

PROPOSED Rule Changes for the 2011 Meeting of Quarter Midgets of America

Members will have the opportunity to VOTE - Your Regional Director should take YOUR vote to the National Meeting in February. (Some information has been condensed for space here)

RCP #1 - Basically this RCP wants to allow the host club to decide whether they want the Novice Group to Qualify at their Exhibition event at the Grands. **RCP #2** - Proposed Wording: A driver must attempt to qualify and race at any States Championship Event in an equal number of classes that they intend to qualify and race at the Grands.

Reason for Change: To allow qualification for Grands events by racing any Class(es) at a States race. i.e. qualifying and attempting to race any three classes at a States race allows racing in any three classes at a Grands event without having to pay hardship fee. Recent States race events have had very limited (1-2 car) entries in some of the higher classes leaving the only option to race against maybe one other car or to stay home and pay the hardship. Racers should have the opportunity to actually race against other cars and not need to go through the motions to satisfy a formality.

RCP #3 - Proposed Wording: In the event of a stoppage during timing of a division due to weather, curfew or other emergency and cannot be resumed on the same day, the entire division must be re-timed when timing resumes. For dirt tracks, in the event of a stoppage during timing of a division due to rain or reworking of the racing surface, the entire division must be re-timed when timing resumes.

Reason for Change - In fairness to all drivers in a division, all cars should be requalified to level the "playing field" and eliminate the varying differences of the condition of track before the track after timing was stopped. To ensure equal opportunity of qualifying, an equal and consistent racing surface needs to be offered.

RCP #4 - Proposed Wording: During A main events at the Grand national events there will be 5 courtesy laps given per driver if needed.

Reason for Change: Due to the time, effort, and length of distance you might travel, to go to these grand national events, it only seems fair to give a higher chance of cars to finish the race.

RCP #5 - Proposed Wording: It will be the responsibility of the Host Club holding a National or other Qualifying event approved by QMA to designate an Official fuel or gasoline station: to see that the Regional Technical Committee Person or other Technical Person trained or approved by QMA, be in charge of or supervise inspections.

RCP#6 - Proposed Wording: Grands Bidding: Any club bidding for a Grand National Event must send bid proposal which can include a CD/DVD, (No letters of Intent) sent to the National Office and the National QMA Secretary postmarked on or before October 15th of that year. Bid proposals will be mailed out with the RCPs to the QMA National BOD, Regional Directors and Club Presidents by the National Office and posted on the QMA Web site. Same procedure will be followed as RCPs, clubs will vote at their regional meeting for the National Meeting. Clubs will NOT be allowed to give a presentation at the National Meeting. (If no proposals have been received by 10/15 of that year for one of the three Grand National Events, the QMA National Board of Directors must be informed of any club that is interested in bidding on the Grand National Event. A presentation then MUST be given by these clubs only (15 minute presentation) at the National Meeting to determine that Grand National Event). The Regional Directors in the East will vote for the Eastern Grands, plus one vote from the NBOD, the Regional Directors in the West will vote for the Western Grands, plus one vote from the NBOD. The Dirt Grands will be held in both the East and the West and will be voted on in the same manner as Asphalt Grands. If no proposals are in when it is in their area, it will open u to the other area with all Regional Directors and one vote from the NBOD. Staying in the same order for the next year! The QMA National Board of Directors must be informed of any club that is interested in bidding for the Dirs Grands. A presentation then MUST be given at the National Meeting.

RCP #7 - Proposed Wording: Grands Bidding: Any club bidding for a Grands National Event must send bid proposal (not just letter of intent) to the National Office and be postmarked on or before October 15 of the year before the vote. Bid proposals will be mailed out with the RCPs for Regional Director and mem-

bership review. The Grands locations will be selected at the national meeting by a vote of the Regional Directors and the NBOD.

RCP #8 - Proposed Wording: The Dirt Grands will be awarded to a dirt track racing club east of the Mississippi.

Reason for Change: It is apparent that the location of where the QMA Dirt Grands are held plays a very important role in the total car count for this event. To justify the prestige of a Grands, and in particular a Dirt Grands, the participation needs to be significant, and a representation of the majority of the QMA clubs and drivers who race on dirt tracks. A location, east of the Mississippi, centralized to the QMA who race on dirt tracks should be necessary for a club to host a Dirt Grands.

RCP #9 - Proposed Wording: In Quarter Midget classes, the age limit is 17 years old. Drivers who turn 17 during the race season can finish the current calendar year (Dec 31). *Reason for Change:* Many older drivers are still racing because they have younger siblings who are also racing. To tell a driver that is turning 17 with 2 months left of the season they can no longer race unless they move to the half class is not right. Just let them finish the season. Many tracks do not have any cars in a half class or parents have the funds to put them in this class.

RCP #10 - Proposed Wording: Drivers who turn 9 after June 25 can finish out the Jr. year or move up to the Sr. division but once you move, you may not go back to the Jr. division.

Reason for Change: I feel that we are losing many young drivers in this situation because they are put to a division of young men and women that are usually a lot more older and mature. The process will come around each year for the same child that fits this situation. I know of no young 8 year olds that can compete and have fun racing against a 11 to 14 year old with much more maturity and seat time. There is talk that the other sanction body is going to table this and if it happens, we will probably lose more tracks and drivers to them. It is time for the board to listen to the members that support QMA and change with the members. I have seen over the past two years more and more Jrs. not racing after there Jr. year for this reason. We need the change to keep their interest as they are the future to keep us going.

RCP #11 - Proposed Wording: Drivers who turn 9 after July 1st may remain in the lower class division for the remainder of the calendar year. Exception: If you start and have registered prior to turning 9 you may finish the event.

Reason for Change - Drivers not being able to run for points championship in 1 class during their 9th birthday season. Drivers not ready to move up starting at the beginning of the year.

RCP #12 - Proposed Wording: Eliminate rule that members must join a specific club.

Reason for Change - Elimination of rule: QMA is supposed to be a non-profit volunteer racing organization for kids. Members should be allowed to join that club/region of their choice. Some clubs have very few members and if this rule was eliminated, these clubs may be able to attract other members to help with their club. QMA should not be able to dictate that choice for a person wanting to join their non-profit organization. Mandatory Driver License Verification: Any person can provide proof of residency anywhere. Requiring the drivers license address to match the application will eliminate this loophole. Drivers license should be verified against all membership applications to make sure the person is who they say they are.

RCP #13 - Proposed Wording: Raceceivers are mandatory at all QMA events. *Reason for Change* We use them at our track and we are able to get the drivers aware of wrecks on the track before they run into them. We can let the drivers aware of where the corner workers are on the track at all times. The drivers are able to line up a lot quicker which in turn lets us get our shows in a lot faster. The bottom line is I believe this is a great SAFETY device that should be mandatory to eliminate race directors, flaggers, and corner workers from being hit by cars.

RCP # 14 - Proposed Wording: 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 weight attached to any sheet metal except belly pan. Fasteners through weight and belly pan cannot be pop rivets. Weights are permitted in the left side "kick" of "bump" area if they are attached to welded frame legs or brackets provided for that purpose.

Reason for Change: The reason for this RCP is to remove multiple interpretations regarding main frame and cockpit. The original intent of this rule was to eliminate weights that were attached to just the floor panel in the "kick". This floor panel is typically held in with only pop rivets and is not suitable for weight mounting. Weights attached to welded brackets are very secure (even more so than when bolted to just the floor pan) and therefore pose not safety risk. In addition, moving weights to this location removes them from under the seat, which improves helmet clearance. Moving weights to this location also reduces the tendency of the car to bike. Implement following approval at the national meeting. It would be acceptable to add wording to limit how far the "kick" can extend if deemed necessary at the national meeting. It would be acceptable to limit the "kick" area to the area behind the steering shaft support.

RCP #15 - Basically this Proposal is to add both a Junior (5-8) & a Senior (9-16) Briggs & Stratton Animal Class. *Reason for Change:* Do to lack of consistency in 120 Honda parts and parity in power levels being made with the Thai 120 Honda Motors.

RCP # 16 - Proposed Wording: World Formula Light 9-16 N/A 270 lbs 160 lbs., World Formula Heavy 9-16 100 325 lbs 160 lbs.

Reason for Change: To create a light and heavy class this is structured the same as our other classes. The "A"s can run at these weights, the World Formulas can as well. This will also help balance out the split of the classes. Last year we had 110-115 lb drivers (or heavier) running in the Light class. QMA needs to look at how to retain older drivers. With the Lght Class set at 295, we have seen the Heavy class impacted at our local level. The present rule forces kids to not want to race when there are no cars to compete against. By lowering the combined weight in the Light class, the older kids that weigh over 100 lbs would be prone to race as heavy.

RCP # 17 - Proposed Wording: Eliminate the use of Deco engines as an available option in the Novice class.

RCP #18 - Proposed Wording: If an illegal prart or parts are found, handle has 15 minutes to decide whether to agree with or appeal Tech Directors decision, starting after the Honda Engine Parts Confiscation & Appeals Form has been completed with the infraction indicated. If handler agrees with decision, they must sign the Honda Engine Parts Confiscation & Appeals Form as such within the designated time above, the suspension will begin immediately, and the illegal parts only will be sent to the National Tech Director within five business days. If handler decides to appeal, they must sign the Honda Engine Parts Confiscation & Appeals Form as such within the designated time above, the suspension will begin immediately, and the illegal part/s only will be sent within two business days to the next higher level Tech Director (Regional or National), or designee, for review. That Tech Director has two days, after receipt of part/s, to determine if it/they are legal or illegal. If the part/s are determined to be legal it/they will be returned to the handler, and the suspension will be lifted immediately. If the part/s were sent to the Regional Tech Director and still deemed illegal, they will be forwarded to the National Tech Director, who again has two days, after receipt, to determine if the parts are legal or illegal. Again, if the part/s are determined to be legal it/they will be returned to the handler, and the suspension will be lifted immediately. Handler will be notified of decisions at each higher level. Part/s are to be sent express mail at the club or Region expense to speed process. If handler chooses to appeal decision, the suspension start date will reset to the date of any subsequent confirming decision of the illegality by a higher level Tech Director. Also: Update World Formula duplicate section to above: Rule 2 Article 6c, Section 2, Page 31 Eliminate related sections from Honda Tech Manuel GX 120 and GX 160 Rework Honda Engine Parts Confiscation & Appeals Form to match above process exactly.

Reason for Change: There are three conflicting processes documented for tech appeals. There should be only one, and it should be in the rulebook.

RCP #19 - Proposed Wording: Delete all of the tire treatment rules. *Reason for Change:* If National is not going to implement this rule at a National Event then why should we even have the rule. I did not see one tire checked at the Eastern Grands this year. I understand there is a protest rule for handlers to self impose this rule, but let's be honest who truly has the money to waste on that. There is a Honda motor claim rule, but they are still teched no matter what. I understand the reasoning behind the rule but if it's not going to be enforced then let's put everyone back on the same playing field and drop the rule. Right now there are a lot of kids with honest parents getting cheated because there is no reasonable way to enforce this rule. We all know the ire sniffer can not detect everything so that is not the answer to cure this problem. Either find a way to enforce it better or get rid of the rule.

RCP # 20 - Proposed Wording: Quarter Midgets of America will implement a right side tire manufacturer with a specified tire compound for all QMA sanctioned events. *Reason for Change* Help lower cost of tire purchases by not having to run different tire compound at different tracks with different tire specifications. Help even the playing field for race teams that travel to different tracks with different tire specs.

RCP #21 - Tires - A) For all non dirt tracks QMA events, the required right side tire for all quarter midget classes except Novice shall be the Hoosier A35. B) Local option to specify a different required right side tire manufacturer and/or compound for local events only if the following conditions are met. B) If a different tire than the National Spec tire is required, the local spec tire(s) must be approved by a majority vote of the appropriate club for a club level spec tire and by a majority vote of the clubs for a region series spec tire. C) Each type of required tire must be readily available to all members choosing to participate at an event. D) If a club or region does require specific tires other than the national spec tire, the details of such requirements must be posted at least two weeks prior to any affected event on the club's schedule, format, and website if they have one.

RCP #22 - Proposed Wording - All cars must run both right rear and left rear wheel drive. This means both rear wheels are locked up completely and must turn the same ratio at all times. (i.e. No coaster hubs, clutch hubs, or limited slip devices.)

RCP #23 - Proposed Wording - To allow NO JUDGING at a local club level to be voted on and approved by a majority of the current club membership and posted on their website at least two weeks prior to an event. To have the race director and flagger make only flagrant calls and all cars that go DOT causing a yellow flag, to be sent to the rear. Three DOTs and you will be black flagged.

RCP #24 - Revert to 2009 & prior judging rules, with respect to 3 DOTs or 2 calls, as opposed to 3 chargeable yellows, in order to enhance driver & handler safety and training.

RCP #25 -Basically - All Judges are responsible for watching all cars on the track.

RCP #26 - Proposed Wording - When a yellow flag is thrown in anticipation of a car or cars going dead on the track as a result of an incident on the track but the car(s) do not stop, a lineup will be created from the last completed lap and the race restarted, no cars will be sent to the back or assigned a Charged Yellow. This will be considered Flagger Error.

RCP #27 - Proposed Wording - Infractions - A) When a racing incident causes a yellow flag, the majority of the judges who witnessed the incident must determine whether or not a single car is 100% at fault for the incident. If full responsibility for the incident is not assigned, all cars that stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a Charged Yellow. B) When a racing incident causes a yellow flag, if a majority of the judges who witnessed the incident determine that one driver was 100% at fault, that car will be moved to the back of the line up and be assigned a Charged Yellow. All other cars in the incident will retain their position as of the last green flag lap scored and will not be assigned a Charged Yellow.

RCP #28 - Proposed wording - Infractions - A) When a racing incident causes a yellow flag, the judges must determine by unanimous vote whether or not a single car is 100% at fault for the incident. If full responsibility for the incident is not assigned, all cars that stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a Charged Yellow. B) When a racing incident causes a yellow flag, if all of the judges determine that one driver was 100% at fault, that car will be moved to the back of the line up and be assigned a Charged Yellow. All other cars in the incident will retain their position as of the last green flag lap scored and will not be assigned a Charged Yellow. C) As soon as the yellow flag is displayed for an on track incident, the flagger will begin to count from three laps to zero as a selected car crosses the start finish line. When the count reaches zero, the flagger will notify the Lead Judge and Race Director that the judging lap count has expired. If the judges have not announced their decision on responsibility for the incident, the Race Director will ask the Lead Judge for their decision. If a decision is not announced at this time, the Race Director will notify the Tower that all cars stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a Charged Yellow. D) If the judges determine with a unanimous vote that a driver(s) has committed a Flagrant Unsportsmanlike Conduct violation then the driver(s) will be immediately disqualified and scored with a DQ. This call can be made at any time. If under green flag the Lead Judge should notify the flagger and Race Director as soon as possible to show the black flag to that driver. 9-1) Any driver infraction occurring after the checkered flag has been thrown is an immediate disqualification and will be scored as a DQ. Any incident that occurs in the hot chute or as cars are leaving the track that the judges by unanimous vote determine to be intentional.

RCP #29 - Proposed Wording - Loss of control: When a car loses control 100% on their own and causes other cars to go dead on the track and causing a yellow, the initial car will be charged with that yellow. The other cars will be given back their respective position. Reason for Change - Car that causes an incident due to lack of control or improper maneuvers should be at fault. Other cars collected because of this infraction should not be given a charged yellow and sent to the back of the field.