

**RCP Number:** 2007-1  
Silver City QMC, Region 1  
Submitted By Mark Stanton

**Present Wording:** none

**Proposed Wording:** [Option 1] Any car going D.O.T. under caution more than once ON THE SAME CAUTION FLAG while a vehicle being serviced in the hot chute, will be black flagged from the race.

[Option 2] Any car going D.O.T. under caution would get 1 free, after that D.O.T.s under THAT SAME CAUTION would count towards the total of 3.

**Reason:** Drivers on the track are going D.O.T. on purpose to give fellow handlers time to repair race cars in the pit area. If a racecar goes D.O.T. more than once, it is unlikely to finish that race without being serviced anyhow. These occurrences are rare, however I have see this happen at a Grands, and at local level racing, it only serves to prolong the program, and any warnings the race director or flag man issue to the driver have to rule to back it up, and at present a driver could stall a race indefinitely if he / she chooses.

**Implementation Date:** 4/1/2007

**Permission for RD To Change:** Yes

**RCP Number:** 2007-2

Custom Quarter Midget Club, Region 1

Submitted By

**Rule:** 2007 Short Sheet, RCPs From the Floor Section: Axles Page:2

**Present Wording:** All rear axles will be made out of aluminum or steel only (For the purposes of QMA specifications, the definition of aluminum does not include titanium). Effective 1/1/08.

**Proposed Wording:** All rear axles will be made out of aluminum, titanium or steel only.

**Reason:** The 2007 Short Sheet RCP from the floor that restricts the use of titanium axles in QMA was put in as a reaction to the proposed carbon fiber axle proposal being denied. There is significant and unnecessary cost to the membership if this rule remains in place. An aluminum axle is available that weighs the same (~2.5lbs) as a titanium axle and therefore eliminates the performance weight advantage of the titanium axle. This is possible as titanium actually weights ~60% more than aluminum. However, titanium is over 200% stronger than aluminum. Eliminating titanium axles will not make quarter midgets less expensive, it makes our cars less safe and durable. Please See Appendix A for further support of this RCP.

**Implementation Date:** Immediately

**Permission for RD To Change:** Yes

## Appendix A:

1. Titanium axles are a proven solution for quarter midgets and there is no significant reason to make them illegal, costing the present membership hundreds of thousands of dollars.
  - Over 1000 titanium axles have been purchased by QMA members (Z-E).
  - Over \$500,000 cost to QMA present members if titanium axles remain illegal
2. Titanium axles are stronger, more reliable and last longer than aluminum axles
  - Titanium is over 200% stronger than aluminum
  - Titanium axles do not gall where aluminum driver hubs or bearings ride
  - Titanium axles are less likely to bend than aluminum axles
3. Titanium axles cost should not be compared to aluminum axles using a per unit cost
  - If a family competes in several years of competition in QMA, they can expect to purchase several aluminum axles, but would likely be able to run the same number of years with one titanium axle (I personally purchased several aluminum axles in my first 3 years in QMA, but still have the first titanium axle I purchased in 2004)
4. Titanium axles do not have a performance weight advantage over aluminum as there is a gun drilled aluminum axle available that weights approximately the same (~2.5 lbs) \*(Z-E) as a titanium axle
  - Given the properties of aluminum and titanium, it is possible for the legal gun-drilled aluminum axle to be as safe, durable, and reliable as a titanium axle with the same weight
5. Titanium axle elimination will not reduce the cost of QMA and will not result in increased membership, it will only increase costs to present members as stated in item 1 above.
  - Rule changes such as this without proper justification will likely deter membership rather than increase it
  - The sport of quarter midget racing has a cost structure unlike stick and ball sports and this is understood by most members when they join. It is impossible to field a racecar for the cost of a baseball bat regardless of the rear axle material.

\* Source Z-E = Zero Error Racing, Inc. a leading quarter midget parts manufacturer

**RCP Number:** 2007-3  
Blackbird QMRC, Region 2  
Submitted By Ken Traino

**Rule:** Article 4 Section 4.5 Page 22

**Present Wording:** Tire Treatment – it is prohibited to apply tire treatment to chemicals on the grounds of the race facility except for cleaning with water. Application will be an automatic DQ from the event for the 1<sup>st</sup> offense.

**Proposed Wording:** Add the following words “soap and” to the first sentence.

Tire Treatment – It is prohibited to apply tire treatment to chemicals on the grounds of the race facility except for cleaning with soap and water.

**Reason:** To keep dirt tires usable longer, it take more than water to break down and wash any off the tires. This is not to allow prepping or conditioning to be done, just a simple detergent be allowed for cleaning tires.

**Implementation Date:** 4/1/2007

**Permission For RD To Change:** No

**RCP Number:** 2007-4  
Blackbird QMRC, Region 2  
Submitted By Ken Traino

**Rule:** Article 8 Section 2.F Page 30

**Present Wording:** Fuel and gasoline will be furnished. When a car requires fuel, the tank must be emptied and the fuel line disconnected from the carburetor. After fuel, tank will be sealed. This seal will not be tampered with or broken. When more fuel is needed, Officials will break the seal, fill the tank and reseal. Drivers can not be in car during fueling.

**Proposed Wording:** Add the following words “or the fuel tank” to the second sentence.

When a car requires fuel, the tank must be emptied and the fuel line disconnected from the carburetor or the fuel tank.

All other wording to remain the same.

**Reason:** This practice of removing the fuel line from the fuel tank is already being done. This change would make removing the fuel line from the fuel tank legal.

**Implementation Date:** 4/1/2007

**Permission For RD To Change:** No.

**RCP Number:** 2007-5  
Oaklane QMRC, Region 2  
Submitted By Tony Lofton

**Rule:** DOT Article 8 Section 4.N Page 35

**Present Wording:** If a car goes dead on the track or in the infield under green, a yellow flag will be thrown, car will be charged with DOT and started at the back – unless a Judges call is made.

**Proposed Wording:** ADD 4.N (1)

If a car goes dead on the track under YELLOW, a warning will be issued by the flagger with a rolled black flag. If the same car goes dead on the track under yellow a second time in the same race, the car will be sent to the back and charged with a DOT. If the same car continues to go dead on the track it will be sent to the back and charged with additional DOT's unless it enters the pits after the warning voiding the flaggers warning.

*HANDWRITTEN NOTE: AMEND TO PER CAUTION NOT PER RACE*

**Reason:** To eliminate the delays caused by drivers shutting off their cars in order to assist drivers in the pits under repair. Cars that have problems starting & running should come into the pits after getting the rolled black flag to avoid being charged the DOT if the car will not start or stay running. This will address the cars who continually kill their cars to delay restarts and not the car who truly has a mechanical issue with the ability to enter the pits and not have a warning against them.

**Implementation Date:** 4/1/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-6  
Oaklane QMRC, Region 2  
Submitted By Nick Melair

**Rule:** 1? Article 4 Section 2 Page 14

**Present Wording:** From the 2007 National Short Sheet:

All rear axles will be made of aluminum or steel only (For the purposes of QMA Specifications, the definitions of aluminum does not include titanium). Effective 1/1/08

**Proposed Wording:** All rear axles will be made of aluminum, steel, or titanium.

**Reason:** The ban on titanium axles at last years National meeting was done so without notice that would have allowed RDs to get membership input before casting their votes. Previous to this ban Titanium axles were not illegal and there are literally hundreds of thousands of dollars of these axles in current use. While these axles are more expensive than other materials they can be considered a lifetime purchase and will outlast the cars they are being used on. They will last an entire quarter midget career... how many items can even come close to that. Cost cutting measures need to be fully thought out not rushed to vote before facts can be discussed.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-7

Hagerstown QMRC, Region 2

Submitted By Kevin Brock

**Rule:**

**Present Wording:** Spec Tire Ruling

**Proposed Wording:** If Spec Tire Ruling is pass to conclude (this ruling is for asphalt tracks only and not include dirt tracks.)

**Reason:** 1) Dirt tracks are of a very different racing surface as of asphalt or concrete tracks and clay tracks can change from wet to dry and from soft to hard compounds at though the changes. The acceptance of one or two different compound tires along with one brand will cause more damage to dirt track racing than to of asphalt. The acceptance of the Spec Tire for dirt can cause more accidents and can be very dangerous to the safety of our kids.

**Implementation Date:** 4/1/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-8  
Doylestown QMRC, Region 2  
Submitted By Mark Tobey

**Rule:** Article 5 Section 2.C Page 24

**Present Wording:** QMA Order - Novice Junior – Novice Senior – Honda Junior – Honda Senior – Honda Heavy – Super Stock Junior – Super Stock Senior – Modified Light – Modified Heavy – Honda 160 Light – Honda 160 Heavy – B Light – B Heavy – AA Light – AA Heavy – Half – World Formula

**Proposed Wording:** QMA Order - Novice Junior – Novice Senior – Honda Junior – Honda Senior – Honda Heavy – Super Stock Junior – Super Stock Senior – Modified Light – Modified Heavy – Honda 160 Light – Honda 160 Heavy – B Light – B Heavy – World Formula - AA Light – AA Heavy – Half

**Reason:** Run all gasoline classes first, then run the classes that use alcohol last. Run the WF after the B's and before the A's.

**Implementation Date:** 4/1/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-9  
Doylestown QMRC, Region 2  
Submitted By Mark Tobey

**Rule:** Article Section 3 Page 7

**Present Wording:** Sec. 3 Annual meeting: The national meeting will be held the first Wednesday through Saturday of February of each year. The Tech seminar will be held on Saturday.

**Proposed Wording:** Sec. 3 Annual Meeting: The National Meeting will be held between the dates of October 15<sup>th</sup> – December 15<sup>th</sup> of each year. The Tech seminar will be held on Saturday.

**Reason:** To allow ample time for the members to adapt to the new rule prior to the racing season.

**Implementation Date:** 10/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-10  
Doylestown QMRC, Region 2  
Submitted By Becky Hornberger

**Rule:**

**Present Wording:** none

**Proposed Wording:** For all States and Grands events, it is mandatory that an orange cone must be dropped at the same time the green flag is thrown at the “out late” line.

**Reason:** This will eliminate the question of a driver making or not making the “out late” line.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-11  
Doylestown QMRC, Region 2  
Submitted By Becky Hornberger

**Rule:**

**Present Wording:** none

**Proposed Wording:** For all Grands events, judges must show their QMA ID badge to the Head judge, at the time of actually judging the class to verify Region.

**Reason:** This will help minimize having too many members from the same region on the judges stand for one class.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-12  
Syracuse QMA, Region 2  
Submitted By Jim Bernys

**Rule:**

**Present Wording:** none

**Proposed Wording:** Do not implement the spec tire rule.

**Reason:** This does not meet the needs of all QMA members.

**Implementation Date:** 4/1/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-13  
North Georgia QMA, Region 3  
Submitted By Wade Williams

**Rule:**

**Present Wording:** 2007 Short Sheet. Axles.

**Proposed Wording:** Titanium suspension components (including axles) shall be allowed in any non-Honda engine class. No titanium parts are allowed in the Honda classes. Effective 4/1/08.

**Reason:** The great number of titanium components currently in use will be totally obsolete with the current rule. Changing this rule will allow racers and manufacturers to not be left with good but now illegal parts. Allowing these parts to be used in classes where budget is less of a concern will be more beneficial to all racers.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-14  
North Georgia QMA, Region 3  
Submitted By Wade Williams

**Rule:**

**Present Wording:** Page 12 of the Scoring Procedure Manual, paragraph number 3:

3. Called Cars: A car charged with the incident will be placed to the tail of the line-up. If no call and 2 or more cards go DOT, they go to the rear in the order in which they were running in the last completed lap.

4. Work area cars: While you are getting your new line-up, cars that went to the work area, (if work rule is in effect), will be placed in the line-up at the back in the order that they

**Proposed Wording:** 3. Called Cars: A car charged with the incident will restart the race at the tail of the line up. If no call and 2 or more cars go DOT, they go to the rear in the order in which they were running in the last completed lap.

4. Work area cars: While you are getting your new line-up, cars that went to the work area, (if work rule is in effect), will be placed in the line-up at the back in the order that they returned under power, but IN FRONT of the car that received the call. In any case, the car that received the call will restart LAST in the line-up.

**Reason:** Too often cars receiving the call receive little or not damage, while innocent cars involved in the incident are forced to make repairs and start behind the car that received the call. This rule change will allow that the cars receiving the call will always be penalized to the absolute back of the line-up.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-15  
North Georgia QMA, Region 3  
Submitted By Anthony Evans

**Rule:** Article 1e Section 2 Page 23

**Present Wording:** Drivers who turn 9 during a racing season must move on their birthday. Exception: If you qualify for an event when your are 8, you may finish the event. Driver must move after the conclusion of the event.

**Proposed Wording:** A driver who turns 9 before the start of the first grands event can choose to start the season in a senior division or must move to a senior division at the next racing event after the date of the driver's 9<sup>th</sup> birthdate. A driver who's birthdate is after the start of the first grands event has the option to remain in the junior division for the remainder of that calendar year.

**Reason:** Every youth sporting organization uses a date or an event in the middle of a season to judge where a child will start and finish a season. This is so a child is not punished for a birthdate that may be at the end of a sporting season. As the rule stands now a child that's birthdate is at the end of a racing season would not be ready to race competitively in a senior division at the beginning of the next racing season with kids that has been in that class for a number of years. The Senior class is made up of kids from 9 to early teens the deciding factor is a childs weight so a child that is 8 and will not turn 9 till late in the year has a disadvantage and could easily get discouraged about racing after racing in junior division all year then forfeiting everything at the end fo the season.

**Implementation Date:**

**Permission For RD To Change:** Yes

**RCP Number:** 2007-16  
North Georgia QMA, Region 3  
Submitted By Anthony Reid

**Rule:** 2007 Short Sheet

**Present Wording:** All rear axles will be made out of aluminum or steel only (For the purpose of QMA specifications, the definitions of aluminum does not include titanium).

**Proposed Wording:** Titanium axles may not be used in a restricted class (jr. novice, Jr. Honda, Sr. Novice)

**Reason:** Low budget racing teams buy used parts and people who already have titanium axles need to be able to sell them at half price to those teams when they decide to quit racing. Also titanium axles are safer because they don't get bent as easy in small wrecks.

**Implementation Date:** 1/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-17  
Buckeye QMRA, Region 4  
Submitted By Kim Mathias

**Rule:**

**Present Wording:** No existing rule – from 2007 Short Sheet.

**Spec Tires**

Committee comprising of 3 Regional Directors and 2 members of the National Board will submit a proposal to any tire manufacturer which can commit to tire availability, set pricing, factory support and testing. Bid proposals will be sent out as needed by April 1<sup>st</sup>. Big packages must be sent back to the committee by June 1<sup>st</sup>. The committee will notify the manufacturer selected for testing by July 1<sup>st</sup>. The ultimate goal will be to secure a spec tire manufacturer on a contractual basis. To be implemented January, 2008. (committee formed immediately).

**Proposed Wording:** Do not implement spec tire rule at all.

**Reason:** The tire spec committee has not done due diligence in determining an appropriate spec tire. If they have, no data or facts on tires tested have been shared with QMA members. In addition, the spec tire committee expanded their scope to include getting monies from the tire manufacturers and bar coding tires to enforce racing the tire you qualified on.

More time needs to be dedicated in selecting a spec tire. Scientific data needs to be gathered and analyzed before selecting a spec tire. Once a tire has been selected, the program should be introduced in a methodical manner. For example, in the first year, spec tires would be for the States races and Grands. The next year at regionals and the following year at local events. This would help QMA members reduce their tire inventories in a controlled manner and processes and procedures could be put in place for a smooth transition to a spec tire.

**Implementation Date:** 1/1/2009

**Permission For RD To Change:** Yes

**RCP Number:** 2007-818  
Buckeye QMRA, Region 4  
Submitted By Kim Mathias

**Rule:**

**Present Wording:** None.

**Proposed Wording:** Inception of a new division of AA.  
A conventional port division consisting of non-slant port:

- Flat top piston
- Non HEI-ignition
- Steel Valve
- 325 Max lift cam

**Reason:** This would be a cheaper, more economical version of QMA's elite class. We've added more and more box stock classes over the years, when we should be adding to our premier classes. This change would keep the older kids in QMA longer if we could produce a more affordable top division.

This has the potential to grow our premier division by letting those less fortunate or under funded to compete in QMA's greatest class.

**Implementation Date:** 4/1/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-19  
Capital QMA, Region 4  
Submitted By Mark Wilsdon

**Rule:** 2007 Short Sheet Section Axles

**Present Wording:** All rear axles will be made out of aluminum or steel only (For the purpose of QMA specifications, the definitions of aluminum does not include titanium).

**Proposed Wording:** Rear axle may be constructed out of any type of steel, aluminum, titanium, carbon fiber, composite, or any combination of the above materials.

**Reason:** Titanium rear axles have been in use for over 10 years. Manufacturers estimate that there are approximately 1,300 titanium rear axles currently in service. If one assumes a resale value of \$500 per axle, QMA members are being asked to discard \$650,000 of equipment.

Titanium and carbon fiber axles are not a performance advantage and a card does not have to have one to be competitive. There is a considerable cost savings to teams that stay in QMA for a long period of time that use titanium or carbon fiber axles. They do not have to change axles several times per year. All they have to do is purchase one at the beginning of their QMA career and they can sell it when they are finished with the sport.

I have used carbon fiber drive shafts in high horse power racecars (750 BHP) for over 20 years. They do not distort or wear out as do the aluminum or steel counterparts.

**Implementation Date:** 1/1/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-20  
Buckeye QMRA, Region 4  
Submitted By Kim Mathias

**Rule:**

**Present Wording:** No Rule. From 2007 Short sheet.

Tire Treatment: It is PROHIBITED to apply tire treatment or chemicals (except cleaning with water). First offense 30 day suspension, 2<sup>nd</sup> offense 1 year suspension and 3<sup>rd</sup> offense lifetime suspension.

AA & Half Classes: All AA & Half races shall be given NO MORE than 2 fuel stops after the initial green flag at any QMA sanctioned event (Qualifier, States or Grands).  
Maximum fuel tank size 140 ounces.

**Proposed Wording:** ADD the reading (PPM) that is ILLEGAL.

ADD a procedure for accurately measuring a fuel tank size.

**Reason:** It is difficult to enforce rules that aren't clearly defined or have documented tech procedures.

**Implementation Date:**

**Permission For RD To Change:** Yes

**RCP Number:** 2007-21  
Buckeye QMA, Region 4  
Submitted By Scott Goffin

**Rule:** Article 4d (1) Section 4 Page 34

**Present Wording:** If a car from the original line up is unable to line up on the initial start the alternate car will be sent out after a line up is called for and will start in the rear of the field. If a car from the original line up is past the designated line on the track (nose over the line) before the original green flag falls the driver may rejoin the line up at the rear of the field. In the case where a car from the original lineup is past the designated line on the track before the initial green flag falls and the alternate car is on the track, the Flagger will throw the caution flag if there are more cars on the track than allowed b article 5 sec 1, 1F and 1G, pg. 22. the alternate car will be removed from the line up and double file initial start will follow. The alternate car will return to the standby position until the initial green flag falls.

**Proposed Wording:** If a car from the original line up is unable to complete the first lap of the race, the alternate car will be sent out after a line up is called for or when another car is removed from the field and will start in the rear of the field. If a car from the original line up is past the designated line on the track (nose over the line) before the green flag falls to begin the first lap, the driver may rejoin the line up at the rear of the field. In the case where a car from the original lineup is past the designated line on the track before the initial green flag falls and the alternate car is on the track, the Flagger will throw the caution flag if there are more cars on the track than allowed b article 5 sec 1, 1F and 1G, pg. 22. The alternate car will be removed from the line up and double file initial start will follow. The alternate car will return to the standby position until the first lap of the race is completed at which time they will be excused.

**Reason:** There are many occasions that a car is disabled after the green flag is displayed but before the first lap of the race has been completed. The Proposed wording will give the alternate car a chance to join the race as long as the first lap of the race has not been completed. The Alternate car will remain in the standby position until the first lap has been completed. If a car from the original lineup is unable to complete the first lap of the race, the alternate car will be allowed to take the track providing that the first lap has not been completed.

**Implementation Date:** 1/1/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-22  
Buckeye QMRA  
Submitted By Scott Goffin

**Rule:** Honda Claim Article 6 Section 1 Page 24

**Present Wording:** Current wording.

**Proposed Wording:** Proposed Additional wording and requirements for Honda engine claim.

In order to claim someone's motor, the claimer must prove that they participated in the race with a QMA legal motor.

At the end of the race, the claimer and claimees motors will be tagged, marked and sealed as they both come across the scales.

The claimer will then have his engine inspected for legality. If any parts are found to be illegal, the illegal parts will be confiscated and the remainder of the motor will be checked for additional illegalities. The Claim on the other parties motor will then be voided.

If the claimers motor is found to be legal, the claim process will proceed with the claimee's motor being inspected for legality.

**Reason:** This is to ensure that the claimer fairly participated in the race with a QMA legal motor. They should not be allowed to claim another parties motor if the participated in said class with an illegal motor.

**Implementation Date:** 4/1/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-23  
Capitol QMA, Region 4  
Submitted By Mark Wilsdon

**Rule:** 2006 Short Sheet Section Safety Changes Page Belts

**Present Wording:** Safety belts will be new or recertified every 2 years with SFI 16.1 rating. Effective January 1, 2007.

**Proposed Wording:** Safety belts will have a SFI 16.1 rating and be inspected for wear or tattering during safety inspection annually or as outlined in safety check procedure. Safety inspector will have the authority to deem un-useable any belt that looks to be torn, cut, tattered, cracked, brittle, etc. etc. Metal hardware cannot have any cracks or visable mechanicle damage to them and it must function as when it was new, tight clasp so as not to unfasten when on the track. It is the responsibility of the handler to keep his driver safe.

**Reason:** This change before the 2007 season has cost all handlers in QMA to spend money unnecessarily because someone in the South West would not require a handler to replace his belts because they were dry and cracked. If left in place this rule will continue to cost the membership of QMA a large amount of money combined. Belt manufacturers are the recipients of this large amount of cash. I would like to see the survey that overwhelmingly determined that our kids were not safe because of old worn out belts hardware. I have yet to see a belt that failed in a Quartermidget car that resulted in any kind of injury to the driver. All belt related injurys are due to the handler leaving the belts too loose because the driver is uncomfortable.

**Implementation Date:** 1/1/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-24  
Northwest Ohio QMRA, Region 4  
Submitted By Daren Garmenn

**Rule:** Article 6 Section 1 Page 24-25

**Present Wording:** Article 6.1.2

Engines may be claimed for \$550.00 cash only. No claim related inspection will be started prior to the funds being posted with the proper official. There will be a \$1,750.00 claimer rule on the WF and this will include the gearbox but not the exhaust.

Article 6.1.11

If the claimed engine is found to be illegal, the motor must be completely torn down to check for additional illegalities. The Tech Director must confiscate all illegal parts and related parts from the claimed engine and shall immediately forward them to the National Tech Director along with the confiscation form. Claiming party has the option to accept the engine, as is, less confiscated parts or void the claim if engine is found to be illegal and claim money will be returned to the person filing the claim.

Article 6.1.13

Any teched or claimed Honda engine, block or part which are deemed to be over maximum wear limits in one or more spots but is under maximum wear limits in other spots is subject to confiscation but not DQable. The claiming party has the option to void the claim with no financial penalty.

**Proposed Wording:** Article 6.1.2

WF and Honda engines may be Tech claimed for \$200.00 cash only. No claim related inspection will be started prior to the funds being posted with the proper official.

Article 6.1.11

If the claimed engine is found to be legal the Tech Director (or his designate) will deliver the engine back to the person who was claimed along with \$150.00 of the claim fee. The other \$50.00 of the claim fee will go to the club hosting the race.

If the claimed engine is found to be illegal, the motor must be completely torn down to check for additional illegalities. The Tech Director must confiscate all illegal parts and related parts from the claimed engine and shall immediately forward them to the National Tech Director along with the confiscation form. Claiming party will void the claim if engine is found to be illegal and claim money will be returned to the person filing the claim.

Article 6.1.13

Any teched or claimed Honda engine, block or part which are deemed to be over maximum wear limits in one or more spots but is under maximum wear limits in other

spots is subject to confiscation but not DQable. As this does not make the engine illegal, the claiming party will not be able to void the claim and the claim fee will be distributed the same as a legal engine.

**Reason:** The purpose of the claim rule is to keep motors legal and within specification. It is not intended as a way for someone to obtain a legal engine in a more cost effective way. The motor, if legal, should not change hands. By allowing the motor to change hands, QMA penalizes the innocent persons (driver & handler) by taking their motor away from them. Not all families have the funds to have extra motors available. Under the current rule QMA forces everyone to purchase extra motors so they can race the next day if their motor gets claimed. The proposed rule change will make it possible to be fair for all. By returning the motor and a portion of the cash to the handler that was claimed, they get their legal motor back and the money gives them something for their inconvenience associated with engine assembly and installation. This rule change also provides a defense to those that claim a motor for reasons other than suspicion of wrongdoing. At the same time it still provides a tool for those that suspect others of running illegal engines.

**Implementation Date:** 1/1/2008

**Permission For RD To Change:** Answer not provided

**RCP Number:** 2007-25  
Terre Haute QMA, Region 5  
Submitted By Darrick Scott

**Rule:**

**Present Wording:** None

**Proposed Wording:** All QMA Drivers will be secured inside the Cockpit of the Quarter Midget. Drivers are not permitted to lean outside their car past the shoulder safety bar (New Jersey Rule).

**Reason:** In the past couple of years QMA has made great strides in Safety but we as QMA allow OUR Children to LEAN completely out the Cockpit. There has been many NEAR misses! We as handlers have either seen this or we have heard of these near misses (Helmets hitting the Track surface first or the Track walls first). I know that many complain that my car will not handle without my child leaning out. Just like the Spec Tire Rule if all kids are made not to Lean then we are all in the same boat. This issue is nothing new to QMA just has been an issue NO ONE wants to look at! I ask that you vote for this RCP with the understanding of at least getting it to the National Meeting for discussion. Lets talk it out and come up with a rule for the safety of the CHILD. Handling should not be a factor in this decision. We have all been beat by the Kid in the Kirkey Seat who is not Leaning right? Lets be Proactive not Reactive! Lets not wait for the Spinal Cord Injury to happen....Think about the past couple of years....Seatbelt Rule-Helmet Rule-Race Suit Rule etc... but we allow our kids to Lean? The New Jersey Rule can be accomplished without any cost to the Handlers. Use Seatbelts correctly and strap the driver in! Please..... vote Yes to get this issue to the National Meeting.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-26

Terre Haute QMA, Region 5

Submitted By Paul Potts

**Rule:** Article 2 Section 2 Page 6

**Present Wording:**

1 A QMA National Board will be allowed to submit 5 RCP"s

2 RCP"s are drafted by qma MEMBERS

**Proposed Wording:** Keep the wording the same, just enforce it

**Reason:** To put a stop to the few members at the national meeting from creating new rules from the floor and not going thru the general membership.

**Implementation Date:** 1/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-27  
Christian County QMA  
Submitted By Mike Graybeal

**Rule:** Honda Suspensions Article Section 2 Page 25

**Present Wording:** None

**Proposed Wording:** number 8

If a 30 day or longer suspension is still in effect the last race in the offending car and handlers region the suspension time will be stopped and will commence with the first race in that region's next season.

**Reason:** If a 30 day to 6 months suspension is received in October or November there is really no penalty because in most regions there is no racing after this time.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-28  
Christian County QMA  
Submitted By Mike Graybeal

**Rule:** Tech inspection procedure Section 5 Page 47

**Present Wording:** Tech Officials have the right to tech any or all cars in any class at their discretion. Tech officials follow the same chain of command as all officers of QMA-as follows: Local-Regional-National. I.E. Regional tech officials can tech at any event in their region and National tech officials can tech at any event in QMA. National tech director is final authority on all tech issues.

**Proposed Wording:** Tech officials have the right to tech any or all cars in any class at their discretion anywhere on the grounds of the race facility. Tech officials follow the same chain of command as all officers of the QMA-as follows: Local-Regional-National. I.E. Regional tech officials can tech at any event in their Region and National tech officials can tech at any event in QMA. National Tech Director is final authority on all tech issues. His decisions have to be in accordance with the QMA rule book.

**Reason:** QMA rules have to be followed by all members.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-29

Terre Haute QMA, Region 5

Submitted By Darrick Scott

**Rule:**

**Present Wording:** Beginning with the 2009 Dirt Grands Proposals: The Dirt Grands will be bid on a rotation schedule alternating between the East and West beginning with the East in 2009 and the West in 2010

**Proposed Wording:** The Dirt Grands beginning with the East in 2009 will be held in the East for 5 years and then on the 6 year rotated to the West 2014 etc....

**Reason:** The Majority of Dirt Tracks are on the East Coast (8 Dirt Tracks) and the past two Dirt Grands have proven that the numbers do not support the Dirt Grands being held every other year on the West Coast. In 2004 Hagerstown there were over 500 cars and in 2005 Terre Haute over 500 cars were also at the Dirt Grands. I do believe the Grands needs be held out West but NOT on a every other year basis!

**Implementation Date:** 4/1/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-30

Tulsa Quarter Midgets, Region 6

Submitted By Bill Ward

**Rule:** Article 4 Section 3 Page 20-21

**Present Wording:** Imposed rule enacted on Jan 1 2007. Not in current rule book. Seat belts can not be over two years old from manufacturer date.

**Proposed Wording:** Seat belts can not be over four years old from manufacturing date.

**Reason:** Seat belts will not go bad unless improperly used. There is no need to change belts every 2 years. All QMA tracks check seat belts for yearly inspections. And every regional and special race belts are checked again. If belts are freyed, torn, or otherwise damaged you can not race anyway.

**Implementation Date:** 4/1/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-31

River City Quarter Midget Association, Region 6

Submitted By

**Rule:** 2007 Short Sheet. RCPs From The Floor Section: Axles Page: 2

**Present Wording:** All rear axles will be made out of aluminum or steel only (For the purposes of QMA specifications, the definitions of aluminum does not include titanium). Effective 1/1/08

**Proposed Wording:** All rear axles will be made out of aluminum, titanium or steel only.

**Reason:** The 2007 Short Sheet RCP from the floor that restricts the use of titanium axles in QMA was put in as a reaction to the proposed carbon fiber axle proposal being denied. There is significant and unnecessary cost to the membership if this rule remains in place. An aluminum axle is available that weighs the same (~2.5 lbs.) as a titanium axle and therefore eliminates the performance weight advantage of the titanium axle. This is possible as titanium actually weighs ~60% more than aluminum. However, titanium axle is over 200% stronger than aluminum. Eliminating titanium axles will not make quarter midgets less expensive, it makes our cars less safe and durable. Please see Appendix A for further support of this RCP.

**Implementation Date:** Immediately

**Permission For RD To Change:** Yes

**Appendix A:**

1. Titanium axles are a proven solution for quarter midgets and there is no significant reason to make them illegal, costing the present membership hundreds of dollars.
  - Over 1000 Titanium axles have been purchased by QMA members \*(Z-E).
  - Over \$500,000 cost to QMA present members if titanium axles remain illegal.
  
2. Titanium axles are stronger, more reliable and last longer than aluminum axles.
  - Titanium is over 200% stronger than aluminum.
  - Titanium axles do not gall where aluminum drive hubs or bearing ride.
  - Titanium axles are less likely to bend than aluminum axles.

3. Titanium axle cost should not be compared to aluminum axles using a per unit cost.
  - If a family competes in several years of competition in QMA, they can expect to purchase several aluminum axles, but would likely be able to run the same number of years with one titanium axle (I personally purchased several aluminum axles in my first 3 years in QMA, but still have the first titanium axle I purchased in 2004).
4. Titanium axles do not have a performance weight advantage over aluminum as there is a gun-drilled aluminum axle available that weighs approximately the same (~2.5 lbs) \* (Z-E) as titanium axle.
  - Given the properties of aluminum and titanium, it is impossible for the legal gun-drilled axle to be as safe, durable and reliable as a titanium axle with the same weight.
5. Titanium axle elimination will not reduce the cost of QMA and will not result in increased membership, it will only increase costs to present members stated in item 1 above.
  - Rules changes such as this without proper justification will likely deter membership rather than increase it.
  - The Sport of quarter midget racing has a cost structure unlike stick and ball sports and this is understood by most members when they join. It is impossible to field a racecar for the cost of a baseball bat regardless of the rear axle material.

\* Source Z-E = Zero-Error Racing, Inc. a leading quarter midget parts manufacturer.

**RCP Number:** 2007-32  
Minnesota QMRA  
Submitted By Angie Barstad

**Rule:**

**Present Wording:** None

**Proposed Wording:** In only A-Main or feature races with 10 or less laps left and a caution comes out, the lapped cars should be lined up in order behind all lead lap cars.

**Reason:** Putting lapped cars between lead lap cars gives an unfair disadvantage to the 2<sup>nd</sup>, 3<sup>rd</sup>, etc. place cars because they have to work through lapped traffic before they are able to race down the leader. This also give the leader an unfair advantage because that driver has lap traffic to help increase the lead.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** No

**RCP Number:** 2007-33  
Portland QMRA Region 9  
Submitted By Brad Loehner

**Rule:**

**Present Wording:** The current ruling disallowing Titanium axles is not in print but referenced to in the National meeting minutes of 2006.

**Proposed Wording:** Aluminum , Steel and Titanium axles are allowed for all quarter midget classes effective immediately.

**Reason:**

1. Titanium axles are expensive to purchase but are serviceable. In the event a titanium axle is bent you can have it straightened.
2. The splined, keyways, and threads on Titanium axles last many times longer than aluminum counter part.
3. Many drivers combined weight falls between the light and heavy class limits. Titanium axles are an effective means of reducing weight on the car.
4. My experience shows the life of Titanium axles to be three or four times longer than aluminum axles. Cost average comparison shows no substantial difference between aluminum and Titanium.
5. Currently it appears nationally, the Titanium axles have a solid share of the quarter midget market. With the current climate of cost reduction in racing, disallowing Titanium axles flies in the face of QMA by telling hundreds of car owners to junk their Titanium axles.
6. Titanium axles are no different than shocks, engines, helmets, or any other racing item. There are expensive parts and inexpensive parts. That racing. To make Titanium axles illegal does not and will not make racing more affordable. Simply shifts where you spend your money. We need to ask the question is \$1,200.00 carbon fiber helmet illegal because it fatigues the driver less resulting in better concentration and less driver errors and lowers the roll center of the car resulting in better handling characteristics????

**Implementation Date:** 1/1/2008

**Permission For RD To Change:** No answer provided.

**RCP Number:** 2007-34  
Portland QMRA Region 9  
Submitted By Brad Loehner

**Rule:**

**Present Wording:** None

**Proposed Wording:** The National Board of Directors shall not hear any RCPs that were not filed through the regular and proper channels (clubs, regions).

**Reason:**

1. This RCP puts some voting authority back in the hands of general membership.
2. This RCP validates the current RCP process which uses clubs and regions approval prior to a national vote of the RDs at the national meeting.
3. This RCP will stop the floor amendments that now occur at the national meeting. Floor RCPs at the national meeting are back door politics and used so the membership can not vote on a item or in the event a submitted RCP fails at the local level the RD may submit it from the floor at the national meeting regardless of the popular vote.

**Implementation Date:** 1/1/2008

**Permission For RD To Change:** No answer provided

**RCP Number:** 2007-35  
Tri-Valley QMRA, Region 10  
Presented By Jim Jessop

**Rule:**

**Present Wording:** Axles

All rear axles will be made out of aluminum or steel only (for the purpose of qma specifications, the definition of aluminum does not include titanium).

**Proposed Wording:** All rear axles will be made out of aluminum, steel, or titanium for all classes of QMA.

**Reason:** The reason to eliminate titanium rear axles was to keep costs down in quarter midget racing.

This does not make sense in a sport where you can spend over \$7,000.00 on a new car, which is not new for long. You can also spend \$600.00 to \$1,000.00 on a set of shocks, or well over \$5,000.00 on an engine.

There is not a significant measurable performance advantage to the titanium axle. The advantage to the titanium axle is endurance. Over a child's racing career there could be a cost savings with the purchase one titanium axle over the purchase of multiple aluminum axles each time they are bent and replaced.

Let the handlers choose which axle will fit their racing program best.

**Implementation Date:** 1/1/08

**Permission For RD To Change:** Yes

**RCP Number:** 2007-36  
American QMA  
Submitted By Ken Loveless

**Rule:**

**Present Wording:**

**Proposed Wording:** The flagger has control of all happenings on the racing surface. No corner workers or handlers are allowed on the track until the flagger has all cars slowed to a safe speed and bunched up. Once this is done, the flagger will motion to the corner workers by pointing the green flag at them. If a handler has obtained permission from the race director to enter the track, he/she may only do so after the flagger has motioned to him. The race director will relay the request to the flagger by radio. If a handler enters the racing surface without permission from the race director and the flagger, his/her driver will be penalized with a DOT.

**Reason:** Safety

**Implementation Date:** 1/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-37

Orange Show QMRA, Region 11

Submitted By Bob Putnam

**Rule:** 4 Article K Section 2 Page 14

**Present Wording:** The side panel must extend a minimum of 6", to a maximum of 22" in height, as measured from bottom of the frame

**Proposed Wording:** The left side panel of the drivers compartment must be least 6" tall but cannot be taller than 22" as measured from the bottom of the frame rail. The right side panel of the drivers compartment cannot be taller than the back edge of the cowl and cannot exceed maximum body height of 28" as measured from the bottom of the frame rail. The back edge of the cowl must not be higher than the drivers nose with the driver sitting straight up in the car.

**Reason:** QMA has a max body height of 28" but it is not clear where the body can be that tall. Also smaller drivers can have sheetmetal higher than their heads and an older larger drivers can't raise the side of the car high enough to even cover most of their body. Also brings the rule in line with full midget rules which do not allow side panels higher than the cowl.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-38

Orange Show QMRA, Region 11

Submitted By Scott Breckenridge

**Rule:** Article Section 2, Page 6

**Present Wording:**

1 Each Region will be able to submit as many RCP's as there are clubs in their Region.

1.A The QMA National board will be allowed to submit 5 RCP's to the National President postmarked by Sept. 15 and to be submitted to the National Office by certified mail postmarked by Oct. 15. They must follow the same procedures as Regions.

2 All rule change proposals must be submitted on the official RCP form in type and adhere to the following procedure.

2.A RCP's are drafted by QMA members and are voted on by Club membership.

2.B Upon majority approval, the RCP's are forwarded to the Club President for signature.

2.C Club President forwards the RCP's to their Regional Director postmarked by September 15.

2.D The Region BOD and Club Presidents will decide the RCP's to be submitted.

2.E Regional Directors are to send copies of the selected RCP's to QMA National Office and National QMA Secretary by Certified mail postmarked by October 15<sup>th</sup> of each year.

2.F QMA President will assign #'s to the RCP's and they will be reviewed by the National office, National Secretary, and the National President to make sure all are accounted for. The QMA National Office will send copies of all official RCP's to all Regional Directors and Club Presidents by Nov. 1.

2.G Proposals received each year will be finalized at the Annual meeting by the QMA Board of Directors and Regional Directors vial the following options.

**Proposed Wording:** RCPs from the floor of the National meeting are not allowed. All RCPs except emergency RCPs must be voted on by the membership.

**Reason:** Members get blindsided by the RCPs from the floor of the National meeting. A single member with an agenda can propose a rule change at the last minute. This is not in the best interest of the general membership. It also does not allow enough time to think through the RCP or its consequences.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-39

Orange Show QMRA, Region 11

Submitted By Kandice Attridge

**Rule:** 2 Article 7 Section 4 Racing Page 27

**Present Wording:** The Novice class shall be divided into the Junior and Senior divisions only, which may be combined as necessary to make a class and will use a stock engine only. Honda.

**Proposed Wording:** The Novice class shall be divided into two separate Junior Divisions: Junior Stock Engine and Junior Honda 120 Engine classes; and two separate Senior Divisions: Senior Stock Engine and Senior Honda 120 classes, which may be combined as necessary to make a class.

**Reason:** It is unfair for Track Records and Awards, for a Stock Engine to compete with a Honda 120 Engine. 95% of the time a Stock Engine just laps and laps and laps the Honda Engine cars on the track. And, this will especially happen now with the new Honda Engine change that will slow down the Honda Engines even more.

It causes grief, anger, and sadness for the children!

If the classes need to be combined because of lack of cars, the Track Records and Awards should still be given as separate classes.

**Implementation Date:** 9/12/2007

**Permission For RD To Change:** Yes

**RCP Number:** 2007-40  
Orange Show QMRA, Region 11  
Presented by Scott Breckenridge

**Rule:**

**Present Wording:**

9. Points and Condenser

Any make of automotive type mechanical contact points may be used. Any make of automotive type condenser may be used. Only one set of points and one condenser may be used. Condenser must be mounted on the engine. Chip type condenser may not be used. Points can only be mounted horizontally on the point plate.

TECH PROCEDURE: After the firing has been checked remove the point cover and check for automotive type points and condenser. Be certain there is only one condenser. No chassis mounted condensers allowed.

10. Point Plate and Cover

Any style point plate and cover may be used if stock timing is maintained per rules. All clips, screws, holes, etc. in point plate and cover must be completely sealed so no adjustments can be made without breaking seals.

11. All Stock engines

**Proposed Wording:**

Super Stock

**Reason:** With the timing rule eliminated for Stock. Allowing any ignition on Super Stock would allow a handler to use a particular car for more than one class, without the need to rewire the car. If a handler uses points for Stock, Mod B & A then no change required. If a handler is using a MSD or Accel ignition he could now run any of the Deco classes without rewiring.

Additional cost to the handler would be optional. Stay with points or go to a MSD or Accel.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** Yes

**RCP Number:** 2007-41  
New Smyrna QMRA, Region 13  
Submitted By Dan Pardus

**Rule:** A to G Article 4 Section 22 Page 18  
**Present Wording:** None

**Proposed Wording:** Effective Jan 1, 2009. Section 3 Drivers Safety Equipment.  
10.A. A 5 point safety belt restraint system will be required in each car. The system will consist of a sub belt, 2 lap belts and 2 shoulder harnesses. Approved 6 point systems will be allowed.

B. SFI rating of 16.1. The seat belt system must not be less than 2 inches wide.

C. Approved seat belt restraint systems must have a Quick release latching mechanism attached to the lap belt. The latching system must provide a common connection release for the lap belt, should harness and sub belts. System must be designed for quick and easy one handed gloved release of all belts in all conditions.

D. All belts must be securely mounted to the Chassis in a safe and secure manner.

E. Safety belts must not be older than 2 years after the date of their manufacture. If roller adjuster is used it must have tension springs installed.

F. Drivers are required to use seat belts at all times. Lap belts should be located so that pressure is across the drivers Hips, sub belt should be tight when lap belts are properly located.

G. Shoulder harness/straps shall be worn securely across the right and left shoulders of the drivers at all times.

Relocate present section 22 A thru 22 G to Section 3 Drivers safety Equipment.

**Reason:** To raise the bar on driver safety and keep our children safer. To make QMA racing a safer sport for our children in the future.

A. 5 or 6 point harness is designed to do the following.

1. Keep the shoulder harnesses tight at all times by preventing the lap belt from moving from the hip to the stomach area of a driver. Lap belts should always be positioned in the hip area and never should be able to move upward over the stomach/ribcage area. A sub belt adjusted properly will always keep the lap belts in the proper location also keeping shoulder harnesses tight.

2.A Sub belt is also designed to keep the driver from sliding or slipping forward out of the 4 point restraint system when a frontal impact occurs. Without a sub belt upon frontal impact a driver is forced out of the current 4 point system due to no forward movement restraint in the crotch area of the driver. Common results would be broken lower body parts, ribcage & stomach problems.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** No answer provided

**RCP Number:** 2007-42  
New Smyrna QMRA, Region 13  
Submitted By Dan Pardus

**Rule:** 1 Article 4 Section 2 Page 14

**Present Wording:** Axle, axle hubs or axle nuts may not extend beyond the outer edge of the wheel rim.

**Proposed Wording:** Effective Jan 1, 2008. The only 2 types of rear axles to be used are to be made of Aluminum or Titanium. No drilling or shaving in center of aluminum axles.

**Reason:** To help save money for the hundreds of people who presently own Titanium axles. The cost of the Titanium is more but it will out last the aluminum 20 to 1.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** No answer provided

**RCP Number:** 2007-43  
New Smyrna QMRA, Region 13  
Submitted By Dan Pardus

**Rule:**

**Present Wording:** None

**Proposed Wording:**

- A. At no time will any part of the driver protrude past the left or right side of the main chassis cage. 5 or 6 point restraint systems are required to keep driver in the drivers compartment at all times.
- B. Shoulder harnesses must be mounted directly behind the driver when the driver is sitting up straight in the center of the driver compartment.
- C. Safety harness's should be attached to a cross over bar welded to the chassis. Proper Harness/Belt angle and attachment as per approved Safety belt manufactures Specifications.
- D. Cross over tubing Diameter and wall thickness should be as per QMA specifications.

**Reason:** To raise the bar on driver safety and help keep our children safer. To make QMA racing a safer sport for all the children in the future.

Any driver hanging outside of the main roll cage construction is clearly in danger of serious bodily injury. Driver safety should not be sacrificed for speed in any sport.

This is a major safety issue and if not addressed it could be very detrimental to the future QMA racing when a fatal accident occurs. Its not a matter of if, It's a matter of when. This matter is clearly visable.

Please consider this rule change for the sake of children who do not know the danger of hanging outside the roll cage.

**Implementation Date:** 4/1/2008

**Permission For RD To Change:** No answer provided

