



2017 National Short Sheet

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Submitted by
National Secretary
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New Flagging Procedures

On all starts the Flagger will signal “one to go” to the field by either showing a rolled up green flag with one finger in the air or by pointing the rolled up green flag at turn 3.

On all starts the flagger must display the green flag no sooner than the turn 3 commit line and prior to the turn 3/4 apex. Otherwise the yellow will remain displayed and the “one to go” will be given to the field again.

On all starts no passing will be permitted until the front stretch. If the flagger determines that a car has passed before the front stretch the yellow will be displayed and the offending driver will be shown a rolled up black flag. The field will be lined up and the start will be attempted again. Driver will be sent to the back for a second violation.

On all starts if it is determined by the flagger that the green flag should not have been displayed and before a lap is completed, the flagger may display a yellow flag and a flagger error will be called. All cars will retain their starting positions prior to the flagger error and the race will be restarted. (Do over)

Spec tire for 2018- 2019 Season: Hoosier A35 NY1

Safety Updates

We will be clarifying the expiration of helmets in the rulebook. For both SA and SFI 24.1, the expiration will be 10 years + 1 year. So, a date of 2010 inside the helmet will be good through 2021.

There is a new MPI steering wheel on the market that has a hard-plastic center cover instead of a foam cover. After a discussion, it was decided to allow the steering wheel.

Grands Qualifiers

The States Race is being replaced. Car counts were very low in regions where a States race was run as a stand-alone race and it appears that the States race has lost its luster. Instead, every QMA club will be required to run at least 2 “Grands qualifiers.” These Grands qualifiers can be any race (club, region, non-points, etc.). The races can be run following the club’s standard format. The club will send \$2 per entry at the Grands qualifier to the National Secretary. The club can either charge \$2 more per entry than they typically do or absorb the cost. Any driver who wishes to qualify for the Grands has to attempt to race in at least 1 Grands qualifier. If you don’t attempt to race in a Grands qualifier, you won’t be able to attend the Grands – there will be no hardship. This one will require a bit more work for the clubs because they need to designate which races will be their Grands qualifiers when they build their season schedule. Then

after they hold their Grands qualifier, they need to send a list of drivers who attended along with the \$2 per car to National. You need to attend 1 in order to qualify for the Grands. Event memberships can be used for the Grands, but they have to qualify at a Grands qualifier in order to attend the Grands.

The Grands qualifier list will be erased after the last Grands of the season. Any Grands qualifiers that are run after that point will count towards the next season's Grands. For example, a club holds a Grands qualifier in September of 2017, it will count towards the 2018 Grands.

Tech Update

Honda 120 & 160

Main jet- You are allowed to drill jet to pin size for the class you are running. This specification refers to the main jet primary small center hole only. It is NOT legal for any other jet modifications and will be compared to a stock known factory jet. Counter boring and/or chamfering of the larger holes of the jet on both the front and back sides of jet are not allowed.

Valve Springs- You may now use either the Honda GX120 or 140 springs. They must be stock Honda springs.

Animal Cam Profile sheet

The 250-number check will no longer be used.

Membership Increase

Membership will increase to \$150 for regular memberships and the alternate handlers \$75 both effective immediately and clubs pay no insurance and for those clubs that are required to have over the standard coverage will pay the difference.