RULE CHANGE PROPOSAL

QMA Serial # 9

Date:9/12/2006

Tri-Valley QMRA

Submitted By Paul Titchener

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Procedure Outline

1. RCP is voted on by club membership.
2. Upon majority approval it is forwarded to Club President for signature.
3. Club President Forwards to Regional Director.
4. Regional Director forwards to the National Secretary.
5. By Signature of Club President and Review by Regional Director, they are confirming that they have reviewed and followed the Rule Change Proposal Procedures as published by QMA
6. Time schedule for process as published in the QMA annual calendar
7. All RCP's must be typed to be valid all hand written RCP's will be disallowed.

Rule New Article 3 Section 5 Page 12

Present Wording:

N/A (NOTE - please replace the similar RCP I submitted on 8/29/2006 with this revised version. The revisions were based on feedback I received from the original RCP).

Proposed Wording

All QMA tracks must modify their track walls to an approved soft wall design that absorbs and dissipates energy when struck by a car. This modification must be completed by Jan 1, 2009.

The soft wall specification will be developed and supplied by a committee appointed by the QMA President and will be made available by June 1, 2007. The specification will include all of the currently in use soft wall designs that have been shown to be effective in use and thus tracks who have already implemented an effective soft wall will not be required to change them.

Reason for Change

Many existing QMA tracks have side walls and/or end walls that offer little or zero energy absorption when struck by a car. At the recent Topeka Western Grands steel guard rail side walls were present, and there were at least 6 drivers taken from the track on stretchers with suspected concussions from contact with these walls and several of these were confirmed to be serious concussions that required a hospital stay.

In contrast many handlers have observed very similar crashes to the ones that occurred at Topeka but in a facility that had implemented "soft" energy absorbing walls. These crashes resulted in no injury to the driver and much less damage to the race cars.

We are putting both our drivers and our sport in serious jeopardy by not requiring that all of our facilities transition to a soft wall system. Although this will put some economic burden on our clubs, it likely will be recovered pretty quickly in the highly reduced car repair costs that occur with soft walls.

(Optional)

I give my permission for our Regional Director, his assistant or/and person designated by him to alter or change this rule change proposal to best suit the needs of Q.M.A. Yes (•) No ( )

Proposed Implementation Date

4/1/2007

Signature of Club President

Signature of Regional Director

Printed Name of Club President Eric Garcia

RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	RD9	RD10	RD11	RD12	RD13
Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N

President	Vice Pres.	Treasurer	Secretary	Tech	Safety	Publicity
Y N	Y N	Y N	Y N	Y N	Y N	Y N