



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

The following is being distributed to the general membership of QMA to be effective January 1, 2022 unless otherwise noted. If any member has specific questions regarding the process, they must first contact their Club President who will contact a member of the National Board of Directors. The approved changes are listed below.

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

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**

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**

National Race Format change

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

QMA Grand National Race Dates and 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 – December 26-30, 2022
- All formats TBD based on car count

Treasurer

QMA income as of Sept, 2021 is \$100,600.49. Last year total income was \$98,339.90 an increase over last year of \$2,260.59.

- Full memberships increased \$3,166.79 over 2020
- Alternate handlers increased \$3,921.90 over 2020

- Both full and alternate memberships have grown since 2020 showing that with your clubs and spreading the news, we are growing in the right direction.

Tire income out of the \$16,751.00. Tire income we received from Vega pays for our clubs insurance, any difference owed for insurance, QMA pays the difference. Additionally, QMA pays club officers insurance.

Speedweek had a total of 86 cars. The \$50.00 entry fee totaled \$4,250.00 in sign-ins and each club (Oregon QMA, LWQMA and WQMA) received \$850.00 with the balance of \$1700.00 to QMA. We applied QMA portion to the trophy and jacket expenses.

West Grands income to QMA was \$6,510.00 and the same amount going to the club.

QMA total expense as of Sept, 2021 is \$114,996.11 a reduction over 2020's expenses of \$118,653.61.

To date for 2021 our total income being \$100,600.49 and our expense \$114,996.11, with a gain from sale of assets to Silver City (Transponders) put us at -\$10,007.06. Keep in mind that this -10K negative is a result of tires from Grands which will be sold/utilized in 2022. We did not use any savings and believe with the existing clubs, new clubs and returning clubs we are headed in the right direction in 2022

Safety

- 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.

Tech

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.

Publicity

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

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.**