



QMA National Meeting November 8-9, 2021
The Orleans Hotel and Casino, Las Vegas, Nevada
Submitted by Flannery Olson
QMA Secretary

Attendees include:

Denise Smutny (QMA President), Craig DellaRocco (Incoming QMA Vice President), Paul Wagar (QMA Safety), Nicol Venard (QMA Treasurer), Kim Johnson (QMA Publicity), Grant Bennett (QMA Tech Director), Flannery Olson (QMA Secretary), Rose-Ann Hamness (ORQMA President), Darren Chorney (LQMA President), Thad Luse (WQMA, Outgoing President), Melanie Deaver (LWQMA Outgoing President), Ryan Fasching (MCQMA President), Shane Havens (WMCA President)

Guests:

Nikki Bristol (WQMA), Nick Johnson (ORQMA), Scott Hamness (ORQMA), Rachel Mattock (LWQMA),

Meeting begins 8:30am

Call to order

Introductions

Thad Luse motions to accept meeting agenda, Shane Havens seconds motion.

Meeting agenda approved.

Opening comments by Denise Smutny, President

New club opening in Southern Nevada, two dirt tracks within one club.

- Southern Nevada Racing Association runs, mini dwarfs, flat carts, etc. along with quarter midgets
- Jeff Hobbs is President.

National Board Members will be going out to clubs seeking extra help if requested.

New Vice President of QMA will be Craig DellaRocco from Silver City.

New Publicity Director for QMA will be Kim Johnson from ORQMA.

Break out sessions with National Board and Presidents 8:50am

VEGA Representative Tod Spaude with TS Racing via Zoom

Q & A:

What supply chain concerns do you have for the upcoming 2022 year?

- Only issue as of now is deliveries being a few days late but no supply concerns

Are there any options for testing tires for treatment?

- Company in Ohio tires can be sent to that are under suspicion of being treated. Send treated tire with a clean tire
- Recommends testing tires before going out on the track and test the inside of the tire (air) rather than prior to going out on the track
- Tod is looking into an option to finding “undetectable” treatment

Are there performing enhancing benefits by flipping tires?

- Only benefit is getting more use out of the tire
- Flipping tires not permitted at QMA Grands events

What is the best option for a dirt tire?

- Yellow Vega is the softest tire VEGA has

Break 10:45am – 11:30am

Attendance – all members present

RFC #1

Present Wording:

None

Proposed Wording:

Retired drivers aging out of QMA will be considered lifetime members. Retired driver membership is for those drivers having 5 consecutive years. They must also have maintained good standing and active membership. Prior to retiring, the retired driver needs to have raced 60% of their racing QMA career. Retired driver membership does not include voting privileges.

Reason for Change:

The intent of giving “retired drivers” non-voting lifetime membership is to grow QMA. QMA clubs can have retired drivers come help build a club, teach novices, be handlers, role model for future

drivers and be a significant part of the QMA community without any cost to them while they are starting their adult lives.

Intended for kids to return to help families and running race days.

Options for clubs:

- Club can pay Alternate handler fee
- Club can pay for Event membership
- Reach out to QMA for financial assistance

Application similar to a Novice Graduation form or Novice Move-up form submitted to local club Board of Directors with quorum approval then forwarded to the QMA National Board for approval and record keeping.

Can be renewed yearly

Vote: Y-0 N-11 – Retired Drivers will not be considered lifetime members

RFC #2 Rule/Procedure Infractions, Article 7E, Section 5, Judging, Page 33

Present Wording:

If a car accumulates two (three for novice) Charged Yellows (of any type, "N"-CY and/or DOT-CY) during a race the Head Judge is to notify the Head Scorer. Once confirmed with the Head Scorer the Flagger will be notified and the driver will be Black Flagged off the track and scored with a DNF.

Proposed Wording:

If a car accumulates three Charged Yellows (of any type, "N"-CY and/or DOT-CY) during a race the Head Judge is to notify the Head Scorer. Once confirmed with the Head Scorer, the Flagger will be notified, and the driver will be Black Flagged off the track and scored with a DNF.

Reason for Change:

Charging out after 2 Charged Yellow infractions is not consistent with any other racing sanctioning body. QMA has historically made every effort to achieve consistency with rules of other organizations. Only 2 charges could discourage Non-QMA racers from competing in QMA events. This was not submitted by a club as a Request for Change. This is not an issue at all tracks. A local problem should be dealt with at a local level rather than make a Nation-wide change in rules and racing procedure.

Vote: Y- 0 N- 11

RFC #3: Sec. 3 Racing Rules; Page 3(o) 2

Present Wording:

Any car or cars accumulating two (three for Novices) Charged Yellows, for any reason will be disqualified and will be black flagged but scored as a DNF.

Proposed Wording:

Individual clubs may decide by majority vote to allow any car accumulating 3 charge yellows to be disqualified/shown the black flag. This change will be applicable to local events only and not any QMA national event such as Grands.

Reason for Change:
None given

Vote: Yes: 1 No: 10

RFC #4: Section 3, Article 7, Page 28

Present Wording:

Any car or cars accumulating two (three for novices) for any reason will be disqualified and will be black flagged but scored as a DNF.

Proposed Wording:

Any car or cars accumulating three charge yellows for any reason will be disqualified and will be black flagged but scored as a DNF

Reason for Change:

Too many DNF's based on inaccurate calls or simple spins and doesn't allow driver to be competitive as possible.

Vote: Yes: 9 No: 3 – Rule will change to: Any car or cars accumulating three charge yellows for any reason will be disqualified and will be black flagged but scored as a DNF

Break for lunch 12:23 pm – Return at 1:45 pm

Continue RFC Voting/Discussion

RFC #5: Article 5, Section 2, Page 17

Present Wording:

Table 5.1 – Heavy Class Driver weight (min) = 115lbs.

Proposed Wording:

Table 5.1 – Heavy Class Driver (min) = 100lbs

Reason for Change:

Better alignment with other QM organizations. Change to 115lbs was made in 2020 and the result was mostly very small car counts in heavy classes.

Combined and voted on with RFC #6 (below)

RFC #6: Rule/Procedure Drivers Age/Weight, Section 5.1 Rulebook, Page 17

Proposed Wording:

Heavy class driver's min weight 100lbs. Driver + Car = 340lbs

Reason for Change:

Not enough heavy drivers. Also, not a lot of Senior drivers over 100lbs are at 340lbs+ with no weight in car. Makes heavy and Senior drivers more competitive.

Weight changes in 2019 were voted on by members that intended on leaving QMA. Changes need to be reverted back to draw larger heavy classes and more competition for heavier and older kids wanting to continue with the sport.

Vote: Yes: 9 No: 3 – Rule will change to: Heavy class driver’s min weight 100lbs. Driver + Car = 340lbs

RFC #7 Article 5, Section 2, Page 16

Present Wording:

1(C). Any driver who will be turning 9 during his local Club season/club schedule has the option of moving up and racing in the Senior division at all local, regional and National events at any time prior to his ninth birthday. Once he has made this decision and raced in the Senior division, he will not be allowed to return to any Junior division for any reason. If this option is used QMA driver card will be documented immediately.

1(D). Drivers who turn 9 during a race season must move on their birthday. Exception: if you qualify for an event when you are 8, you may finish the event. The driver must move after the conclusion of the event.

Proposed Wording:

Any driver who will turn nine (9) on or before May 31st of a racing season, must move up on their 9th birthday but has the option of moving up to and racing in the Senior division at all Local, Regional and National events, at any time prior to his or her ninth birthday. Once he or she has made this decision and raced in a Senior division, he or she shall not be allowed to return to the Junior division of that class for any reason. If this option is used, QMA National office must be notified, and driver profile shall be documented.

Drivers who turn (9) after May 31st of a racing season may choose to remain in a Junior class for the remainder of that racing season.

Reason for Change:

Better alignment with other QM organizations. Simplifies decision making for families with kids whose birthday is in the middle of a typical race season Apr-Sept.

Vote: Yes: 5 No: 7 – Rule will stay as: 1(C). Any driver who will be turning 9 during his local Club season/club schedule has the option of moving up and racing in the Senior division at all local, regional and National events at any time prior to his ninth birthday. Once he has made this decision and raced in the Senior division, he will not be allowed to return to any Junior division for any reason. If this option is used QMA driver card will be documented immediately.

1(D). Drivers who turn 9 during a race season must move on their birthday. Exception: if you qualify for an event when you are 8, you may finish the event. The driver must move after the conclusion of the event.

RFC #8: Rule Procedure 11A, Article 7, Section 11, Page 33

Present Wording:

Loss of car related safety items under green flag conditions, this includes nerf bars, bumpers, shoulder bar or fuel tank...

Proposed Wording:

Loss of car... This includes steering wheel, nerf bars, bumpers...

Reason for Change:

Steering wheels are safety items and should be recognized as such.

Vote: Yes: 8 No: 3 – Rule will change to: Loss of car related safety items under green flag conditions, this includes steering wheel, nerf bars, bumpers, shoulder bar or fuel tank. The loss of a fuel cap after entering the racing surface is an automatic DQ.

RFC #9: Scoring Procedures

Present Wording:

Main lineups are created with a 6 car invert for all mains.

Proposed Wording:

After all heat races are finished, one random driver will roll a six sided die number 1-6 to determine the invert for all mains.

Reason for Change:

This will lead to more exciting races and will stop any sand bagging or premeditated heat race finishes.

Concern over confusion in the tower

Vote: Yes: 1 No: 11 - Clubs at the local level can make changes within their race format to how they invert their races

RFC #10: Scoring Procedures

Present Wording:

None

Proposed Wording:

Lower mains should start straight up from qualifying, or heat race finish.

Reason for Change:

Not normal racing practice to invert lower mains. Only A main should invert.

Discussion:

This will give drivers that normally don't do as well or are new at a track an opportunity to succeed and get more racing in.

Vote: Yes: 4 No: 8 – Lower mains will continue to be inverted as well as A main

Talking Points:

Clubs are having issues with handlers waiving orange corner flags or vests too early

- The flagger needs to be in control of the race, handlers need to keep from waiving their orange corner flags until the Flagger waves the yellow or red flag.
- Orange flags will continue to stay optional at a club level and required at National events.
- Combined with the use of Race Receivers and track lights these should limit wrecks on the track
- If a club does not have lights or Race Receivers, they need to use orange flags to avoid unnecessary and potentially dangerous incidents.

New information from K&K Insurance

- If an insurance claim is filed, all benefits cease upon participating in a scheduled competitive event or meet by a person who is receiving benefits under the contract, unless he or she has a written statement from a doctor permitting such participation.
- No handlers or drivers will be permitted on any racing surface, staging area, on/off chute while a claim is active.
- Clubs will be notified of any active claims to ensure the driver or handler does not attempt to attend a race event at a different club.

Car Construction information has been taken out of the rule book, its causing difficulties finding specific information needed.

- Will be put back in the rule book for convenience for members
- Committee formed to clean up the rule book: Denise Smutny, Melanie Deaver, Rose-Ann Hamness and Flannery Olson

Age of drivers in Junior 160 vs. Light 160 a concern as an 8 year old may not be ready to run with Light 160 drivers.

- Melanie Deaver motions to remove the Junior Stock class, change Light 160 age to 9-17yrs, Heavy Honda age to 9-17yrs, change the MOD drivers age to 9-17years (from 7-17yrs) and change the B class ages to 9-17yrs (from 8-17yrs) to clean up ages and give more consistency and change all Senior classes age to 9-17yrs.
- Rose-Ann Hamness 2nd motion
- **Vote: Yes: 12 No: 0 – Stock will be removed, Light and Heavy 160 age will be 9-17yrs, Heavy Honda age 9-17yrs, Mod age will be 9-17yrs, and B age will be 9-17yrs**

Denise will reach out to the QMA attorney regarding electronic meeting information being added to the Bylaws to.

Participation Policy

- Intended to be used by clubs and move away from the Code of Conduct process.

Judging

- Tower needs to refrain from giving line ups to judges as it has a tendency to create bias
- All QMA clubs will have zero tolerance for any handlers or drivers yelling or talking directly to judges on the judging stand regarding calls made.
- The QMA Participation policy will be strictly followed and enforced.
- Kim Johnson motions to eject a member from a club for one day if there is direct communication toward the judges at any time.
 - o **Vote: Yes: 12 No: 0 – members will be asked to leave event if there is any direct communication toward the judges**
- Judging meetings with each club and Judging directors will occur frequently in 2022
- The judging boards will be redone
- Melanie Deaver motions to have no cell phones allowed on judging stand while judging races. Nicol Venard 2nd motion
 - o **Vote: Yes: 12 No: 0 – Cell phones will not be permitted on the judging stand**

Melanie Deaver motions to adjourn meeting, 4:55pm, Nicol Venard second motion.

Meeting adjourned 4:55PM

Day 2 – 11.9.2021

Attendees include:

Denise Smutny (QMA President), Craig DellaRocco (Incoming QMA Vice President), Paul Wagar (QMA Safety), Nicol Venard (QMA Treasurer), Kim Johnson (QMA Publicity), Grant Bennett (QMA Tech Director), Flannery Olson (QMA Secretary), Rose-Ann Hamness (ORQMA President), Darren Chorney (LQMA President), Thad Luse (WQMA, Outgoing President), Melanie Deaver (LWQMA Outgoing President), Ryan Fasching (MCQMA President), Shane Havens (WMCA President)

Guests:

Nikki Bristol (WQMA), Nick Johnson (ORQMA), Scott Hamness (ORQMA)

Meeting begins 8:30am

Call to order

LiveTime Scoring Presentation – TJ Halsema and Erik Jensen

LiveTime is a web-based timing and scoring system

- All line ups, results, qualifying times are all posted in live time online for viewing
- Unlimited devices can view during race day
- Livestream option is available with overlay that displays driver names, position and race timer
- Text message option to inform handlers when they are racing & what their results are

- Line-ups text option is being developed
- Online Registration option along with event items such as purchasing parking & tires.
 - Registration automatically populates into the software for convenient line up development.
- LiveTime looking into a main QMA purchase and possible subscription-based version to sell to clubs yearly.
- Costs being sent to QMA

Eastern Grands proposal – Johnny Morgillo (Silver City Junior Motor Sports)

- Johnny is an Alumni member that wants to bring back the Eastern Grands to showcase QMA
 - Goal – 300 cars in attendance
 - Expects USAC and Titan members in attendance.
 - Wants excitement from all sanctioning body members
- Proposed dates – July 13-17, 2022 or August 3-7, 2022
 - Wants to encourage working with USAC and Titan members to coordinate around their events to get more involvement.
- Proposed Format
 - Wednesday – Parking, Sign-ins, Safety
 - Thursday - Two rounds of practice, welcome event and continued Sign-ins
 - Friday – Opening Ceremony (including State flags and all drivers)
 - Qualifying and Lower mains
 - Saturday – A mains
 - Sunday – Rain Date
- Proposed Promotion items
 - Championship rings as A main winner awards
 - No lower main trophies
 - Participation awards

QMA Grand National Race locations for 2022

- Dirt Grands – Winnemucca QMA, Nevada – June 22-26, 2022
- Eastern Grands – Silver City Junior Motorsports, Meridan, Connecticut – July 13-17, 2022
- Western Grands – Mountain Country QMA, Billings, Montana – August 16-21, 2022
- Winter event – To Be Announced
- All formats TBD based on car count

National Race Format change

- Proposed change from 6-4 format to 5-5 format
 - Fastest car would be in the 5 spot rather than 6 spot
 - 5 transfer in lower mains rather than 6
 - Better positioning to start
- Denise Smutny proposes to change format from 6-4 to 5-5
- **Vote: Yes: 12 No: 0**

Break 11:06am-11:13am

2022 Grands Tires

- Proposal to only have members purchase A main tires for Grands events, members must use new tires for Qualifying, any tires (old/new) for Heats and Lower Mains.
 - Tires would be purchased on A main day

- Reasoning is to speed up the program, less volunteers needed and no banding tires together
- Denise Smutny proposes to approve QMA to only selling A main tires at Grands events
- **Vote: Yes: 12 No: 0 – Only A main tires will be sold at Grands events**

QMA Treasurer Presentation – Nicol Venard

Review 2022 QMA Budget

- Thad Luse motions to approve 2022 QMA Budget with minor edits in categories and adding LiveTime budget when given to QMA, Shane Havens 2nd motion
 - **Vote: Yes: 12 No: 0**
 - 2022 QMA Budget approved with minor edit
- profit, loss and balance sheet reports (Jan- Sept YTD) reflecting a printed date of October 22, - 2021 reviewed.
- This year we were excited that Winnemucca NV opened with races, South Nevada just started racing and Oregon is almost there.

Our total Income as of Sept, 2021 is \$100,600.49 where our last year total income was \$98,339.90 bringing us in the positive this year in our income numbers of \$2,260.59 more from last year.

- Last year during this time our full membership was \$28,946.80 and our current to-date for full membership is \$32,113.59 bringing us at a difference from last year and this year in the positive of \$3,166.79
- For Alternate handlers our last year was \$7,228.60 and our current is \$11,150.50 bringing our difference in the positive this year of \$3,921.90
- Both full and alternate memberships have grown over the course this year for QMA and our clubs, this total combined is \$7,088.69 which is great news and showing that with your clubs and spreading the news, we are growing in the right direction at both a club and Organization.

Tire income out of the \$16,751.00 this income does include the 2020 4th Qtr Vega check of \$468.00. Currently we are pending from Vega this years 3rd Qtr check which I should hopefully have soon and the 4th qtr will come in January of next year. Once these additional quarters are received, that I want to look at the comparison of last year 2020 and 2021 and get you those figures.

For those who are not aware, the Tire income we received from Vega pays for our clubs insurance, any difference owed for insurance, QMA pays the difference in addition to club officers insurance.

QMA will be paying again in full like the last 2 years your club and officer board insurance to Langley.

Speedweek- As many know we had a total of 86 cars. We wanted to try something a little different this year racing 3 tracks in 4 days, the \$50.00 entry fee was collected at little wheels that totaled \$4,250.00 in sign-ins and each club Oregon QMA, LWQMA and WQMA got a check for \$850.00 with the balance of \$1700.00 to QMA. We applied QMA portion to the trophy and jacket expenses. We knew at a national level this event was not going to be a gain for us but a loss for QMA as we had additional expenses besides trophy and jackets but we wanted our members to try something different and have our 3 participating clubs gain the income on the portion of the car entry fees along with the parking fee that we collected and had split between all 3 @ \$477.00 each for a total of \$1431.00 received.

By doing this, our 3 clubs took in \$850.00 car sign ins and \$477.00 car parking = \$1,327.00 gain to each club.

West Grands was at Little Wheels this year. Thank you to Little Wheels for hosting this event. The club had a total of 217 competitive cars. Each competitive car entry is \$60.00 where QMA and the club splits the entry at \$30.00 each bringing the income for this event to QMA at \$6,510.00 and the same amount going to the club.

Funds for this event is collected at the local club level. Also, QMA does not collect any funds from the club for the non-competitive (Novice) class therefore the club keeps those entries in full and that number does not show in our numbers as the funds were collected by the club directly.

Our total expense as of Sept, 2021 is \$114,996.11 where our last year total expense was \$118,653.61 bringing a difference of \$3,657.50 less expense this year vs last year. Which is good news.

Currently pending the \$100.00 Charters for the following clubs as they have not been received:

MCQMA, Silver City & ORQMA

- Please get with your club treasurer and have the payment completed online or mail a check to my new address so I can remove your club from my list.

Under Accountant you will see a total expense for \$2475.00 for 2021, last year 2020 this expense was 2200.00 however at the beginning of the year that I had been given an option to help decrease our expense in the quickbooks going through the account, by doing this our expense did increase under this category by \$275.00 from last year however we saved \$420.00 running quickbooks under them vs our own at a discount to us in saving where we paid \$840.00 last year cutting that expense in half this year from last year.

A big savings this year in our expenses was Postage and Delivery. In 2020, we spent \$2877.66 in this area alone. This year our total was \$683.45 with a difference in savings of \$2194.21. By having clubs near our current office and member-cards going out to new members vs going out yearly to everyone has allowed us to keep this cost lower than previous years.

Thankfully we had no legal fees this year, last year we spent \$8471.50 in fees for cleaning up our bylaws and making sure we were in line as a organization. At this time we have a retainer of 5k open with our atty firm where they will be sending us \$2500.00 back out of the 5k and still have the retainer open but set at 2500.00.

Grands tires expense was a lot this year and we didn't sell all the tires as we hoped we would. The total tire grands expense was \$41,126.40. Our Grands West tire income was \$28,383.00 which has us in the negative for this expense of -\$12,743.40. If your clubs or members would like to purchase these tires from us, they would be saving in shipping and paying a few bucks less vs going elsewhere and this will help offset this expense for the organization.

Another big saving this year in expense is Website Hosting Maintenance. Now as you know we had the new website put up last year and paid in total \$7,126.53 to get everything up and running. This year's expense is \$2750.00 bringing us a savings of + \$4,376.53 this year compared to last year.

The expense for Insurance comparison this year compared to last year did increase for us, in 2020 our expense was \$12,841.85 where this year total expense is \$17,328.93 however we did get a new club, Winnemucca, and I expect to see this number increase more next year with the clubs we have coming back.

As previously informed, we had a check of \$3k issued last year to the special needs program, this expense was changed from a grant to a vendor. We were able to confirm that the program is not a 501 c3 but a for profit entity which we have sent a 1099 to the vendor for services as the party had signed a contract agreeing to assist with any special needs assistance for our tracks until 2022.

Overall to-date for 2021 our total income being \$100,600.49 and our expense being \$114,996.11 put us at Negative -\$14,395.62 however with our Gain of sale from the Asset of our transponders purchased by Silver City helped offset this placing us at a negative -\$10,007.06. Keep in mind that this -10K negative is a result of tires from West that we need to recover of -\$12,743.40 which if we had sold all tires from the west we would be in a positive of \$2,736.34 year to-date. We did not touch our savings and believe with the existing clubs, new clubs and returning clubs we are headed in the right direction as an organization.

Lunch Break 12:10pm-1:30pm

All members in Attendance

QMA Safety Presentation – Paul Wagar

- Introduction
- Safety Sheet changes/improvements
 - o Handler phone number will be added
- Driver's line of sight must be over the dash while racing.
 - o This will be enforced during all race events. Result is a DQ.
 - o Concern with drivers hooking the RF tire on cars or not seeing spin outs ahead of them causing unnecessary damage to cars and possible injuries
- Remote kill switches are required during Ride Day.
 - o Very inexpensive way to control the cars speed, save car from damage and keep everyone safe during the event.
 - o Great tool for the Novice first time on the track
- Race Receivers
 - o Required at National Events
- Novice Training expectations, training tools and techniques
 - o 6 sessions on guideline for training
 - o Recommended that clubs set up a Novice team to help with training sessions
 - o Judging clinics during training
- Long hair needs to be tucked into a helmet, head sock or suit
 - o Failure to do so may cause loss of position by receiving a warning, going off track then being put to the back after fixed. This will be at Race Director Discretion at club level.
- Rule clarification – *Page 14, Rule 8(L) – Seat Belts will not be allowed to pass through the firewall.* Any hole cut into the firewall to adjust belts needs to be fully enclosed.
- 2010 sfi helmets will no longer be permitted to use in QMA racing events as of January 1, 2022. These helmets will be permitted to use for Ride Day events.

- ALL weights attached to the metal belly pans must be secured with bolts and a min 1.5” fender washer so that the bolt heads will not pull or tear through the belly pans. Two (2) bolts are required if ballast is six (6) inches or larger in length or width.

QMA Tech Director Presentation – Grant Bennett

Recap tech seminar

Tech manual changes for 2022:

- Adding to Honda tech manual wording that allows the oil drain to the crankcase to be enlarged. This has been done for a while, but since it is an alteration to the block it needs to be documented as an approved modification.
- Briggs engine breather is a non-tech item. Briggs has discontinued some of their breather parts. This will allow the membership and engine builders the option to not have to source obsolete parts.
- The 160 UT2.5 had a green magnet on the flywheel. This needs to be added to the 160 UT2 manual.
- The only legal Thailand (TKI casting) produced head for the UT1/UT2 engine is the HPD laser etched head.
- Briggs blast plate on the back of the block is optional.
- Engine oil drain extensions on Briggs and Honda are legal. This will help keep oil from pooling in the engine bay while performing maintenance.
- The 120 tech manual states that failure to use a blue plate dated after 6/09 is a DQ and 30 day suspension. This will be changed to a DQ only.
- Remove camshaft centerline measurements on both GX160 engines.
- Weight may be added inside of the kickout on car so equipped. The kickout must have a floor pan as outlined in the car construction section. And must be securely fastened just like any other chassis weight.
- magnetic drain plug and fill plug are allowed in all engines.
- K: 120 flywheel weight is 1550 grams on all (UT1/UT2/UT3) 120 engines.
- All sanctioned body restrictor plates are legal in QMA as long as they are manufactured after 6/09 and manufactured by Mittler Bros.
- The approved carburetor casting numbers for the GX120 will be: 60B, 99L, 99A, 99M. Any of these casting number carburetors is legal to use on any generation of GX120.
- There will be no intermingling of internal engine parts between the GX120 UT1/UT2 and the UT3, unless specifically noted in the tech manual, short sheet or tech bulletin.

QMA Publicity Presentation - Kim Johnson

Introduction:

- 11 year QMA member. Started with PQMRA, currently with ORQMA

Goals:

- Use older drivers as role models
- Utilize Instagram, Twitter, TikTok and Facebook to connect with new and old members and to promote current members and clubs
- Connect with club Publicity directors monthly to help promote their clubs and brainstorm new ideas for promoting QMA as a whole
- Helping clubs who have less turn out at ride day events and other promotional events

- Engaging clubs to not only recruit new members but keep members
- Work with clubs holding Grands events to make those events successful
- Promoting clubs hosting Grands and the areas they are in
- Soliciting sponsorship for QMA and Grands events
- Bring fun back to QMA and racing

Incoming QMA Vice President – Craig DellaRocco is looking into membership and car count numbers by clubs across the country

- Planning to reach out to multiple clubs to promote QMA, show QMA's progress and how QMA can benefit clubs returning

Denise Smutny calls for a vote to lessen laps in lower mains by 5 (B main 30 laps, C main 25) and 30-minute time limit to lower mains and heats at the Grands.

- **Vote: Yes: 12 No:0 – Lower main laps will be lowered by 5 laps and kept to a 30-minute time limit. A main will stay the same with 40 laps and no time limit.**

Melanie Deaver motions to adjourn meeting, Shane Havens seconds.

Meeting adjourned at 4:30pm