head RD. If anyone wanted to change this going forward a vote would be taken.
- Dave explained that all RCPs submitted would be brought to the floor. In the past RCPs had been pulled before the meeting but this practice would not be followed. If RCPs need to be pulled it would be decided by the NBOD and RDs collectively.

Mr. Wilson – QMA Accountant

Mr. Wilson distributed the financial statements for the period ended October 31, 2015. Mr. Wilson stated that the organization has broken even over the past four years and in his opinion would do so for 2015. Mr. Wilson then reviewed each line item on the balance sheet explaining what they each represented. He also distributed a forecasted 2016 budget based on past expenditures.

Dave thanked Mr. Wilson for his service and his presentation.

Meeting broke into separate NBOD and RD sessions

Meeting reconvened at 11:45 am

Roll call taken

Dave Young spoke about the fundraising for Victory Junction. Over \$17000 was raised throughout the country. Dave explained that we were \$473.75 short in order to reach \$17,500 which would cover 7 campers. Donations were pledged as follows to meet this amount:

Central Ohio: \$100.

Michael Hughes: \$100

Brandon Esgar: \$100

Geoff Prucker: \$100

Region 5: \$73.75

Dave thanked everyone for their contributions.

Dave then moved into discussion/voting on the RCPs submitted. RCPs would be covered in the order agreed upon by the RDs and NBOD.

RCP 17a

RCP pulled - This RCP was not submitted correctly and was pulled by the appropriate RD.

RCP 1

Proposed Wording

Quarter Midgets: 7.A

Drive must be direct, no clutches allowed.

Chain or belt tensioner will be allowed.

Half Midgets: 7.A

Drive may be either direct or clutched.

Chain or belt tensioner will be allowed.

RCP pulled - There is currently no rule against this; pulled by the appropriate RD.

RCP 10 Article 8, Section 4, 3.A, Article 2, Section 3, 7

Proposed Wording

Add to both rules: Every effort & consideration will be made to rotate the order of the 3 (East, West & Dirt) Grands events each year.

RCP pulled - Grands rotation is already allowed in the current rules; pulled by the appropriate RD.

RCP 2 Article 8, Section 5, 10.F

Proposed Wording

All cars must start the race with their tail cone in place. If a tail cone or other related body part falls off, a yellow flag will be thrown to clear the track. IF the tail cone or other body part lands in an area that doesn't affect the race (ie. Land on the other side of the wall), the flagger/race director may allow the race to continue at their discretion. If a yellow flag is thrown the offending car will receive a charged yellow unless the judges determine that another car is 100% at fault. If a car loses the tail cone on the last lap and the checkered flag

has been thrown, there will be no penalty for the car that lost the tail cone. The car that lost the tail cone is not required to cross scales with the tail cone in place unless they need it for weight.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N/A	N	N	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
N	N	N		N	N	N	N	N	N
YES	0	NO	18						

RCP Not Approved

RCP 11 Article 8, Section 1, 2.J

Proposed Wording

\$80.00 per driver (\$58.00 will go to the drivers' region States event host, \$22.00 to QMA)

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N/A	N	Y	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
N	N	N		N	N	N	N	N	N
YES	1	NO	17						

RCP Not Approved

RCP 12 Article 8, Section 4, 2.E

Proposed Wording

To be eligible to race at the grands, a driver MUST attempt to qualify and race at any states championship event in at least one class that you intend to race at the grands. If you wish to add a class or classes you will be charged 60.00 per additional car. Club hosting states race will retain 40.00 of that additional fee, national will receive 20.00 of the additional charge.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N/A	N	Y	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
N	N	N		N	N	N	N	N	N
YES	1	NO	17						

RCP Not Approved

RCP 17b Article 8, Section 5, 1, 1.A

RCP tabled for Region 9 to re-write

RCP #5 Article 3 Section 5 TRACK CONSTRUCTION (Permanent Track)

1. All new tracks must be constructed per the specifications in Diagram Page 13 3-1. Blue prints must be submitted to your Regional Director and National Safety Director for review and final approval from the NBOD.
2. Tracks existing prior to January 1, 1995 must maintain their existing specifications and have all new alterations approved by the National Board.
3. All tracks must have QMA approved speed-breakers. Dirt tracks may run approved huggy poles in lieu of speed breakers.
4. Construct speed-breakers per Diagrams 3-2 and 3-3, page 14.
5. Minimum of five speed-breakers at each end of the track.
6. Install speed-breakers in turns approximately two inches inside of white/yellow line.

7. Reference lines will be painted on the track to indicate the point for determining a cars position (Judging) when a car is entering and exiting the corners. The lines (4) should be placed 12' - 15' from the apex of the corner, approximately 5' long (crossing the cars path), and 3"-6" wide.

8. Each track shall permanently post the phone numbers and addresses to the nearest EMS service, Fire, and Police near the track so they will be displayed even if the buildings are not open. A map to the nearest medical facility should also be posted. Each club should give directions to the track to the nearest Fire Department and EMS.

9. All new tracks must have an approved soft wall design that absorbs and dissipates energy when struck by a car.

10. 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 walls are needed at host clubs track.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	N/A	Y	Y	Y	Y	Y	Y	Y
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
Y	Y	Y		Y	Y	Y	Y	Y	Y
YES	18	NO	0						

RCP Approved

Note – this will be reflected in the QMA Procedure Manual Chapter 17

RCP 17b Article 8, Section 5, 1, 1.A

Proposed Wording

- 1) Local events only may be run with no judges and the following procedures must be used:
 - 1a) Option to be voted on and approved by a simple majority vote of members present at the event.
 - 1b – 2d no change.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	N/A	Y	Y	Y	Y	Y	Y	Y
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
Y	Y	Y		Y	Y	Y	Y	Y	Y
YES	18	NO	0						

RCP Approved

Lunch break at 12:30 pm

Meeting reconvened 1:15 pm

Roll call taken

Board Presentations

Dave Young - President

Dave began with speaking about the changing times and how it has affected our organization. He stated that big tracks are lowering their age limits because they are also suffering and this adversely affects us. The economy is still also a factor along with the fact that families are involved with multiple activities and do not concentrate solely on racing. The clubs need to work to tap the potential for new members focusing on younger drivers since our drivers tend to leave the sport by the time they are 13 rather than 17 as it was in the past. QMA needs to work to create national name recognition along with corporate sponsorship to help the

local clubs grow. Dave expressed a need to expand the Grands to make them more appealing to our members and increase car counts. He stated that communication between all levels of the organization, while improving, is still lacking. Monthly conference calls have been and will continue to be held with the Regional Directors. Dave reminded the RDs to make sure they go back to their members and pass along all pertinent information. He also asked for input from the clubs for the monthly newsletter about their upcoming events. This goes out to all members. Dave stated that everyone in the organization needs to work together and share ideas to grow the organization. The more we can get our members involved the better off we will be.

Micah Troyer – Vice President

Micah gave a power point presentation which covered the following:

- A main tire procedure at the Eastern and Western Grands proved to be very successful. The majority of the participants were very happy with this and the racing proved to be very competitive.
- Micah visited the Dunlop warehouse and reported that the contract had been signed and that supply of these tires should not be an issue for the upcoming season.
- Dunlop has a bar code program that QMA may want to look into using
- There was some testing done with the Dunlop tire at two dirt tracks: Terre Haute (Hvy WF) and Keystone (Hvy 160). Tires proved to be faster than the Hoosier tire but slightly slower than the Firestone.
- This testing information will be given out upon request.

Stacey Klitzing – Secretary

Stacey stated that she would not be making a presentation.

Jody Autunno – Safety

Jody gave a Power Point presentation which covered the following:

- Head/side supports – there are many variations from factory produced to support to homemade version. Jody asked for some assistance from the RDs to write a rule for the 2016 rulebook.
- SFI – QMA has been a member of SFI since 2003, current cost is approximately \$1000 per year. Jody believes it is important to continue this membership because of the benefits SFI provides.
- SFI ruling on seat belt replacement continues to be set at 2 years due to testing which shows the Structural integrity of the webbing depreciates in the first 6 months of use.
- Gas cap – Jody stated that he is aware that there is an RCP to overturn the rule eliminating the ¼ turn cap. He is open to suggestions on this but would still like to eliminate it.

Jerry Mostek – Tech

Jerry began with the Honda Head: there are issues with the heads for the 120 motor and this would be covered during the presentation from Honda Performance Development.

Specifics for the 120 head are as follows:

New Head TKI 9

Minimum Height 2.900"

This head will be bought at HPD It will be Laser etched with the HPD Racing logo .

This is the only TKI head that is allowed in the Honda 120 (Jr. & Sr. Novice , Jr. , Sr. & Hvy Honda) AND The only Head that can be cut to 2.900"min.

Measurement (For TKI 9 Head) Thickness of head. This will be measured from the valve cover surface to head gasket surface at the side at a position in line with upper intake & exhaust flange bolt.

Minimum 2.900" and Maximum 2.917"

Jerry moved on to tire testing and stated that in order to do tire testing a specific bag must be used. These bags are available at the national office for \$1.00 each. The cost to test two tires is \$600. Jerry said they are looking into other contractors to try to reduce the cost. Fuel testing vials are also available at the national office.

Jerry stated that there has been a request from numerous members/clubs to bring in a Heavy Animal class. Discussion ensued and the following was proposed:

Heavy Animal class to be added with 100 pound driver weight, 325 pound combined weight.

In order to participate driver must have run one year in a competitive class.

Senior Animal combined weight will be reduced to 275 pounds.

Senior Stock would be eliminated as a competitive class at Grand National Events.

Vote was taken: Passed

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
Animal	Heavy	9-17	100	325	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	275	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

*Senior Stock - will no longer be run at the Grand National and States race events, can still be run at the local level.

Jerry then stated that he would like to approve the modification of the World Formula engine to run with the AA class to help keep the class alive. The cost to modify an existing WF motor is approximately \$500 and the cost of a new modified WF should be between \$2200 and \$2400.

The specifications/parts for this are:

- 1.) Briggs Blue PLV coil—12,000 rpm—Part # 555681
- 2.) ARC 1lb. 9oz. aluminum billet Flywheel (29 degree timing)—Part # 6600-A
- 3.) Dyno cams billet camshaft—Part # Animal P-Open TSB
- 4.) Dyno cams HD AN dual valve springs & Aluminum retainers – Part # DCSSH-HD-AN

- 5.) Dyno cams billet crank gear – Part # DC- 1346
- 6.) Briggs Animal intake valve Part # 555551
- 7.) Briggs Animal Exhaust valve Part # 555552
- 8.) Burris # BSA-303-40 /Cosmetic MLS SS # H3590040S head gasket (.040thick)

Engine is Methanol burning and below is the jetting that has been used for current studies and is using the Briggs Fuel pump

Main jet= .060 inch

Pilot Jet= .030 inch

Jerry proposed that the combined weight remain at 325 pounds. There were some suggestions to raise it to 340 pounds. A poll was taken, weight will remain at 325 pounds. Driver to run 1 year in a competitive class rule applies.

Vote was taken: Passed

Jerry proposed changing the following: Half Change wheelbase from 50” min to 48” min and Wheel Tread from 32” min to 28” min

Vote was taken: Passed

Break at 3:30 pm

Meeting reconvened 3:50 pm

Roll call taken

A video from Victory Junction was viewed by all. Dave stated that Victory Junction is a great foundation and a great partnership for QMA. All agreed QMA should continue with fundraising efforts in 2016.

Meeting returned to RCP voting.

RCP 6 Article 2, Section 6, 10

Proposed Wording

All QMA members must show picture ID’s or proof of membership application (QMA sealed gold or online copy), and must sign the QMA Release & Waiver Form at each QMA Event. (Driver’s and handlers). For example/definition: Gold or online copy of the membership application is only valid for 15 days from the date of club officer signature and seal. After the 30 day period, the handler(s) and driver(s) must present their QMA badge(s) and driver card(s) with proper year sticker affixed.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	N/A	N	Y	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
Y	N	N		N	N	N	N	N	N
YES	4	NO	14						

RCP Not Approved

RCP 9 Article 2 Section 7 QMA MEMBERSHIPS

1. Regular family membership dues are \$100.00 (US funds) annually. Renewals are due October 31 of each year and become delinquent after December 31. Only club checks are acceptable.

(Definition: *Dues are paid and membership is valid when dues, application, and all appropriate documents are received and approved by local club officer.*)

*****Please note: clubs are still required to process applications and send to the national office within 15 days of receipt as per Article 2, Section 7, 3.A.***

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N/A	Y	Y	Y	Y	Y	Y	Y
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
Y	Y	Y		N	Y	Y	Y	N	Y
YES	15	NO	3						

RCP Approved

RCP 4 Article 8, Section 2.C

Proposed Wording

In addition to current scoring procedures, Clubs may use electronic scoring. Moscore is the official program for QMA and will be used at all national events. Location of transponder will be, from the front bumper to the center of the transponder pin, no less than 41 inches, either left or right side, no greater than 6 inches from bottom of frame rail to top of transponder within the nerf bar. (If not in proper location, after qualifying or racing, it is a DQ offense at scales).

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N/A	N	Y	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
N	Y	Y		N	N	N	N	N	N
YES	3	NO	15						

RCP Not Approved

RCP 13 Tabled until Tuesday morning

RCP 14 Article 8, Section 5, 10.E

Proposed Wording

A car that stops during yellow flag conditions and is not part of the incident that caused the yellow flag will retain its line up position as of the last recorded green flag lap.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N/A	N	Y	N	N	N	Y	N
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
Y	Y	N		N	N	N	N	N	N
YES	4	NO	14						

RCP Not Approved

RCP 15 Article 8, Section 5, 7.E

Proposed Wording

All races all classes with the exception of Jr. and Sr. Novice when a car goes DOT the first time during a race it is sent to the back of the pack. The second time this car goes DOT it is black flagged (disqualified from the race). Jr. and Sr. Novice get 3 DOT's.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N/A	N	N	N	N	Y	N	N
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
Y	N	N		N	N	N	N	N	N
YES	2	NO	16						

RCP Not Approved

RCP 7

Proposed Wording

QMA not to renew subscription with SFI

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N/A	N	Y	N	N	N	N	N
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
N	Y	Y		N	N	N	N	N	N
YES	3	NO	15						

RCP Not Approved

RCP #3 Article 4 Section 2 18.D CAR CONSTRUCTION

Proposed Wording

18.D Any aluminum fuel tank may be used. Minimum wall thickness of .050". *If your fuel cap comes off on the racing surface for any reason it is an automatic DQ.*

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	Y	N/A	Y	Y	Y	Y	Y	Y	Y
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
Y	Y	Y		N	N	N	N	N	Y
YES	12	NO	6						

RCP Approved

RCP 8 and 16 were discussed.

Motion to adjourn and seconded.

Meeting adjourned at 6:00 pm.



2015 National Meeting Minutes

The Orleans Hotel & Casino, Las Vegas, Nevada
November 9-11, 2015

Day 2 - Tuesday November 10, 2015

In Attendance

National Board: David Young (President), Micah Troyer (Vice President), Stacey Klitzing (Secretary), Dana Spernal (Treasurer), Jody Autunno (Safety Director), Jerry Mostek (Tech Director), Debbie Zimmerman (Publicity Director).

Regional Directors/Representatives: Geoff Prucker (R1), Stacey Yurgel Perone (R2), Mike Young (RD4), Noah Tipton (RD5), Michael Hughes (RD6), Chris Carlson (RD7), Tad Fiser (RD8), Denise Smutny (RD9), Sean Larsen (RD10), Andy Nichols (RD11), A.J. Imperial (RD12), Mike Culver (RD13).

Region 3 was not represented.

Guests: Karen Autunno Edmiston (National office), Rick Roberts (President, Washington QMA), Jim Russell Jr. (Dunlop Tire), Brian Turner (Region 5)

Meeting called to order at 8:10 am

Roll call taken

Reviewed day 1 meeting minutes and accepted

Jim Russel Jr. - Dunlop Tires

Jim Russell made a presentation which included the following:

- Product availability
- Time compound
- Tire doping
- Tire testing
- Bar coding and the program that Dunlop has to help track the tires. Will help QMA as an organization and each club set up with this program if it is something we would like to do.

Several questions were posed to Jim including:

- What does the bar code tell us?
The Bar Code is just a tracker.
- Is there a specific bar code program they have for us to run?
They do have a program that they have been using for carting that would work for us.
- Is there a test strip or swab that could be used to test for tire doping?
Yes but there would be so many different strips because there could be so many different types of chemicals used.

- Is there a lab that you recommend for tire testing?
Yes he does have a few labs that they go with.

Dave thanked Jim for taking the time to attend the meeting and speak.
The meeting returned to RCP voting.

RCP 13 Article 8, Section 5, 2.C

Proposed Wording

At all QMA race events, there shall be 5 judges per race who will witness the race and be responsible for making all decisions on driving infractions. Per Article 3, Sec. 1 (2. B) of this rule book, the Regional Director has the discretion to allow for a lesser number of judges for region or club events. At all Grands National events there will be five (5) judges. Per Article 8, Sec. 2(D) of this rule book, the selected Head Judge will appoint the Lead Judge and regular judges for each race. These appointees will be chosen from a list of members that was composed from a revised pre-registration form that will give members a place so they can choose three (3) races they would prefer to judge, on a first registered, first choice. Those who do not pick may be assigned to any race, other than their own. The Head Judge will follow Article 8, Section 5 (4.A to 4.H) of this rule book, as close as possible.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N/A	N	Y	N	Y	N	N	N
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
N	N	N		N	N	N	N	N	N
YES	2	NO	16						

RCP Not Approved

Break at 10:05 am

Meeting reconvened 10:20 am

Roll call taken

RCP 16 was re-visited and tabled until we have more clarification on the format. Tad will expand proposed wording and present on Wednesday.

RCP 8 Article 5 Section 1 CLASSES

1.G All classes, with the exception of Junior Novice, will have a maximum of 10 cars per race, with 11 permitted in the lowest main, but never 12.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
N	N	N/A	N	N	Y	Y	Y	N	N
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
N	Y	Y	Y	Y	N	Y	Y	N	Y
YES	10	NO	9						

RCP Approved

Dave stated he would like to begin addressing the list of “talking points” that was distributed to the NBOD and Regional Directors in advance of the meeting.

Should the host club continue to be responsible to supply fuel at the Grands?

Dave stated that it is a huge expense and liability for the host clubs to supply fuel. It is also always a problem at each event getting volunteers to man this and delays the event. Dave suggested having the host club designate a fuel station to be used for the official track fuel. Participants would purchase their own fuel. Fuel will be tested against a sample obtained by the host club each day. This will be a pass/fail at the scales.

Vote was taken – yes by all **Passed**

Debbie Zimmerman - Publicity

Debbie gave a Power Point presentation which covered the following:

Promotion ideas

- Car shows
- Create a relationship with local media
- Show and tell at kids school
- Facebook, Quarter Midgets of America
- Fundraising Options Calendar, club fundraisers i.e. cookie dough, sponsors,

Karen spoke about Victory Junction

Dave returned to items from the talking point list.

Should we open up the opportunity for nonmembers to come a run a race/event on a day pass or a weekend pass?

Discussion ensued on the wording, rules, procedure. Michael Hughes and Stacey Yurgel Perone altered the current wording in the rulebook to be presented for review.

Lunch break at 12:35 pm

Meeting reconvened 1:34 pm

Roll call taken

Discussion returned to the event pass. The proposed wording was displayed for review.

ARTICLE 2 Section 7 to be amended as follows:

1. Annual regular family membership dues are \$100(US funds) annually. Renewals are due October 31 of each year and become delinquent after December 31. Only club checks are acceptable.
 - 1A. Event regular family membership dues are \$40(US funds) per event. Only club checks are acceptable. This membership is not applicable for Sates Race or Grand National events.
 - 1B. An annual regular and event family membership is defined as husband, wife or couple cohabitating (clubs to use driver’s license as verification) and all drivers/non drivers under the age of 21 of that immediate family that live in the same household. Upon their 21st birthday they must join QMA as a Regular or Alternate member.
 - 1C. Annual alternate handlers are not included in a family membership. Membership fee is \$50(US funds) annually. Only club checks are acceptable.

1D. Event alternate handlers are not included in a family membership. Membership fee is \$20(US funds) per event. Only club checks are acceptable. This membership is not applicable for Sates Race or Grand National events

1E. Annual and event alternate handler is defined as a single individual 18 years or older. No voting rights as an alternate handler.

1F. Local clubs have the option to decline event memberships.

3B. add....no 1"x1" pictures required for event memberships: ID badges will not be issued for event memberships.

3F. Members must join a club within the Region of which they reside based on their home address (driver's license must match application if needed). Exceptions: a) if you live within one hundred miles of another club/region, you can join that club, b) if the closest club in your region is farther away from another club in another region, you may join that club/region, c) if you are applying as an event member you will be a member of the club hosting that event for the duration of that event. These are the only exceptions.

Money collected should be sent to the National office along with a copy of the membership application. The club hosting the event will retain other copies of the application as well as birth certificates. A copy is NOT to be given to the applicant. No pictures are required: ID badges will not be issued.

Clubs do not have to honor this type of membership.

Vote was taken, 16 Y 2N Passed

Should we create regional club for the regions that do not have clubs (region 3 and 6)

Currently these regions do not have any clubs or members. Tad expressed that he would like to maintain the regions and RDs and create a regional club for each.

Vote was taken, 17 Y 1 absent Passed

Do we need a drop dead date for tire change, should tires switch on a specific date?

This was discussed by all and agreed that if the tire changes from Dunlop in 2017 all clubs would have to switch to the new tire manufacturer by 9/1/17 or date specified in the contract.

Should we have a spec left rear tire?

Discussion ensued, this item will not be decided on at this time.

Break at 3:26 pm

Meeting reconvened 3:49 pm

Roll call taken

Should the NBOD be allowed to submit RCP's?

Dave and Tad explained that in the past the NBOD were allowed to submit their own RCPs. Tad would like to re-instate this and allow the NBOD to be able to submit up to three RCPs. These RCPs would be voted on by the membership and then presented at the National meeting.

Vote was taken, all in favor Passed

Should Moscore continue to be the official electronic scoring system for QMA and remain in the rulebook?

The Rulebook verbiage will remain the same. Other scoring systems will be investigated to weigh the pros and cons of each.

Speed Sport Magazine

Dave thanked Speed Sport for their continued participation with QMA. Dave reminded everyone that subscriptions are available for \$29.95 and if the member includes their club and region on the form Speed Sport will donate \$5 per subscription back to the region. Subscription forms were included in the membership packets that were sent out to the clubs. Please remind your clubs to distribute these to their members. Subscriber does not have to be a member to have the donation come back to your region. Also please ask your members to turn articles in to Nationals Office and they may make it into the Magazine or on the website.

Presentation of the Vega tire money and hardship fee checks was made to each of the Regions:

Region 1	Geoff Prucker	\$2998.36
Region 2	Stacey Yurgel Perone	\$6096.72
Region 4	Mike Young	\$1711.68
Region 5	Noah Tipton	\$6158.40
Region 7	Chris Carlson	\$3485.04
Region 8	Tad Fiser	\$4821.72
Region 9	Denise Smutny	\$7070.08
Region 10	Sean Larsen	\$5046.72
Region 11	Andy Nichols	\$1114.68
Region 12	A.J Imperial	\$1336.68
Region 13	Mike Culver	\$2311.68

2017 Grands National Events

Dave reviewed the Grands proposals submitted. No vote was necessary for the East and the West. A vote was taken for the dirt. The Grands were awarded as follows.

Western Grands	Washington QMA	Approved
Dirt Grands	Taylor Ville 1	
	St. Croix 17	Approved
Eastern Grands	Central Ohio	Approved

Motion to adjourn and seconded.

Meeting Adjourned at 5:24pm



2015 National Meeting Minutes

The Orleans Hotel & Casino, Las Vegas, Nevada
November 9-11, 2015

Day 3 - Tuesday November 11, 2015

In Attendance

National Board: David Young (President), Micah Troyer (Vice President), Stacey Klitzing (Secretary), Dana Spernal (Treasurer), Jody Autunno (Safety Director), Jerry Mostek (Tech Director), Debbie Zimmerman (Publicity Director).

Regional Directors/Representatives: Geoff Prucker (R1), Stacey Yurgel Perone (R2), Mike Young (RD4), Noah Tipton (RD5), Michael Hughes (RD6), Chris Carlson (RD7), Tad Fiser (RD8), Denise Smutny (RD9), Sean Larsen (RD10), Andy Nichols (RD11), A.J. Imperial (RD12), Mike Culver (RD13).

Region 3 was not represented.

Assistant Regional Directors: Brandon Esgar (R8)

Guests: Karen Autunno Edmiston (National office), Rick Roberts (President, Washington QMA), Brian Turner (Region 5), Julian Macias, Troy McCall, Jeff Barrow, Mike Rickey (Honda Performance Development & Honda America)

Meeting called to order at 8:02 am

Roll call taken

Reviewed day 2 meeting minutes and accepted

Julian Macias - Honda HPD

Julian made a Power Point Presentation. Julian spoke about the 120 heads. Julian stated that the supply of #13 heads has been depleted and will no longer be manufactured. The replacement head will be manufactured in Thailand and has proved to be comparable in performance to the #13 head. The new head will also be much less expensive. At the present time there is a limited supply of these heads but Julian was hopeful that they would have 200 heads available by mid December and that the number of heads any one engine builder could purchase would be limited until the supply increased.

The Honda bucks program will be in place for the 2016 season and the representatives from Honda encouraged everyone to participate. Honda Bucks can be used on all Honda products.

Julian, Troy, Jeff, and Mike all pledged their continued support of QMA and thanked everyone for their time.

Dave thanked both Honda divisions for their support and their long standing sponsorship. Dave is looking forward to continuing this relationship for many years to come.

RCP 16 Grands Format

Proposed Wording

Practice: 2 sessions

Qualifying: traditional (one car at a time, 8 laps, 5 warm up, 3 on the clock)

Heats: Lineups for heats will be determined by qualifying time(full field – cars with qualifying time, DQ, NT and NS to the back) inverted across the heats.

Number of heats will be determined by number of cars evenly divided

For example: 23 cars – 3 heats(8,8,7), 19 cars – 2 heats(10,9)

Points will be awarded for both qualifying and heats as follows(low point total is desired):

Qualifying – fast time = 1 point, 2nd fastest = 2 points...8th fastest = 8 points

Tiebreaker – 2nd fastest time

Heats – 1st place = 1 point, 2nd place = 2 points...8th place = 8 points

Mains: lineups will be determined using qualifying results and heat results, using a “low point” total concept.

Tiebreaker – qualifying time

A Main – top 6 cars, B Main – next 6 cars....

inverted - lowest #points starts in the back

Four cars will transfer from each main.

Heats and feature starts will be roll and go.

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10
Y	Y	N/A	Y	Y	Y	Y	Y	Y	Y
RD11	RD12	RD13	PRES	VP	SECR	TREAS	PUBL	SAFETY	TECH
Y	Y	Y		Y	Y	Y	Y	Y	Y
YES	18	NO	0						

RCP Approved

Break at 10:00am

Meeting reconvened at 10:20 am

Roll call taken

Move to Executive Session at 10:23am

Out of executive session at 11:48am

Dana Spernal - Treasurer

Dana stated that she would not be making a presentation.

Break for Lunch at 12:30pm

Meeting reconvened at 1:15pm

Roll call taken

Dave returned to items from the talking point list.

Should we consider a restricted 160 class for juniors at local events?

Discussion ensued and it was decided that this would be done on a trial basis using the blue restrictor plate at the club level only. Anyone interested in participating in this **must** contact the NBOD. This is not a guarantee of adding this class.

*Combined weight: 270 lbs., Driver age: 6-8, Driver **must** be 1 year out of novice before participating in this class.

Vote was taken Passed

Should participants be required to run new tires for qualifying at the Grands?

Proposal was made to require participants to purchase a set of tires that must be used for qualifying, heat race, and A main. Discussion/questions were presented as to the handling/storage of these tires. The NBOD will work with the RDs to establish a procedure for this and publish it to the members.

Vote was taken, 16Y 2N - Passed

Dave thanked everyone for taking the time out of their busy lives to attend this meeting. Dave felt it was a very productive meeting, with a lot of good decisions made that will have a positive impact on the organization.

Motion to adjourn and seconded.

Meeting adjourned at 2:15pm

Respectfully Submitted,

Stacey Yurgel Perone

Region 2 Assistant Regional Director