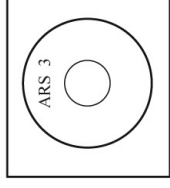


# 5500 SERIES QUARTER MIDGET SHOCK

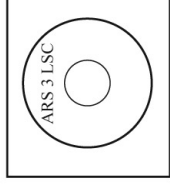
The distinctive black anodized shocks are making their presence known in the winner's circle at race tracks all over the country. We are continuously working to provide the best Quarter Midget racing shocks available. ARS has developed a new check valve and a valving curve that responds quicker to provide more consistent dampening throughout the range of shock speeds. These new advancements will deliver quicker and more consistent lap times.

The new check valve that is located at the bottom of the shock shaft allows you to control the low speed dampening of the shock. This check valve contains separate bleeds for rebound and compression dampening, and spring loaded poppets to isolate fluid flow. The new check valve is included in all the new shocks and can be installed in all older Quarter Midget shocks.

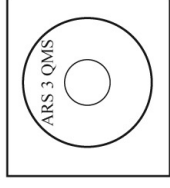
By looking at the closure nut of your ARS Quarter Midget shock, you can tell if it has the latest updated valving and check valve installed. The letter QMS will be stamped on the shocks closure nut identifying that you have the latest and greatest Quarter Midget shock package. The chart below is an example of the stamping on the closure nut to identify the generation of your 5500 series shock.



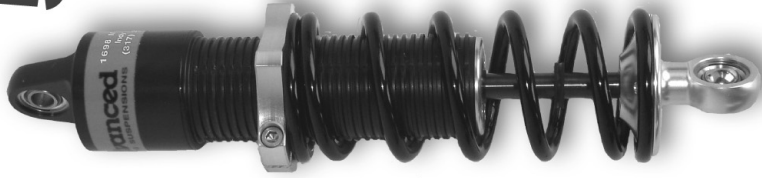
Original Valving



First Update



Latest Valving Curves  
New Design Check Valve

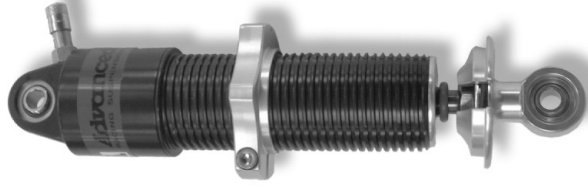


ARS continues to build Quarter Midget shocks with shaft seals that don't leak and weekly maintenance is eliminated with no external air valve. The 5500 series shock is the only Quarter Midget shock that uses a base valve design allowing for no rod pressure without the shocks oil cavitating under any racing conditions.

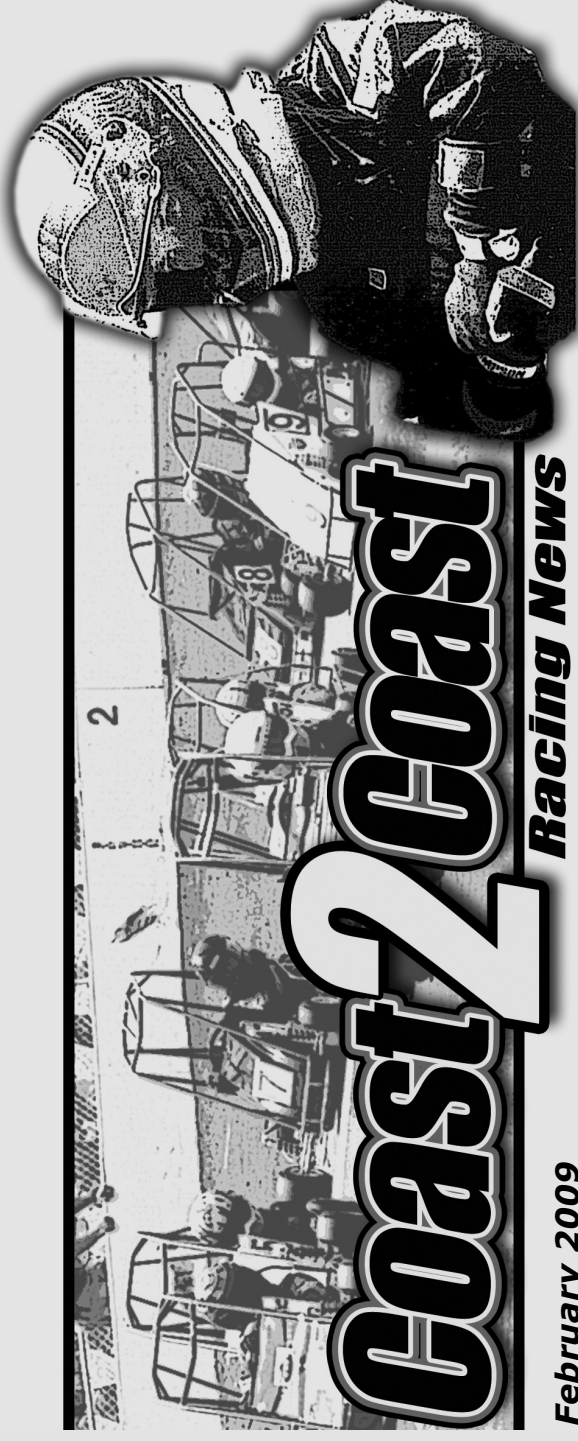
The development of QM tires that possess more grip than ever before has created the need for more gas pressure in the right side shocks. This is especially the case on hotter rubber down tracks with taller drivers in Honda classes. Now an air valve option is available on the 5500 series shock. The expanded chambers with the air valve can be installed on any existing shocks or ordered on new shocks by adding the letters A.V. to the end of the part number. The #40887 gas gauge is ideal for setting the pressure through the air valve.

The black hard anodized shock body has a detent in the adjusting nut to lock the adjusting nut in place in 1/4 turn increments. The pinch clamp on the other side of the adjusting nut allows you to lock the adjusting nut in place, eliminating the need for tape. The slotted spring perch provides for super fast and easy spring changes.

The pre-loaded shim stack on the main piston provides for high speed dampening unequaled in any quarter midget shock on the market. The rougher the race track, the bigger advantage you will have with the A.R.S. 5500 series shock over the competition.



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February 2009



The Tulsa QMA Club put together an awesome display at the 2009 Chili Bowl Midget Nationals event!

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# from the Editor

The holidays have come and gone now. It's time for a new season. My holidays were wonderful, bringing my family back home again. That doesn't happen much anymore, but I am fortunate that I can visit them anytime. *God Bless United Airlines!* The last few months of each year are so busy. First it was a road trip to take a friends car from Utah to New York. I was invited to a meeting at the USAC office. The key word here is "invited". There were no secrets, no withholding of information.... The officers presented their program, laid it all out for those of us attending, and treated us to lunch during the MOTO Grand Prix Motorcycle event at Indianapolis Motor Speedway. On my way, once again, I stopped at hotel Ganino, the NC Chassis Co and made my way to Holly's house. Fall brings tax classes and my job at Phoenix International Raceway. Special thanks to my good friends the Cappello Family for displaying their Quarter Midget to the NASCAR Media. Bobby East, QM Alum won both the Midget and Silver Crown races. For four (4) days, Quarter Midgets got mentioned & publicized in many ways. Ryan Newman & Jason Leffler, mentioned their roots. Jeff Burton, during a press conference, made reference to quartermidget racing. He said that at the age of 8 years old, when he won the Junior Karting Championship, he knew he wanted to be a racecar driver. Now his son, Harrison, races quarter midgets. Congratulations to Bryan Clauson, the Official QMA Spokesman, on winning the Raybestos Rookie of the Year Award. NASCAR Media Members were curious and asked questions about quarter midget racing, the new .25 USAC Series & QMA. It has always been a saying that QM's are the best kept secret. As much as possible, anywhere and everywhere, the mention of kids racing is coming to the forefront. There are so many activities that families can choose for their children to be involved in. That's why it is so important to provide quality organizations that provide a ultimate fun pack-

age for the racer and their family. It is equally important that people that are involved always try to encourage new members to join and to build the base of a quality organization. David Burns wrote "*To avoid situations in which you might make a mistake may be the biggest mistake of all.*" That may be the right attitude to have in life, but David Burns probably never had a kid racing quarter midgets! As an Editor of both Coast 2 Coast and QuarterMidgets.com - I get news from the proud handler that just won the World Record Race to the mom that just saw her Novice win his first race, to the guy that thinks he got cheated out of a main event win, to the handler that thinks a judge was planted on the judges stand, to the people at Primm that saw engines they were told were "Tilt Port Mods", to the people from clubs that are hosting Grands events, to the grampa that wants to race the QMA Canada Grands and then somehow, single handedly drive to Indianapolis in 3 days to race USAC, to the club that is looking for complimentary copies of Coast 2 Coast for their "Arrive and Drive", to the club that has just donated monies to their local charities, to the new President of a club that is looking forward to the new season, to the photographer that wants to send photos from a race they attended, to the guy that leaves nasty phone messages on my cell phone.... Bottom line - in my business, I report! I report what happens at a race and all the surrounding hub bub that is going on in these organizations. My children were appalled by some messages that were left on my phone in December. This guy needs to get over himself and realize that he just isn't that important anymore. Anyone heard of U-Tube? If people feel strongly about stuff... why not just write a letter to the Editor. Some may say, I don't print all of those, but C2C Readers have lots of knowledge of what goes on. People are curious; they just want to know. They hit the website, QuarterMidgets.com minute by minute each day. If you have joined either a USAC Club or a QMA Club, YOU ARE INVOLVED! I met a gentlemen

the other day who shook my hand, thanking me for .com, Coast 2 Coast and LIVE. He said he uses all of them. He said it was sad that a couple on the QMA Board put up so many roadblocks for me but he "just didn't want to be involved". But he *IS INVOLVED!* That is precisely the problem. I think there are more and more people that do know about QM racing than we think. Do I think that QM racing needs more publicity? You bet I do, but it has to be the right kind of promotion. Why isn't QM racing growing, out west? QMA recently announced it would give each club \$500 towards promotional events. How can that money be best used? Terre Haute has probably the largest "Promo Days" I have heard about. They spend money to advertise their event via a local radio station. They have had over 100 kids arrive to drive a Quarter Midget Race Car. USAC, by displaying a Quarter Midget at any of their events, promotes these "kid size" cars to a vast audience of racers! But more importantly, National events need to be the ultimate atmosphere that is both entertaining for the spectator and cool for the racer. Interestingly enough, do you know how many kids NEVER, EVER get to attend a National event? Wouldn't it be cool if each club sponsored a Novice to go to a Grands? At the Madera Grands in 2007, I was asked to welcome and interview Jason Smith and Jason McCord of the PRA Group (*now with USAC.*) Larry Triguero interviewed Tony Hunt former QMA driver during opening ceremonies as well as making contact with Jason Leffer who spoke to the kids. Many Grands have done that lately. But most important.... what kind of "impression" does a visitor, spectator or prospective racer get at an event. Once the organizations get the people hooked.... what do they do to keep them? Members are the best ambassadors. When people leave the sport, most times they leave with a bad taste. It's later that they say "it was the best time of their lives". Abe Lincoln said that the biggest gift that anyone can give is the gift of time. Ask VP Barzee and Karen Autunno. Many years ago, officers of QMA spent their

own money to go to National Meetings and Grands. People actually ran for positions against others and would do anything to hold an office. Now when so much is reimbursed and paid for.... NO one wants to run for offices! Somehow that just doesn't add up! This time, last year, who would have thought that there would be such disarray in the QuarterMidget ranks. The QMA National Meeting is going on in Las Vegas as I write this Editorial. I'm not going.... it's just too much drama! I can't get any news from it for my readers so why bother! QMA doesn't share news with me. I remember back when I took my kids east one summer to race. We raced at Camden on Friday night in a Micro, some Saturdays at Logansport & raced a USAC Ford Focus some Saturday nights. No one gave a crap what series we raced, how we tied our shoes or what gas station we stopped at to fuel. It is just too bad that with so many choices in the world today, someone wants to rule the world! Take it from one who knows.... each one of you are going to wake up in just a few short years and realize that your kids grew up way too fast. If you have the opportunity to strap your kid in a race car.... go do it!!!! Don't go to a race and NOT help in some way. Do go race anywhere, with either sanctioning body. Now that there are choices, maybe racers will be looking for the best events to attend. Do try every track you can get to - to see your driver develop. Do check out all the choices you have as an American. All of these organizations want your membership, your support and your loyalty. They are businesses.... like it or not.... they are. It's no different than Wendy's and McDonald's wanting you to buy their burger. At Hansen Racing Products, they don't care if you race QMA or USAC, they just want you to buy their really cool gearbox and race a Briggs World Formula. I get to go to the PRI Show every December and promote QM racing in the Briggs Booth. This year, we distributed 200 new QMA Brochures, over a 100 old ones and over 400 Coast 2 Coast copies. USAC driver's stopped by saying how cool it was that USAC was going to get involved in QM racing & QMA members stopped to chat and

bench race. Let's take off the gloves, boys and girls, and just let your kid go race! Get back to the basics? Who is making more demands and who is making races? Long live the days when you couldn't get to all of the Region 4 races 'cause there were just too many of them. The Tulsa QMA Club put together an awesome display for Quarter Midget racing. They promoted their local club as well as QMA. They had a couple past QM drivers sign autographs. These driver's hold a certain spark in our hearts because of their accomplishments in USAC racing. Jerry Coons, Jr was awarded the most prestigious Triple Crown Award for winning three USAC National Championships - Silver Crown, Sprint, and Midget. I am especially prejudice because I do Jerry's website. I met Jerry years ago at a USAC race. He saw a jacket of mine with a Quarter Midget on it. He told me he raced one as a kid. *There it was.... the opening line that I love to hear.* Shannon McQueen also did autographs at the QMA booth. She told me she knew I would like to know that Brady Bacon, Jerry Coons, Jr, Bryan Clauson and herself can still fit in a 78" Quarter Midget! *Oh how they would love to take a lap again.* Now that there are more choices, I would think it might be a little more challenging for Quarter Midget racers. Although many of the rules will probably be the same, at the track, I have heard there may also be some differences. Please take the time to read the Rule Books before you go to any race. For your driver's sake, take care to have all the right equipment, properly installed and ready to race. Talk to club members before you go to a track to race. Learn about what kinds of tires, do what. See if one organization over another, may actually try to help the racer afford to keep racing. In this economy, everyone has challenges. Sadly there are more & more families that are leaving quarter midget racing because of the costs. Please don't take this away from the kids!

*One last thing...* a special thank you to the Madera Club for their hospitality to QuarterMidgets LIVE.com for the Primm race. We were **LIVE from Kansas City!** Over 1,000 people were logged on. But I couldn't have done it without Mary. This is a true testament of how things can be made right, for the right reasons. *Now don't snicker...* there are actually tons of people that really miss their time in Quarter Midgets. It's cool to go to a race event, anywhere and see past QM drivers. It's been a project but a good friend of mine and I have built a new website. It isn't completely finished, but I invite you to check it out. There will be a link from quartermidgets.com soon. [www.quartermidgetalumclub.com](http://www.quartermidgetalumclub.com) It will give many QM alum that contact me, the opportunity to connect with past friends and competitors. *Make it a great day!*  
Debi Supan



AJ, Stephenee, and Matt Supan

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# Top Stories

## Chili Bowl Display Creates Enthusiasm in Tulsa.

The Chili Bowl Midget Nationals event takes place in January every year in Tulsa, Oklahoma. The event is a sellout. Midget drivers from across the country attend to get a chance at the Golden Driller Award. The car count was over 200 in 2009. The crowds range in numbers of thousands. Most importantly, they are race fans. QMA designed and produced a promotional backdrop that was used in an awesome display in the "booth" area of the Chili Bowl. The Tulsa Club took the reins and put together a display that was admired and visited by many. It was an awesome display that included 2 video screens, a very cool Quarter Midget stand, cars, both new and vintage, and all the safety equipment necessary for a driver. Several past drivers sat for autographs, to include, USAC Triple Crown Winner, Jerry Coons, Jr, NASCAR Raybestos Rookie of the Year and QMA Spokesman, Bryan Clauson, USAC (Kasey Kahne) driver, Brady Bacon, USAC National Sprint Car Rookie of the Year, Chad Boat, and USAC Western States Midget driver, Shannon McQueen. The club will utilize the display at a Rod and Custom Show in February.

## QMA to Assist with Club Promotions

QMA has announced they will give each club \$500. for promotion purposes. There will be perimeters that must be met before clubs will be reimbursed. Some Regions are pooling their monies together in order to create the opportunity to promote their clubs.

## No More Gasoline Alley Nationals

Just a reminder.... The NC Chassis Co issued a press release informing that they would no longer be promoting another Gasoline Alley Nationals event.

## USAC Announces National Event

The newly formed .25 Series by USAC will be hosting their National event at the famed Indianapolis venue. Dates are July 8 - 11, 2009. watch the USACracing.com website for more information.

## Garden State QMA is Back!

The Garden State QMA Club in Wall, NJ is back for the 2009 season.

## Dual Charters for 2009 - Will this issue be debated?

## USAC and Hoosier Tires Team Up for .25 Racing Series

The spec tire will be mandated on the right front and right rear tire positions for the 2009 season. Mandatory use of a Spec Tire will be enforced at USAC Clubs and racing events for 2009. Participants hope to see a savings on their overall season tire purchases for 2009. Product information includes - part #15325 - for the right front and a choice of part #15650 or part #15751 for the Right Rear. There are 2 choices of compounds. A35 and A40A. Refer to [www.hoosiertire.com](http://www.hoosiertire.com) or [usacracing.com](http://usacracing.com).

## Will World Formula Classes Finally Go Light?

Since the inception of the World Formula Class in Quarter Midget Racing, members have begged for a light class. For 2009, there are several rule change proposals in front of the Board at the National Meeting. If the Light Class for World Formula becomes reality, will QMA reduce the amount of classes by removing another class? Which Class might that be? Time will tell. USAC has already announced that they will sanction a Light World Formula division.



## NCQMA Congratulates their 2008 Champions

NCQMA had their Awards Banquet on January 24, 2009 at the Speedway Club at Lowe's Motor Speedway. Congratulations to all of the 2008 point series champions, (From L to R) Nicholas Wilt, Lucas Hedrick, Jared Fryar, Kodie Conner, Cody Acton, & Nick Drake courtesy of NCQMA Photographer, Jeff Poling--JM Racing Photos.

## Calendar of Events

Columbus Indoor - February 14, 2009

Pacific Coast Indoor - Scotty Key Memorial  
Feb 21 - 22, 2009  
hosted by American QMA

QMA Columbus Regional - February 28 - March 1, 2009

Desert Springs - Phoenix, AZ - Feb 28 - Mar, 2009

USAC .25 Midget District Championship  
Tampa Bay, Fla. March 21-22

Madera "Good Times Club"  
Galante "Ice Breaker" Race - March 21 - 22, 2009

Cactus Clash - Tucson, AZ - Mar 27 - 29, 2009

Opening Day - Sunday, April 5  
Langley Club - Home of the 2009 Western Grands

Region 5 - I 70 QMA - State Race  
May 16 - 17, 2009

Region 6 - State Race - San Antonio, TX  
May 22, 2009

Region 3 - State Race at Huntsville, AL  
May 23, 2009

Region 1 - State Race - Custom Club - Connecticut  
Lou Sherman Memorial Event  
May 24 - 25, 2009

High Desert Classic - Albuquerque, NM - May 22 - 24

Region 11 - State Race at Orange Show  
May 31, 2009

USAC .25 Midget District Championship  
Toledo, Ohio June 6-7

Region 10 State Race at Tri-Valley  
June 6 - 7, 2009

Region 5 - Terre Haute (Home of the 2009 Dirt Grands)  
Tune Up for the Grands  
June 13 - 14, 2009

USAC .25 Midget District Championship  
Inaugural "Black Jack 200" at Las Vegas (Nev.)  
Motor Speedway June 20-21

Region 5 - CCQMA - Taylorville, IL  
June 27 - 28, 2009

QMA Western Grands - Langley, BC - Canada  
June 28 - July 4

USAC .25 Nationals - Indianapolis, IN  
July 8 - 12, 2008

QMA Eastern Grands - Huntsville, AL  
July 19 - 25

QMA Dirt Grands - Terre Haute, IN  
August 2 - 8

## The Ohio Indoor Season

Mark Your Calendars

**February 14**  
**February 28/March 1**

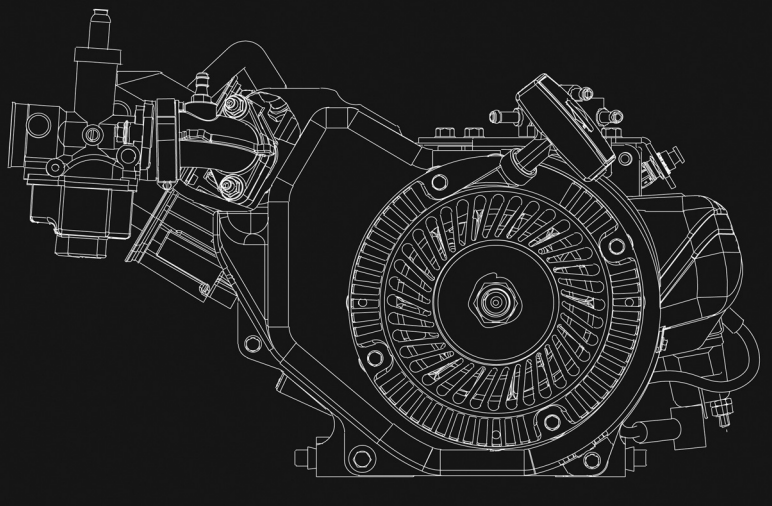
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## **NOVICE - the Best Class in Quarter Midget Racing**



In March of 2004, our family took to a quarter midget track for the first time; at least for our children. We strapped Justin into his car and sent him out with butterflies in our stomachs; not knowing what to expect. As he drove around and around I watched in amazement that a 47 pound, 5 year-old kid could operate a motor vehicle. From that moment on, there has been no turning back.

Over the course of the next four years, our family met some of the most incredible people and traveled to some amazing places that we otherwise surely would never have gone. We have raced at

every level of quarter midgets and have been successful at every level. We have competed with the best of the best and are a better team for it. But that is the key. We are a family race team. We travel to races together, we win together, and we lose together.

Once you leave the ranks of Novice, it can become all consuming. Handlers yelling at their driver, drivers beating on their steering wheel, and heads hung in disappointment. Many times, we lose sight of the fact that these are CHILDREN operating the cars. They make mistakes, handlers make mistakes, judges

make mistakes, and still there is always another race.

Coming full circle from Lt AA with Justin to Jr Novice with Travis, I remember how much fun racing is supposed to be. Travis just loves to be on the track. The smile is from ear to ear every time he prepares to take the track. There is no pressure, there are no expectations; just a family having fun, learning together and creating memories. Novice is definitely the best class in quarter midgets. We can all learn something from the pure innocence of these little drivers.

*Kim Peck*

## **Langley Quarter Midget Association is proud to host the 2009 Western Grands**

The LQMA Membership would like to invite you to: **Cross the line in '09 and Celebrate our 30th year**

Welcome to the only Quarter Midget Facility in Canada! Quarter Midget Racing first came to British Columbia in 1971. Races were held in parking lots and when talking to past members some of their fondest memories were of these events. In 1979, LQMA was formed and our present track was built and the surrounding amenities added over the years. The 2009 Western Grands Race Event begins on the 27th of June and the final "A Main Events" will take place on July 4, 2009.

### **Why come to Canada?**

Our track is known as the "Super Speedway of Region 9". The banked track and long straight-aways make for exciting fast racing. The track is built to the maximum dimensions permitted by QMA. We have many Track Records still standing from the 99' Grands and we challenge each and every driver to take their place in LQMA history.

One of the highlights of the LQMA experience is our level parking area, many with paved lanes for easy access to the track.

LQMA facility is less than five minutes from the US/Canada Border at Lynden, Washington and is easily accessible from all Western BC border crossings. Other than racing.....

- British Columbia is known as a friendly and welcoming area in Canada and we encourage you to partake in our hospitality and meet the rest of our Region 9 Families. A "Complimentary BC Welcome Dinner including food items native to BC will be the starting point for your week long racing event. This will give you time to renew old friendships and start new ones.

July 1st is to Canada as July 4th is to the United States therefore we will have two National Holiday Celebrations in the same week.

**Check our website ([lqma.ca](http://lqma.ca)) for updates.**

**Please refer to: <http://travel.state.gov/passport> for final instructions on border crossings**



Toward the end of race season, October of 2008, Terre Haute hosted their Region 5 Regional event. With over 100 cars, the track crew provided a very competitive racing surface.

## Terre Haute to Host 2009 Dirt Grands August 2 - 8, 2009

The Terre Haute Quarter Midget Association hosted their very first Dirt Grands in 1993. 2009 will be the 6th Dirt Grands our club has hosted at a track that has had quarter midgets racing since 1956. Car counts at our grands have steadily grown from 90 in 1993, 121 in 1997, 410 in 1999, 482 in 2001 and 520 in 2003. We are hoping that 2009 will be another record setting year. We hold the record for the longest Grands, dating back to 2003, where officials made every attempt to run the 'A Mains. Mother Nature certainly played a big part in our 03 National event.

Our membership has been working hard with a number of upgrades to our facility and look forward to sharing it with quarter midget families from across the country. Visitors immediately notice our permanent cover over the staging area so that drivers aren't waiting in the hot sun. Our concession is a

full service facility where we can create fresh food dishes. You can then pull up a seat at our picnic area and share a meal with family and friends. We have utilized many community groups, over the years, to minimize the wait time at our National events.

In the heart of the Midwest, the City of Terre Haute has a history rich in racing history dating back to 1945 when one of our local businessmen, Tony Hulman purchased the Indianapolis Motor Speedway. During the 50's 60's, and 70's, Mr. Hulman was a supporter of many forms of racing and was seen at the local quarter midget track often. Through his support, the Terre Haute Quarter Midget track came to be known as Hulman Mini-Speedway.

Many racing icons including AJ Foyt, Bobby Unser, Johnny Rutheford to modern day heroes, Jeff

Gordon and Tony Stewart have honed their skills at our local legendary half mile oval, The Terre Haute Action Track, which continues to run a schedule of Sprints, Midgets and Silver Crown events. Much of this history can be seen at either of our local racing museums.

Our community has ample hotel space, a wide variety of restaurants, as well as many family activities, including 4 outstanding 18 hole public golf courses and a fully lit 9 hole course, mini-golf, go-karts, batting cages, theaters, many parks, museums, shopping as well as a number of racing venues just a short drive away. If you are planning on flying in, you will come into the new Indianapolis airport on the southwest side of the city. Terre Haute is just a 45 minute drive.

We also have a full schedule of family activities planned at the track throughout the week.

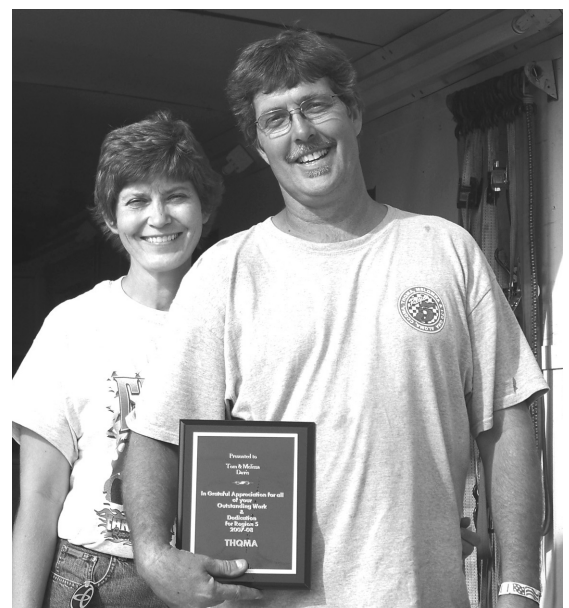
If you would be interested in helping us with sponsorship to enable us to welcome Quarter Midget Families for the 2009 Dirt Grands, please contact us at [racersolc@aol.com](mailto:racersolc@aol.com)

Please check our website often for more information and updates [www.thqma.com](http://www.thqma.com) We look forward to seeing you in Terre Haute August 2nd-9th.

**The Terre Haute  
QuarterMidget Association**



JR Van Gelder (left) is pictured with Tony and Stephanie Verardi as they were honored for all their work and dedication to Region 5. Although Tony has handed over the reins of Region 5 to Mr. Gonsalves, he will always be around to lend a helping hand.



Region 5 honored 2 very special families for their hard work and continued dedication to their Region. Tom Davis, was Region 5 Assistant Region Director. He is pictured here with his wife, Melissa.

**[www.thqma.com](http://www.thqma.com)**



The HQMA club in Huntsville, AL finished the 2008 racing season during the Thanksgiving Holiday. The club hosted the 40th Annual Turkey Gobbler, with 112 cars in attendance. Even though the car count was down a little this year drivers and handlers in attendance were from all across the country. We all celebrated Thanksgiving with our annual Turkey dinner; it was a great time with plenty of food, fun and fellowship for all. Thanks to all who came and helped make the 40th Annual Turkey Gobbler a success.

The Huntsville club is the oldest club in Region 3 and was host to several Grands in the 70's and the 80's. In 2002, the Huntsville club lost its old facility, one of the oldest in the Nation. In 2005, HQMA opened its new and improved track. Next summer the Huntsville club will host the 2009 Eastern Grands from July 19-15. Registration will open January 1, 2009 at 12:00 am. For more information about the 2009 Eastern Grands visit [www.hqma.org](http://www.hqma.org), all forms and information needed for the Grands are located on the website. Vendor and sponsorships spots are still available. The HQMA 2009 race schedule will be posted on the website soon for all QMA members who would like to come to Huntsville, AL to visit and get in some practice before the Grands. The HQMA club will also be hosting the Region 3 States race Memorial Day weekend, May 22-24, 2009.

The HQMA club is looking forward to a great 2009 racing season, and invites you to come to Huntsville, AL for the 2009 Eastern Grands. Hope to see you there!

## 40th Annual Turkey Gobbler

### Jr. Novice

Hannah McComisky  
Evan Sheldon FT  
Jacob Rutledge  
Grayson Pate  
Chandler Smith  
Jessie Ray

### Jr. Honda

Rylee Loveday  
Baden Stewart FT  
Hunter Wright  
Dylan Fetcho  
Jaxon Bishop  
Blaze Johnson  
Christian Pitman  
Ashton Thompson  
Tyler Ward  
Bailey Goldesberry  
Cody Duke  
Katie Rutledge  
Travis Smith  
Rayce Geary  
Carson Dean  
Michael Mendez  
Alec Manke  
Austin Miller  
Jacob Staten

### Sr. Honda

Shay Miller  
Nicholas Snyder  
Garrett Jones  
Michael Atwell  
Drew Alldredge  
Jimmy Staten FT  
Dallas Maples  
Stevie Brannon  
Raymond Carter  
Zach Troyer  
Brendan Keller  
Tristan Andreola  
Tyler Ryan  
Ryan Anthony  
Mikey Drotos  
Trevor Sanders  
Wesley Spillers  
Brandon Smith  
Justin Cole  
Clay Holland  
Lance Campbell

### Heavy Honda

Halie Loney FT  
Zack Caldwell  
Seth Ramey

# 40th Annual Turkey Gobbler - Huntsville (Home of the 2009 Eastern Grands)



Martin Tuck  
Austin Jackson  
Lindsay Howard  
Kate McComisky  
Brad Vickers  
Karen Carter  
Derek Ryan  
Nicole Mendez  
Austin Manke

### Jr. Stock

Tyler Ward FT  
Cody Duke  
Bailey Goldesberry  
Jaxon Bishop  
Baden Stewart  
Blaze Johnson

Ryan Anthony  
Drew Alldredge

### Heavy 160

Zack Caldwell  
Seth Ramey  
Halie Loney  
Austin Jackson  
Bailey Jones FT  
Ryan Franklin  
Jacob Cochran  
Martin Tuck  
Joshua Staten  
Austin Osborne  
Lindsay Howard  
Nicole Mendez  
Will Rexroad  
Ross Rollings  
Brad Vickers

### Sr. Stock

Trenton Bresgrove  
Wesley Spillers  
FT/TR

### Lt. Mod

Trenton Besgrove  
FT  
Bailey Goldesberry

### Lt. 160

Will Brown  
Rylee Loveday  
Trenton Besgrove  
FT  
Shay Miller  
Wesley Spillers  
Brandon Smith  
Trevor Cole  
Tyler Ryan  
Stevie Brannon  
Michael Atwell  
Trey Richardson  
Brendan Keller  
Trevor Sanders  
Nicholas Snyder  
Jimmy Staten  
Mikey Drotos

### World Formula

Bailey Jones  
Martin Tuck  
Ryan Franklin  
Brandon Smith  
Joshua Staten  
Trey Richardson  
Trevor Cole FT  
Jacob Cochran  
Will Brown  
Jr. 1/2  
Brandon Smith FT  
Trey Richardson  
Chad Caldwell

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July 19 - 25, 2008**

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May 23, 2009**

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the State Race at Huntsville  
April 1, 2009**

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The Huntsville HQMA Club would like to invite you to join us for the

**2009 Eastern Grands.**

HQMA is located in Huntsville, AL  
- "The Rocket City".

The Huntsville area has lots of great restaurants, hotels, and many fun attractions only minutes from the track.

**This year's Welcome Dinner will be on  
July 19, Saturday.**

We will be hosting a Southern Bar-B-Q. If you are planning to attend one of the Grands events this year we hope that you will choose the 2009 Eastern Grands in Huntsville, AL where you will find lots of food, fun and southern hospitality.

Hope to see you there!  
[www.hqma.com](http://www.hqma.com)

# Proposed QMA Rule Changes for 2009

**#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 - driver's 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 gree 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 driver's 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/ribscage 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 harness's should be attached to a cross-over bar welded to the chassis. Proper harness/belt angle an attachment as per approved safety belt manufacturers 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 kickout or side pod area) Weight also may be bolted to the belly pan within the cockpit area which includes the kickout 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 kickout. 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/checked and sealed as soon as it's 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 checked 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 vegia 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 contaminants 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

**Rule Change Wording not in official format. Refer to QMA for official information. This can be downloaded from [www.QuarterMidgets.com](http://www.QuarterMidgets.com)**

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.

## Quarter Midgets Lose a Friend

The Quarter Midget Racing community lost one of their own on 12/15/08 at approximately 6:30 AM. Jeff Schankerman, age 44, passed away from an apparent heart attack. Jeff left behind is wife Barbara and his two boys Aaron and Andrew. Naturally, the family is devastated and in shock by his unexpected death.

Jeff and Barbara were married December 29, 1986. Jeff worked for the



Jeff Schankerman studies his son Andrew's Car before a race at Pomona Valley QMRA. photo by Sandra Williams

about when he was the first person to utilize the World Formula Power in a Half Midget at the 2003 Grands at Mini Indy. When Aaron dinged the bell setting a new Mini Indy Jr. Half Track Record with his completely stock Brigg & Stratton World

Jeff developed a partnership with Bill and Nick Carlson and loaned Nick his #44 Ellis Midget. Nick raced the Schankerman #44 Ellis Focus Midget for two years and often found himself up at the front of the pack. Jeff also provided the #88 Ford

Chili bowl.

Who was Jeff Schankerman, really? Jeff was competitive, but so easy going. He loved a great race. He thrived on the competition but always knew how to keep it in perspective. As a Race Director, he could

# Remembering Jeff Schankerman

Department of Defense and the Labor Department. Just a few years back, Jeff saw a need to create a propane delivery service in their community and surrounding area. He left his government position to begin the "First Propane" Family owned and operated Company.

Jeff loved racing, in any form. In their early years of marriage, Jeff and Barbara were NASCAR fans. "We went to many kinds of racing", said Barb. "We went to races at the famed Ascot." Jeff was researching racing one day when he found the Pomona Valley Quarter Midget Club. Aaron was just 10 years old, when they attended a race and they were hooked.

The Schankerman Family has given a tremendous amount of time to Quarter Midget Racing at Pomona and the Orange Show Tracks, Region 11 and the California Monza. Jeff worked as Race Director at many Pomona events, while Barb has worked in the towers. The family worked at every Grands they ever attended. Both of Jeff's sons, Aaron and Andrew, raced Quarter midgets. Jeff gave many drivers that raced 1/4 midgets along side his sons, opportunities in racing. They all have had the tremendous opportunity to drive for Jeff.

Jeff gave the Quarter Midget Racing community something new to get excited

Formula, Jeff knew that he was on to something very big for QMA. Jeff continued to work on his World Formula engine platform with the help of Hansen Racing and Hyper Race Engines. For two years Jeff had Jake Swanson racing his World Formula engine, first in the Jr. Half class and then in the all new World Formula class. Jeff put his World Formula through the toughest extremes for testing purposes to help create what is known today as the World Formula Quarter Midget Class.

Jeff's love for racing expanded up into the Midget and Focus Midget classes when he acquired two cars.

Focus Midget to several young drivers giving them their first Midget rides. Driven most recently by his son Aaron & Jake Swanson (Jr. Focus Class), Justin Kierce (Jr. Focus Class), Nick Carlson, Kevin Kierce, AJ Supan, and Todd Hunsaker. Jeff even had a short one year relationship with Danny Stratton running his car as a full USAC midget. Danny was working for Esslinger Race Engines at the time and provided the power plant while Jeff provided the car. The combination of the two proved to be an excellent idea with Danny posting many podium finishes and an A main appearance at the

calmly look an irrate handler in the eye and tell him, "it'll be ok". He was the most easy going, giving, and genuinely kind person you could ever meet, and the racing community has lost a great friend.

There is a Jeff Schankerman Memorial Fund account set up to help support the family in this time of need. The family has suffered a tremendous loss and needs financial support. Please consider a donation. Visit [www.swansonmotorsports.com](http://www.swansonmotorsports.com) and click on the link.

Jeff will be missed but his memory will live on forever.



Jeff Schankerman and family. From left - Jeff, son Aaron, Barb's brother, Tom Vincent, youngest son Andrew and Barbara.