2009 Rule Change Proposals – to be Voted on at the QMA National Meeting

#1 Present Rule - Jr Honda and Jr Super Stock classes will have maximum number of eight (8) cars per race. With nine permitted at local events, but never ten. If over 9 cars sign in, there must be a B Main.
Proposed Rule Change - Jr Honda and Jr Super Stock Classes should be able to run with a maximum of ten cars per race and allowing 11 cars at local events, but never 12.
Reason for change -To make all the competitive classes the same to eliminate extra lower mains and heat races.

#2 Present Rule - QMA Required ages and weights by class/division - Lt Mod (7-16) Hvy Mod (7-16)
Proposed Rule Change - Increase the starting age for Mod class to 8 years old.
Reason for change - The majority of 7 year old drivers do not have the experience in a very fast, competitive class. MOD classes are faster than Honda 160 and the minimum age is 8. By increasing the age to 8, safety would have been increased & accidents would decrease.

#3 Present Rule - World Formula - In order to run Honda 160, 'B, 'AA, or World Formula, a driver must run one 12 month period upon graduation from the Novice Class, in a lower class or combination of a lower class (not including novice year) or obtain the unanimous approval of the Novice Committee with the final approval from your Regional Director before competing in these classes. To run 'AA, you must be 9 years old.
Proposed Rule Change - The change is - drivers must run one 12 month period at a home club, excluding the Novice Year.
Reason for change - Region Directors say it is difficult for them to monitor if they don't know the driver and are able to monitor their progress if they don't run at the home track. Some believe that drivers are moving up too quickly and are moving to other forms of racing at younger ages.

#4 Present Wording - NONE
Proposed Rule Change - If a car from the original line-up is disqualified or scratched prior to warm-up for any reason, the alternate car will be allowed to enter the track and participate in the warm-up. Cars not going through the safety check from the pit stewards prior to the start of warm-up will not be allowed to enter the track to race.
Reason for change - The only reason for not allowing the alternate car to warm-up is they may attempt to cause an accident looking to get a car out of the race so they can run. If there isn't a full field anyway, the alternate should be able to warm up, warm up his/her tires, and be ready when the green drops.

#5 Present Rule - Any cars going dead on the track 3 times for any reason, (while under green flag racing conditions) will be black flagged and scored as a dnf.
Proposed Rule Change - Change going dead on the track for any reason to 2!
Reason for Change - Reducing the number of dead on the track incidents would require drivers to be more responsible for their actions on the track, which would lead to cleaner driving and shorter race days.

#6 Present Rule - If a car from the original line up is unable to line up on the initial started 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 (not 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 line up 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. 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 Rule Change - 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 lineup is called for and will start in the rear of the field. If a car from the original lineup is passed the designated line on the track (not over the line) before the original green flag falls, the driver may rejoin the lineup at the rear of the field. In the case where a car from the original lineup is passed 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. The alternative car will be removed from the lineup and double file initial start will follow. If the original field does not complete a lap and any cars go off the track the alternate shall be sent out and start in the rear of the field. If a car from the original lineup is past the designated line on the track before the restart green flag the driver may rejoin the line up at the rear of the field and alternate will be shown the black flag. The alternate car will return to the standby position until the first full lap is completed.
Reason for Change - To give the alternate more of a chance to make the race.

#7 Present Rule - 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 (not 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 line up 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. 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 Rule Change - 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 line up 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. 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 for change - To be fair to the alternate driver when the green flag is displayed to start the race and green flag is given and there is yellow thrown before the lap is completed the alternate car should be allowed to enter the race for fairness to the alternate driver and to make a complete racing field at the start of the race.

#8 Present Rule - Selection of Judges: Judges shall be selected from among the members attending the race event.
Proposed Rule Change - For Grand National events, Judges will be selected by the National Board and compensated for their expenses to attend the three events.
Reason for Change - Many racers travel great distances to participate, only to have partisan judges on the stand, looking out for the local kids. The rule book clearly states that you select experienced judges well versed in the rules of QMA.

 # 9 Present Rule - NONE
Proposed Rule Change - During any QMA sanctioned event, a time clock will be used on any C-main or lower races and for all Novice Races. The maximum time limit will be 20 minutes, but can be lowered at the discretion of the race director. The clock will be stopped during a red flag. There will be one attempt at a Green-White-Checkered Finish. If a yellow or red flag is thrown during this sequence, once any applicable calls or DOT's are issued, the field will be lined up in the determined order and the field will be shown the checkered flag. There will be no time limit on a B or A Main races.
Reason for Change - Having a "no time limit" has prolonged events excessively. The lower races could be shortened to accommodate the drivers who have earned their way to B and A Main events.

#10 Present Rule - NONE
Proposed Rule Change - Grands date of events will not be held while any school is still in session. All schools are done by June 30. So if the Grands were to be held the first week-end of July there wouldn't any conflicts.
Reason for Proposed Change - Driver's educations must be a priority. We had drivers unable to attend the 2008 Eastern Grands because schools were still in session.

#11 Present Rule - Novices at the Grands - One practice Session, No Qualifying, Line up draw by number.
Proposed Rule Change - Novice Exhibition shall be at the discretion of the host club, approved in advance by the Region Director.
Reason for Change - To allow the host club to run the novice exhibition race as they see fit.

#12 Present Rule - It is strongly recommended that drivers of 'AA and Half Midgets us Nomex Hoods (Hood Socks)
Proposed Rule Change - Drivers of 'AA and Half Midgets using alcohol are required to wear Nomex Hoods
Reason for Change - Safety

#13 Present Rule - None
Proposed Rule Change - Safety belts should not be retained by loops on driver's suit
Reason for Change - Safety purpose - belts retained by suit make it very hard to remove the driver from the car quickly in emergency circumstances.

#14 Present Rule - Seat Belts - two year replacement
Proposed Rule Change - Seat Belts - Five year replacement
Reason for Change - Cut down on unnecessary cost of seatbelts changed every 2 years. Most if not all sanctioning manufacturers are required to certify the belts for 5 years. Belts have been safe and not found defective in a two year range. In a child's 5 year racing career, belts would have to be replaced 3 times at a cost of $225. With the current rise in all racing costs, these are ones that have increased the most, especially after the manufacturers saw they were to be replaced every two years.

#15 Present Rule - Seat Belts - two year replacement
Proposed Rule Change - At the discretion of the Safety Director, any belt that appears to be unsafe will be required to be replaced before safety inspection sheet is signed.
Reason for Change - This is a family sport & the cost of new belts every two year is out of line. These belts do not go bad. I have never seen a belt failure. We are not USAC & we do not run 100 mph during our events. Most all teams are family funded. We should not be sending all this money to the belt manufactures.

#16 Present Rule - NONE
Proposed Rule Change -Drivers Safety Equipment
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, shoulder harness and sub belt(s). 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 belts 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
Reason for Change - 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 crouch area of the driver. Common results would be broken lower body parts, ribcage & stomach problems

#17 Present Rule - NONE
Proposed Rule Change - At no time will any part of the driver protrude past the left up right side of the main chassis cage. Five or Six point restraint systems are required to keep drivers in the compartment at all times. Shoulder harnesses must be mounted directly behind the driver when the driver is sitting up straight in the center of the driver compartment. Safety harnesses should be attached to a cross-over bar welded to the chassis. Proper harness/belt angle an attachment as per approved safety belt manufacturer's specifications. Cross-over tubing diameter and wall thickness should be as per QMA specifications.
Reason for Change - 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 of QMA racing when a fatal accident occurs. It's not a matter of if… It's a matter of when. This matter is clearly visible. Please consider this rule change for the sake of children who do not know the danger of hanging outside the roll cage.

#18 - Present Rule - Weights are to be bolted or welded within the cockpit area between the main frame rails. Weight also may be bolted to the belly pan within the cockpit area, if securely fastened and the belly pan is securely fastened to the frame. No weights attached to any sheet metal except belly pan. Fasteners through weight and belly pan must not be pop rivets.
Proposed Rule Change - Weights are to be bolted or welded within the cockpit area between the main frame rails. Weight also may be bolted to the belly pan within the cockpit area, if securely fastened and the belly pan is securely fastened to the frame. No weights attached to any sheet metal except belly pan. Fasteners through weight and belly pan must not be pop rivets. Weights are permitted in the left side "kick" or "bump" area if they are attached to welded frame lugs or brackets provided for that purpose.
Reason for Change - This RCP is to remove multiple interpretations regarding main frame and cockpit. The original intent was to eliminate weights that were attached to just the floor panel in the "kick". This floor panel is typical held in with only pop rivets and is not suitable for weight mounting. Weights attached to brackets welded to the main frame are very secure even more so than when bolted to just the floor pan and therefore pose no safety risk. Moving weights to this location removes them from under the seat which improves helmet clearance. Moving weights reduces the tendency of the car to bike.

#19 Present Rule - Weights are to be bolted or welded within the cockpit area between the main frame rails. Weight also may be bolted to the belly pan within the cockpit area, if securely fastened and the belly pan is securely fastened to the frame. No weights attached to any sheet metal except belly pan. Fasteners through weight and belly pan must not be pop rivets.
Proposed Rule Change - Weights are to be bolted or welded within the cockpit area (which includes the kick out or side pod area) Weight also may be bolted to the belly pan within the cockpit area which includes the kick out or side pod area if securely fastened. No weights attached to any sheet metal except the belly pan. Fasteners through weight and belly pan must not be pop rivets.
Reason for Change - Batteries and electronics have been allowed in this area. Past QMA safety directors since 2003 have allowed weights in the kick out. 2005 QMA minutes addressed allowing this, but it did not get in the rule book

#20 Present Rule - Honda 120 Engines may be claimed for $550.00 cash only
Proposed Rule Change - Honda 120 Engines may be claimed for $750.00 cash only
Reason for Change - The average price for a new Honda 120 is $ 750.00. The average price for a new Honda 160 is $ 800.00. This does not include shipping. Bringing up the claim amount to current pricing enables a member to replace an engine if it is claimed without having to absorb the loss. This will make the rule book consistent for claim amount with World Formula which is currently at $1750.00, the average price for a World Formula Engine.

#21 Present Rule - One claim per race event per handler per class in Honda
Proposed Rule Change - One claim per family per class per year
Reason for Change - Three engines claimed per race event over the course of a season could destroy a class. Limiting the claim to one per class per family per year maintains the intent of the rule allowing someone to alter the course of a season by claiming all engines in a club.

#22 Present Rule - Honda Engines may be claimed for $550. cash only. No claim related inspection will be started prior to the funds being posted with the proper officials.
Proposed Rule Change - Engines may be claimed for $800 cash only. No claim related inspection will be started prior to the funds being posted with the proper official.
Reason for Change - Inflation. The current price for a tier three 120 or 160 motor is more than the current claim fee of $550 and it must be inspected by an engine builder to confirm that it is QMA legal.

#23 Present Rule - 1. Claims will be from within the same division of class only, ie Jr., Sr., Lt & Hvy 120 - 160 Only. Competitors in the same division may make a claim on an engine. No claiming in Novice Class. One claim per race event, per handler, per class.
2. Engines may be claimed for $550. cash only. No claim related inspection will be started prior to the funds being posted with the proper official.
3. This claim form and cash must be submitted to the Race Director, or his/her designee, before the end of the race that the claimed engine is participating in, ie Checkered flag lap complete.
4. The Race Director, his/her designee, will hold the claim money until the claimed engine has been inspected for legality. The claimed engine will be tagged/marked and sealed as soon as its car comes across the scale.
5. The claimed engine will be immediately taken to impound and/or presented to the Tech Director for inspection. Engine must remain in impound and in the possession of tech officials throughout the entire process including shipping to National Tech Director and the transferring of funds.
6. Inspection of claimed engine MAY NOT be waived by any party.
7. Both claimer and claimed have the option to be present at the time of inspection.
8. Any claim that is withdrawn will be assessed a $50. fee that will be paid to the host club.
9. Multiple claims on an engine will be decided via a lottery system. Owner, handler or family member cannot claim his/her own engine.
10. Claimed party will retain air filter, exhaust system and throttle linkage.
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 illegal and claim money will be returned to the person filing the claim.
12. Refusal of claim, destroying or withholding of parts or any other lack of cooperation in this claim or inspection process will be interpreted as an

admission that the engine is illegal and will subject the driver and handler to the conditions set forth in the Honda Suspensions Program.
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 DQ'able. The claiming party has the option to void the claim with no financial penalty.
14. Note: Reference to Confiscation due to Wear Limits in "Engine Block Internal Rules" of both Honda Manuals.
Proposed ADDITIONAL WORDING - In order to claim someone's motor, the claimer must prove that they participated in the same race with a 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 checkered for additional illegalities. The Claim on the other party's 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.

#24 Present Rule - Honda Engines may be claimed for $550. cash only. No claim related inspection will be started prior to the funds being posted with the proper official.
Proposed Rule Change - Engines may be claimed for (GX120 - $850., GX160 - $900.,) cash only. No claim related inspection will be started prior to the funds being posted with the proper official.
Reason for Change - The existing claim amount is not consistent with actual cost of replacement of a QMA legal Honda 120 or 160. The claim rule should not support a financial advantage to anyone. The costs proposed are based on average costs from reputable QMA Engine Builders to deliver a QMA legal replacement engine including shipping. The party being claimed should not be financially impacted by the Honda Claimer Rule. It is understood a Honda 120 or 160 can be purchased from a distributor or dealer for less than the proposed amounts, however, these are not guaranteed legal out of the box from Honda. It is unrealistic to expect the average QMA handler to be able to verify all of the QMA technical specifications per the QMA technical manuals.

#25 Present Rule - NONE
Proposed Rule Change - Tires may be kept in the original plastic wrapper up until the car is in the staging area.
Reason for Change - There have been rumors and hearsay about the tires in wrappers being illegal. First, you take the temp of the tire in the wrapper as compared to a tire out of the wrapper & it is actually 5 degrees cooler so there is not a (green house effect) in heating the tires You probably have to be crazy to even want to treat a vega tire. So if someone's tire has been treated they need to be checked with the proper QMA tools. Don't penalize handlers/drivers for leaving the original wrapper on a tire. I personally do it to keep greasy hands and other contaminates off the tire. We pay $100 for right side tires - we should take care of them.

#26 Present Rule - Wheel Tread - Measured center to center of tires.
Quarter Midgets - 28" minimum - 34" maximum

Half Midgets - 32" minimum - 36" maximum
Proposed Rule Change - Wheel Tread - Measured center to center of tires.
Quarter Midgets - 28" minimum - 36" maximum
Half Midgets - 32" minimum - 36" maximum
Reason for Change - The use of Vega Tires have made the cars faster, but they have also caused a great concern. Excessive biking, turning over, etc. We can not stand by and allow this. At a recent Monza event in Tulsa we had five cars turn over caused by the Vega/biking combination.

*#27 Present Rule - Tire Size - Front Maximum 11" diameter, Rear Maximum 12 1/2" diameter, *NO Spec Tire allowed in QMA*
Proposed Rule Change - Tire Size - Front Maximum 11" diameter, Rear Maximum 12 1/2" diameter, Spec Tires shall be allowed at the Club and/or Regional Levels. Clubs and/or Regions may negotiate their own Spec Tire Rule with tire manufactures.
Reason for Change - So that Members of Clubs and / or Regions can work on controlling the cost of tires and racing as a whole.

*#28 Present Rule - Tire Size - Front Maximum 11" diameter, Rear Maximum 12 1/2" diameter, *NO Spec Tire allowed in QMA*
Proposed Rule Change - Tire Size - Front Maximum 11" diameter, Rear Maximum 12 1/2" diameter - NEW RULE
33. Tires.
33a. Clubs and/or Regions have local option to specify a required right side tire manufacturer and/or compound for their events if the following conditions are met:
33b. If required, the local spec tire must be approved by the appropriate club or region membership.
33c. Each type of required tire must be readily available to all members choosing to participate at an event. If it is not, then the tire requirement may not be enforced for that event.
33d. If a club or region does require specific tires, the details of such must be posted at least two weeks prior to any included event on the club's schedule, format, and web site if they have one.
Reason for Change - The cost of using competitive tires has increased in recent years. Clubs and Regions can help curb this if they had the ability to choose specific required tires for competitors to use that will potentially last longer.

#29 Present Rule - From National Tech 1/08/08
You can run an old style flywheel with an offset key only in an old style GX 120. The tier III engine is ok with the factory key. In 2009, you must run a stock tier III flywheel on all GX 120 engines (old & new). Maximum timing 20 degrees before top dead center. If you run no offset key with an old flywheel it is a suspension. (Tech notes 3/5/2008
Proposed Rule Change - If using an old style GX 120, the use of either a QMA issued offset keyway or a tier III flywheel is mandatory. All GX 120 engines using a tier III flywheel must use factory keyway. Maximum timing of all GX 120 engines is 20 degrees before top dead center.
Reason for Change - The use of either the QMA issued offset keyway or the tier III flywheel is sufficient to time the old style GX 120 to the 20 degree maximum. For each member that has purchased an offset keyway, in lieu of the tier III flywheels (due to the shortage of the flywheels for the 2008 racing season) this ruling only adds additional costs to the members running the old style GX 120's.

#30 Present Rule - Honda 120 add - You must run a QMA approved key for timing on old style engines without tier III flywheel. Effective 1/1/09 you must run a tier III flywheel on all GX 120 engines P/N 21100-ZE0-020. Timing will be a maximum of 20 degrees. All parts are interchangeable from the old and the new 120 engines. NOTE: Magnet on old flywheel was white / new one is black
Proposed Rule Change - Keep GX 120 timing the way it is at present time, using the new key or flywheel. The new flywheel is not needed or required.
Reason for Change - High cost and no availability of flywheel by Jan 1, 2009.

#31 Present Rule - NONE
Proposed Rule Change - The World Formula Class is to be divided into a Light & Heavy division. Heavy WF having a 100 lb minimum driver weight and a 340 lb minimum car/driver combined weight; Light WF having no minimum driver weight and 275 lb minimum car/driver combined weight.
Reason for Change - To make the WF class consistent with Lt/Hvy 160, Lt/Hvy Mod, Lt/Hvy 'B, Lt/Hvy 'AA - The WF Class was designed to keep the older, heavier drivers in the sport of quarter midget racing longer. However, no weight or age restrictions were put in place when the class was introduced. As this class gains popularity, the lack of minimum driver weight puts older, heavier kids at a disadvantage. Adding a Light Class would also eliminate the need to add 100+ lbs of weight to a car, making it a "weapon". Perhaps a restrictor plate (to be determined by Natl Tech) could be utilized to control speed.

#32 Present Rule - World Formula Class 340 lb - Combined Weight
Proposed Rule Change - Add a Light Class for World Formula with combined weight of 270 lbs
Reason for Change - This class will be no different than Light 'AA. The drivers will have to breathe the throttle and the handlers will have to overcome biking related to a light car with high horse power. What you have now is light, inexperienced drivers making the switch to a car that was intended to keep older kids in the sport longer in regards to cost & performance. They must add large amounts of ballast to the belly of their car & this could certainly become a safety issue.

#33 Present Rule - World Formula Minimum Weight - 340 lbs
Proposed Rule Change - Light World Formula min weight 285 lbs and Hvy WF min weight 340 lbs
Reason for Change - Split Class by Light and Heavy as are all other upper classes.

**Please note, RCP's have been edited for length on QuarterMidgets.com*
Refer to official QMA website for content.