



QMA National Meeting November 9-10, 2020
Angel of the Winds Casino, Arlington Washington
Submitted by Flannery Olson
QMA Secretary

Attendees include:

Denise Smutny (QMA President), Craig Dellarocco – via Zoom (QMA Vice President), Dino Bianchi – via Zoom (QMA Safety), Nicol Venard (QMA Treasurer), Sunny Phillips (QMA Publicity), Flannery Olson (QMA Secretary), Rose-Ann Hamness (ORQMA President), Randy Geary (NWQMA President), Darren Chorney – via Zoom (LQMA President), Thad Luse (WQMA, President), Melanie Deaver (LWQMA President), Ryan Fasching (MCQMA President), Wendi Cordova - via Zoom (SC President)

Guests:

Paul Wagar (WQMA), Jebediah Burnett (WQMA), Scott Hamness (ORQMA), Kari Markham (LWQMA),

Meeting begins 8:37am

Roll Call and Call to order

Introductions

Sunny Phillips motions to accept meeting agenda, Thad Luse seconds motion. Meeting agenda approved.

Opening comments by Denise Smutny, President

- Areas of improvement that were discussed at the 2019 National Meeting to improve in 2020
 - o New Bylaws were completed in March 2020
 - o New Participation policy developed. Policy is user friendly with the goal of the recipient to be able to respond to the accusation against them
 - o \$3000 was given to each club that recommitted to QMA for track improvement
 - o \$3000 was donated to the QMA Special Needs program
- Promotional items given to the returning QMA clubs
 - o Feather flags
 - o VEGA banners
 - o QMA Stickers

- New website has been introduced and is up and running.
 - o Positive feedback has been received
- Facebook and other Social Media sites are utilized by QMA for promotional reasons.
 - o Clubs need to step up and assist in the promotion of QMA
- Goal to leave the meeting with Tech rules & procedures finalized.
 - o QMA needs to mirror other organizations in order to have more crossover racing among racing entities.
- Items have been retrieved from Illinois from the previous QMA Secretary
- QMA Scoreboard was sold to Little Wheels in Washington.
- Mountain Country held the QMA Grand National race in August, 2020. The event was successful and many want to go back to race at MCQMA

Break out sessions with National Board and Presidents 9:00am

RFC #1 Rule/Procedure: Equipment Specification; Article 4, Section 1, 8K Page 14

Present Wording:

The use of cam lock belts will be allowed.

Proposed Wording:

The use of cam lock belts will NOT be allowed

Reason for Change:

The cam lock system has failed for several drivers during impact. A latch system is preferred and should be the only type allowed to be part of a five-point restraint harness.

Discussion:

The choice of belt should be a handler's choice.

- Clubs had failures with cam lock belts
- Belts needs to be double checked before drivers are pushed out on to the track

Vote: Yes: 4 No: 9

RFC #2 Rule/Procedure: Class/Division; Article Section 2 Divisions, Table 5-1 Page 17

Present Wording:

Novice Junior age 5-8, Novice Senior 9-17; Honda Junior age 5-8, Honda Senior 9-17

Proposed Wording:

Have a class between Novice Junior/Novice Senior and Honda Junior/Senior.

Reason for Change:

For our racers to obtain more experience in racing with others at a faster speed and to gain confidence in the car and their abilities. This will give them a chance to work on their pattern before moving up. It will also slow down the amount of lapped cars and wrecks in the Junior/Senior Honda. This will help the racers and the score keepers.

Discussion:

Concerns with kids that race faster cars outside of QMA; why put them in a slower car than what they are used to.

- This will give the kids opportunities to race against others when they normally would not (i.e Senior Novice drivers that rarely have more than a few cars racing together at a time).
- This will give Junior Novice options

Vote: Yes: 0 No: 13

RFC #3 Rule/Procedure: Sec. 2 Racing Rules; Article All QMA Events, Section 1(H), Page 22

Present Wording:

No electronic driver communication systems permitted at any QMA sanctioned event. Any single channel UHF race receiver designed for race use is permitted for local use only. Transmitter use must be limited to designated track official only. Any unauthorized transmitter use will require a DQ for the event.

Proposed Wording:

Electronic driver communication systems can be used for lineup purpose. Any single channel UHF race receiver designed for race can be used for lineup purpose. Transmitter use must be limited to racer on field, track officials only. Any unauthorized transmitter use will require a DQ for the event.

Reason for Change:

If the racers are having trouble lining up to get the race going or lining up after a yellow/red flag the flagger can talk to them to tell them what care to get behind. This will help our drivers get lined up faster, and help the race get underway and completed prior to timing out.

Discussion:

- Drivers may get confused as to who is communicating with them.
- On big tracks the Race Director and Flagger are the only ones communicating with drivers while on the track.
- Purchasing Race Receivers may be financial hardship for families.
- Concerns regarding autistic or Special Needs children; loud noises or yelling may scare them
 - o Sunny has experience with kids with sensitive hearing, she has found it better to use a soft calm voice with the volume on very low.
- Possibility to only make it mandatory at a National Level along with the use of orange flags in corners to notify drivers of an incident on the track.
- National would need to purchase race receivers for National events – similar to use of National transponders
- Club will need to make it clear in the staging area who will be communicating with drivers.

Wording Changes - **Electronic driver communication systems can be used for lineup *and caution* purposes. Any single channel UHF race receiver designed for race can be used for lineup *and caution* purposes. Transmitter use must be limited to racer on field and track officials only. Any unauthorized transmitter use will require a DQ for the event. *Race Receivers will be required at National events and remain optional at club level.***

Vote with wording changes: Yes: 11 No: 2

RFC #4 Page 17, Table 5-1

Present Wording:
Honda 160 Junior 5-8

Proposed Wording:
Honda 160 Junior 6-8

Reason for Change:

The current age minimum is 5 years old for the Jr 160 class, and referencing Article 5, Sec 1(F) on pg. 16, drivers must run 12 months upon graduating from novice class in order to run 160 or obtain unanimous approval of Novice committee before competing. UT1 motors are no longer being manufactured, so UT2 will be the easiest to obtain for both brand new families, as we try to grow this sport, and the current families QMA is trying to retain. An age adjustment to this class would more accurately align with the current QMA rule (Article 5 Sec. 1), and continue to encourage participation (economically) by allowing drivers to still participate for 4 years, while also taking into the important consideration the experience these drivers need to safely execute lap times that have been consistently faster than Jr. Animal, in this Jr. 160 class.

Discussion:

- Tech committee discussed that ages 6-8 was appropriate for the Jr 160 class
- Jr. 160 will still be faster than a Jr. Honda using a blue plate and 120 carb.
- Alan will test the 120 carb with blue restrictor plate along with the 160 carb with the expectation that it will perform near animal speed.

Vote to test class for another year with new tech information – Yes: 1 No: 12

RFC #5 Article 7, Sec 4

Present Wording:

The Novice Class shall be divided into the Junior and Senior divisions only, which may be combined if necessary, to make a class and will use a Honda 120 engine only.

Proposed Wording:

The Novice Class shall be divided into the Junior and Advanced Rookie divisions only, which may be combined if necessary, to make a class and will use a Honda 120 engine only. All Junior drivers age 5-8 will start drivers training with a red restrictor plate. All drivers ages 9-17 will start with a blue restrictor plate, Advanced Rookie. At the discretion of the Novice committee a driver age 5-8 may be moved to a blue restrictor plate in the Advanced rookie division.

Reason for Change:

To give advanced red rookie drivers additional time to gain experience with the blue plate prior to moving to the Jr Honda class. Additionally, this will give advanced rookie (age 9-15) additional drivers to gain experience with prior to moving to Sr Honda. Upon completion of advanced rookie class drivers would be able to move to Jr Honda and Sr Honda depending on age requirements.

Discussion:

- Tied in with RFC #2

Vote with wording changes: Yes: 13 No: 0

RFC #6

Proposed Wording:

Outlaw 120 Heavy Class: For heavy drivers / same age as Half 11-17. 3 years experience required. Driver evaluation for safety reasons. Car specs and safety same as rule book. 120 block required. Fuel - any type. Engine modifications - anything goes.

Reason for Change:

To keep heavy drivers in the sport longer.

Discussion:

- There is concern with adding another class as clubs race days are already long
- Novices coming into the sport have bought cars with illegal parts and this class gives more opportunity for this to occur.

Vote to change age for Jr. 160 class – Yes: 1 No: 12

Junior 160 class will stay as is pending testing done by Tech

RFC #7 Rule/Procedure: Combined Weight for Senior Honda and Light 160, Article Table 5-1, Section Driver Ages and Weight by Class/Division, Page 17

Present Wording:

Honda 120 Combined Driver (min) 290 lbs, Car 160 lbs. Honda 160 Light Combined Driver (min) 275 lbs, Car 160 lbs.

Reason for Change:

A significant amount of weight is required to be added to cars for most drivers. No real purpose to have increased the combined weight for Senior and Lt 160 classes. Return combined weight for Honda 120 and Honda 160 Light to 2019 QMA rule.

Discussion:

- Families find it hard to add weight in cars due to lack of location for weights.
- There is concern whether or not this helps or hinders competitiveness of drivers
- Option to add a steel belly pan for weight.
- Seems weight changes will always put drivers at a disadvantage in any class.

Vote: Yes: 1 No: 12

Break for lunch 12:03 pm – Return at 1:20 pm

Attendance – all members present and accounted for

Continue RFC Voting/Discussion

RFC #8 Rule/Procedure: Driver's Weight, Article 2 Sec. 2 (B)(1), Page 35-36

Present Wording:

2(B) Drivers in heavyweight division will be weighed in without shoes or driver's equipment during the safety check or at a designated time/location. The weight be will be recorded on the safety sheet and will be the certified weight for the remainder of the event.

2(B)(1) Minimum weight of a heavyweight is to be without any racing gear (normal street attire). Gear includes driving suit, shoes, helmet, gloves, and safety equipment, no weight belt buckles. There will be weights in pockets or concealed in our under clothing (racing gear and shoes will be included in the total combined weight).

Proposed Wording:

Drivers in the heavyweight division will be weighed using the QMA certified scale and during the safety check or at a designated time/location. The driver's weight will be certified wearing normal street attire including one shirt, one pair of shorts or pants and without shoes. The weight be will be recorded on the safety sheet and will be the certified weight for the remainder of the event.

Drivers can be weighed anytime during a race event at the discretion of QMA officials. Racing gear including driver's suit, shoes, helmet, gloves and safety equipment will be included in the total combined weight. The intent to falsify weight (i.e. additional concealed weight in clothing or under clothing) will result in an event disqualification.

Reason for Change:

Simplify the wording for the rule and to include a penalty for drivers that intentionally falsify weight during a QMA event.

Discussion:

- Wording needs to be cleaned up and a penalty needs to be developed for falsifying weight as there is not one currently.

Wording Changes:

Drivers in the heavyweight division will be weighed using the QMA certified scale and during the safety check or at a designated time/location. The driver's weight will be certified wearing normal street attire including one shirt, one pair of shorts or pants and without shoes. The weight be will be recorded on the safety sheet and will be the certified weight for the remainder of the event.

The intent to falsify weight (i.e. additional concealed weight in clothing or under clothing) will result in an event disqualification.

Vote with wording changes: Yes: 13 No: 0

Timing System – MyLaps Presentation via Zoom by TJ Halsema

- Committing to help QMA in the 2021 season
- Here to help answer any questions regarding MyLaps
- Here to help anyone using Legacy equipment
- Reach out to TJ if anyone needs Orbitz license that does not expire
 - o Internal move within company in Holland – TJ ensures QMA he is here to support us during this move.
- Partnership with My Race Pass in Nebraska
 - o 3rd party software similar to MoScore but integrates with Orbitz software

- Free Orbitz license allows Scorekeeping, yellow flags and points while My Race Pass helps with Registration and line ups. The program works well with numbers changing on the track.
- There is an online tutorial of My Race pass
 - TJ will send a demo to help clubs get familiar and help clubs get license.
- If MoScore is already being used can both systems be used simultaneously? With no option of creating forms all will manual scoresheets, lineups, etc
 - My Race Pass is leading direction of any forms being used
- My Race pass are very responsive with customizing what will work for QMA
- Non subscription transponders price is \$409
 - 3 year warranty. Last for 15 – 20 years
- Subscription is \$129 with 25% off then around \$55 per year
 - Comes with a lifetime warranty
 - Will last as long as an active subscription is on it
- My Race Pass has nothing to do with scoreboard
 - Daktronics has a fix that involves hot wiring a scoreboard
 - TJ will work with Dave Dusick @ Daktronics that may be able to help with scoreboard issues for LQMA, WQMA & LWQMA
- Tracks can purchase loops for around \$45. Larger cost comes in with purchase of coax cable that runs from the loop to the tower.
- Two ways of running coax from loop
 - From track inside then go under then come back up to tower
 - From outside up a pole then across to tower
 - Metal fencing will act as an amplifier
 - Going underground or up and over track are best options.
- 165 feet of coax and loop will cost around \$260 before discount
- New tracks that have nothing started will cost around \$5070, normally retails around \$11,000
 - Includes 30 transponders, coax cable, decoder, software and timing package

Rulebook changes/Memos

Track Construction Procedure (Article 3 Sec. 5)

- Add to the “New Track Packet” and will also be a stand alone document

New Car Construction Approval Process

- Add back to the rule book under General Rules, Page 36 Sec. 3
- Wording to add “All new cars that race must be approved through the new construction process”
- Vote: Yes: 12 No: 0 Randy Geary absent from vote

Election Procedures

- Add back to the rule book as Section 5 in Article 3, Page 12 – Administration Guidelines. Moving Track Construction to Section 6.
- Vote: Yes: 11 No: 1 Randy Geary absent from vote

Retired Drivers Race Rules

- Vote to modify rule: Yes: 12 No: 0
- Change bullet point #5 from present wording, Engine used will be the UT1 Honda 160 with the GX 200 Carburetor. To read, Engine used will be the Honda 120 with the GX 160 Carburetor.

- Vote to have document stand alone: Yes 12 No: 0

Safety Bulletin regarding drivers wearing casts

- Present wording: Any driver with a hard cast will not be allowed in QMA competition. Any driver with a soft cast or brace must have a written doctors release and submit it to QMA National Safety for approval.
- Change wording: Any driver with a non removeable cast will not be allowed in QMA competition. All other drivers must be able to wear approved QMA safety gear without restriction.
- Vote to add to rule book on Page 14, Sec 2 #7 before Tire information. Yes: 13 No: 0

Grands Discussion –

- QMA looking to hold multiple National events in 2021.
- Most seem to like the idea of having smaller and more frequent events. More travelling is appealing to members.
- Idea of having some version of a National Series
- All ideas on the table to be discussed further on a NBOD and Presidents call in the future.

Electric Quarter Midget car introduced

- Battery powered
- Battery pack similar to what is in a Tesla
- Battery life = 2-3 races, about 1 full race day
- Can charge up to around 450 full charges.
- Remote control capability
 - o Controlled with a Bluetooth device such as a Kindle
- Current prototype weighs 35lb more than a current setup Honda 120
- Not much Tech needed
- Developed from the EV Grand prix college rule book
- Interest in developing a QMA exhibition class
 - o By March/April up to 8 new cars can be developed
 - o Car dimensions needed

Melanie Deaver motions to adjourn meeting, Thad Luse seconds.

Meeting adjourned 4:44PM

Day 2 – 11.10.2020

Attendees include:

Denise Smutny (QMA President), Craig Dellarocco – via Zoom (QMA Vice President), Dino Bianchi – via Zoom (QMA Safety), Nicol Venard (QMA Treasurer), Sunny Phillips (QMA Publicity), Alan Hawkins (QMA Tech Director), Flannery Olson (QMA Secretary), Rose-Ann Hamness (ORQMA President), Randy Geary (NWQMA President), Darren Chorney – via Zoom (LQMA President), Thad Luse (WQMA, President), Melanie Deaver (LWQMA President), Ryan Fasching (MCQMA President), Wendi Cordova - via Zoom (SC President)

Guests:

Paul Wagar (WQMA), Angel Burnett (WQMA), Scott Hamness (ORQMA), Kari Markham (LWQMA)

Meeting begins 8:33am

Roll Call and Call to order

Review 11.9.2020 Minutes

Melanie Deaver motions to accept minutes with changes made. Thad Luse seconds motion. Minutes from 11.9.2020 accepted.

QMA Treasurer Presentation – Nicol Venard

Proposed 2021 Budget

- Randy Geary motions to accept 2021 QMA Budget. Thad Luse seconds the motion.

Profit loss and balance sheet

- Our total Income as of Oct 26, 2020 is \$98,339.90
- Tire income of \$25,564.00 this income does include the 2019 4th Qtr Hoosier of \$7,438.00.
- This year we made a switch from Hoosier to Vega. With this switch, we had Hoosier in the last contract giving \$2.00 per entry for each competitive car entry at a club race where Vega gave \$6.00 per tire purchased.
- Vega 1-3rd Qtr @ \$6.00 in 2020 gave a total of \$18,126.00
Hoosier 1-3rd Qtr @ \$2.00 in 2019 gave a total of - \$16,516.00
By switching to Vega and being a Covid year with little to no racing \$1610.00
- We still profited making this switch by \$1610.00
- Tire income we received from Vega is paid for our clubs insurance, any difference QMA pays the difference in addition to club officers insurance.
- We will be paying in full insurance like last year to Langley and officer board insurance. Please get with me once payment is made so I can refund like I did last year
- Grands, was a little different this year, we decided to give back to our members by providing a free race at no charge where we did not collect any income from our members. Instead we charged a non-event membership to those who were not QMA members where a portion of those funds went to our QMA Club MCQMA.
- As of Oct 26, 2020 Our Total Expense is \$118,653.64
- Under accountant, you will find the year to date as \$2200.00.

- QMA made a change at the end of 2019 and went with an accountant who is specialized in Non- profits. When looking back in Oct 2019 year to date expense, we paid out as an organization \$6600.00 By making this switch, it allowed us to save \$4400.00 as an organization this year.
- This year 2020, QMA wanted to give back to our 5 existing QMA clubs. In doing so \$3k was given to each club for track improvements for a total of 15K
 - Each club used the \$3000 for the following track improvements:
 - Little Wheels: Purchased MyLaps
 - Washington: Resealed track surface, purchased a WQMA sign
 - Mountain County: New roof on scale shed, new gravel for parking area. Added \$12,000 worth of improvements at their track
 - Langley: Installed new walls around their track; many Region 9 families donated to help rebuild the walls along with using the \$3000 donated by QMA.
 - Fundraisers including a Bottle Drive helped raise around \$12,000
 - Bleachers were replaced
 - Painted around the track
 - Silver City: Still has not used the \$3000. They are hoping to use that to help repave their track surface
 -
- With Covid impacting all our clubs including at an organization level, our Operating Net Income is \$-20,313.71.
- If you are to take away the 18k which is the 15k for the total 5 clubs at 3k for the special needs program, our Operating Net Income would be \$-2,313.71. In addition, we did not touch our saving account.

QMA Safety Presentation – Dino Bianchi

Seat Belt 101

SFI 16.1 vs 16.2 rating was changed in 2020 to ensure our QMA guidelines followed SFI ratings as they were intended.

Racing Safety Belt Providers state that the 16.2 belt is the youth version of the 16.1 belt and was tested with a 100 lb max weight driver in mind. Youth MASS & youth SPEEDS were taken into account.

- 16.2 belts were tested to withstand the following breaking strength
- Lap/Shoulder Belt Breaking Strength = 4500 lbs
- Anti-submarine Strap = 1500 lbs
- Cross Strap = 200 lbs
- 16.1 belts were tested to withstand the following breaking strength
- Lap/Shoulder Belt Breaking Strength = 6300 lbs
- Anti-submarine Strap = 1500 lbs
- Cross Strap = 200 lbs

Feedback

- Belts were reasonably priced
- Many racers delayed their orders due to COVID and suppliers were not as able to provide when restrictions were lifted
- This is an expected result when a rule change of this caliber is implemented and was - exacerbated by the COVID pandemic
- It is expected there will be no further shortages moving in future race seasons
- Although the change came with a cost the majority of the feedback indicated that people respected we weren't using the right rating for our heavy kids and putting them at risk
- Big "Thanks" to the membership for putting safety first and maintaining the right standards

Helmet Considerations

- There is a growing appetite to include additional helmet ratings in our sport. Many manufacturers produce high level impact rated helmets that could offer handlers more buying options.
- FACT → Current QMA acceptable ratings are SFI 24.1 (2015) or Snell SA2015. Both have impact, penetration, roll bar impact and fire testing.
- Other manufacturers build children's motorsport helmets that are lighter and well suited to young drivers that don't have the neck muscle strength yet. A good example of this is the CMR2016 karting helmet.
- Another example is a K rated helmet for karting. Equivalent to an SA rated helmet with regards to impact rating, penetration and roll bar impact testing.
- The highest rated helmets, however, are FIA 8859 or 8860 rating. This is the most impact protection you can get in a modern-day helmet with fire protection.
- CMR and K helmet ratings have in common that they don't offer any fire rating.
- It makes sense that we consider the differences in our sports. Motorcycles, motocross and karting often accept helmets with the aforementioned ratings. Those sports don't trap drivers in a cockpit where fire must be resisted until they can exit the car.
- In the case of FIA rated helmets they are fire rated and drivers utilize a fire rated head and neck covered sock to accomplish additional protection. Their down side is cost. FIA rated helmets are engineered for impacts and punctures we can't achieve at quarter midget speeds. They are highly utilized in Formula racing at the professional level.

Vote to add CMR 2016 karting helmet to Rule book as an option with a requirement of head sock same as head required in the Jr. Half class:

- o Yes: 12 No: 0
- o Craig absent from vote

- CMR option will be added to 2021 Safety Sheet

Safety Inspection Consistency

- Handlers should ensure they have filled out their safety sheets to identify the child
- Gear should be pre-inspected so no surprises impact your race day
- Cars should be race ready from an assembly point of view so loose components don't interfere with inspection
- Frequency – cars need to be safety inspected every event

- Inspections are intended to verify cars are ready and that usage and wear and other factors haven't compromised their safety

COVID Protocols

- 3C's to Success

- Communication
 - o Draft Race Plan & Procedures/Guidelines (simple & easy to read)
 - This can be posted on club website, around track, at registration or something to hand out to guests visiting track.
 - o Obtain Community Approvals and keep records
 - o Utilize Club Email & Posters to provide clarity
- Commitment
 - o Establish Key Personnel
 - Have a key group of committed volunteers to ensure club & guests are following protocols
 - o Require Executive Commitment
 - o Procure Member Commitment
 - Commitment forms to hold member accountable to following rules.
- Consequences
 - o Clearly Defined so there are no unknowns or "surprises"
 - o Consistently Applied
 - Club board needs to be consistent as a team
 - o Progressively Applied

Additional Focus Areas

- Front Line Defense
 - o Pre-Attendance Questionnaire, Mask Protocol
 - o Prior to each race have members fill out the typical COVID questionnaire and have on website during registration if you have experienced any of the COVID symptoms please stay home.
- Cleaning
 - o Hand Washing Requirements
 - o Well Defined Procedure and Listed Acceptable Chemicals
 - o What Specifically Needs Attention (Identify Surfaces)
 - o Specific Frequency Documented on Schedules
- First Aid
 - o Personnel, Modified Procedure per Regulating Body, Necessary Protective Equipment
- Parameters
 - o Track Area Markings, Designated Areas, Personal Contact, Distancing, People Flow Chart, Maximum and Minimums, Mask Requirement, Chalk markings on the ground
- Tracking
 - o Attendance Log for contact tracing, Time IN & OUT, Designated Owner and Storage Location of Records

Dino is committed to producing a QMA Safety video to post to membership to ensure QMA standard is followed and consistent through all clubs.

QMA Publicity Presentation – Sunny Phillips

Focusing on Publicity at a club level

- Sunny will be working with club Publicity directors to help promote clubs
- MCQMA
 - o Local news channels & local newspapers came out to interview drivers at Grands

Ideas to promote QMA and local clubs

- Interview drivers
- Update website daily
 - o Send Sunny pictures to update to QMA site
- Contact local newspapers
- Arrive and drive events
 - o Arrive and drive birthday parties
 - o Buy one drive get the next free option
 - o Gift cards for arrive and drive events
- Utilize social media
 - o Facebook, Instagram, TikTok, YouTube, etc.
 - o Aim to update social accounts for local track 3-5 days per week
- Contact High Schools for students to put in community service hours they may need
- Girl/Boy Scout events
- Post flyers at a local YMCA
- Food drives
- Online contests decorating helmets (i.e decorating helmets as turkeys for thanksgiving)
- During novice training take pictures of new drivers so older families get familiar with faces before first race
 - o "New member of the day" on social media
 - o Give tours of club facility to new families
 - o Engage new parents to get involved in other ways than working on or pushing off cars

Break 12:04-1:20 - All members present

Talking Points

Heavy WF Weight

- Current QMA Heavy WF Combined weight is 355lbs
- Other race organization the combined weight is 340lbs
- Tech committee has agreed to move weight to 340 combined weight, this will bring alignment with other race organizations
- **Vote to change weight to 340lbs combined: Yes: 13 No: 0**

Club Responsibilities (Accident Forms)

- If an incident occurs at the club – incident form needs to be filled out that day
 - o Form goes to member and the club to turn in to QMA Secretary
 - o Scan and save all forms in one place
- Club Charter information
 - o Fill out and send to QMA Secretary by October 31 each year

Grands Qualifier Events

- NBOD discussed to remove the qualifier events to allow everyone to attend to have less restriction as to who attends a Grands event.
 - o With new tracks coming to QMA this will also encourage attendance with less stress on traveling to a qualifier event.
- **Vote to keep Grands qualifier events: Yes: 0 No: 13**

Number of Quarter Midget cars per driver that are allowed to run

- Concerns regarding running unlimited amount of cars per driver
 - o Less opportunity for volunteers
 - o Tired drivers raises safety concerns
 - o More time waiting for handler transfers between races
- Many think in the long run, clubs will thrive with more help around the track on race days
- **Vote to limit cars per driver to 4 plus Half class: Yes: 12 No: 1**

Judge Selection at National events

- Drivers are getting to many chances when incidents occur
- Judges are not receiving proper training
 - o All clubs need consistent judging clinics
 - o Ensure all members feel welcome on the judging stand to learn and volunteer
 - o Judging videos
 - o Track scenario pictures with descriptions to help make correct calls
- Leave judging as is at National events
- Local clubs still keep option whether or not to use judges
- **Vote to change from 3 to 2 charge yellows will result in a DNF, Novice classes 3 charge yellows will result in a DNF: Yes: 13 No: 0**

Track Dimensions and rules

- NBOD and Club Presidents will be responsible for approving new track dimensions

Corner Worker orange flags

- Along with track lights, orange flags will be used as a second form of caution to prevent unnecessary accidents during a race
- **Vote to require orange flags in the corners as a secondary caution at National events; this will be optional at a local level: Yes: 12 No: 0, Sunny absent**

Grands Tire procedure

- No vote, procedure will stay the same

Drivers who age out in 2020, during COVID

- No extension will be given to drivers that aged out in 2020

Driver weight for Heavy classes

- No vote, weight will stay the same

Tower Workers

- **Vote to have 3-4 tower workers at National events, 2-3 at a local level depending on class size in race – leave up to club decision: Yes 13 No: 0**

Scoring Procedures

- Current tie breaker procedure: In the case of an identical qualifying time, the second fastest lap will be used as the tie breaker and is placed in the fastest position.
- **Vote to add: In the case that the second fastest lap is also a tie, the tie breaker will be the third fastest lap and is placed in the fastest position. Yes: 13 No: 0**

Novice class Grands Format

- No changes

2021 National Races

- QMA is looking in to scheduling National races in 2021 with multiple tracks.
- Final dates and locations will be presented by January 31, 2021

Closing comments – Denise

- Thank you's all around.
- Goal to have minutes and short sheet out in the upcoming week.
- There will be a separate Tech short sheet.
- All documents will be updated by year end.
- Rule book will be printed in January to be distributed in spring.

Melanie Deaver motion to adjourn meeting, Sunny Phillips seconds.

Meeting adjourn @ 3:36 pm