



QMA National Membership Meeting November 7, 2022 The Orleans Hotel and Casino, Las Vegas, Nevada

The following voting members were in attendance:

Denise Smutny (QMA President), Craig DellaRocco (QMA Vice President), Flannery Olson (QMA Secretary), Nicol Venard (QMA Treasurer), Grant Bennett (QMA Tech Director), Paul Wagar (QMA Safety), Kim Johnson (QMA Publicity), Jason Strobel (LQMA President), Ryan Fasching (MCQMA President), Jeff Cannon (WQMA President), Mary Trapp (SCQMA), Christine Chamberland (SCQMA), Melanie Deaver (LWQMA), Jeff Gillis (LWQMA), Jeff Gruenberg (RRQMA), Alex Bernal (SNVQMA)

Guests:

Nick Johnson (ORQMA), Scott Hamness (ORQMA), John Daniel (WQMA/QMA Flagger), Cody Anderlini (WQMA)

The QMA President, Denise Smutny, duly called the meeting to order at 8:34AM

Introductions

LQMA – Jason Strobel

- 2022 was a growth year for LQMA, club is still recovering from COVID

ORQMA – Rose-Ann Hamness

- New Dirt track in St. Helens, Oregon had groundbreaking ceremony in September 2022. 3-4 cars raced on what will be the new track in 2023.

MCQMA – Ryan Fasching

- Ryan Principe is incoming President
- Looking forward to knowledge from other clubs to encourage growth

WQMA – Jeff Cannon

- Growth of the club has been successful from current and past Novice program
- Currently WQMA is divided and taking time away from what is important in club growth & development.

Silver City QMA – Christine Chamberland for Wendi Cordova

- First complete season since 2020
- Novice counts have increased
- Growth has been a cause for divide in the club, need to work on finding common ground
- More QMA tracks on the East Coast will be more convenient for other QMA members to travel
- 5th Eastern Grands Silver City hosted - July 2022
- Families being trained in all positions to help club develop
- Scoring system issues – scoring was manual after LiveTime failed which was too time consuming for race days.

Creekside QMA – Mary Trapp for Dave Falini

- New track is being constructed.
- No Races in 2022 but will be growing and racing in 2023.
- Thankful for QMA's support in building new track.

Southern Nevada – Alex Bernal for Jeff Hobbs

- Current track is in fairgrounds parking lot, which requires set up and tear down with each race day
- 4 acres donated to club to build new tracks – goal to have dirt and asphalt tracks with dual tower
- Similar struggles as other clubs with division
- Started a sponsorship program to help introduce families to the sport
 - o Car provided and basic safety gear

Little Wheels – Melanie Deaver for David Olson

- 50th anniversary of Little Wheels at Frontier Park in 2022
- Personalized Commemorative bricks are being sold to raise money for the club
- Novice program has led to growth in the club
- Driver representative on the LW board to help with communication between drivers & board

Racing Rascals – Jeff Gruenberg for Blair Shoemaker

- Bank account was -\$2000 at start of the season, around \$20,000
- Club wants to build a canopy to go over staging to protect drivers from sun in the summer months
- Fundraisers, auctions and other opportunities for financial growth

Craig DellaRocco – QMA Vice President

- Started with QMA 1995
- Concentrating on sponsor hunting with QMA

- Traveled to PRI in 2021

Grant Bennett – QMA Tech Director

- Raced with WQMA as a kid
- Goals are to update procedures and Tech manuals
- Remove the “gotcha rules”

Paul Wagar – QMA Safety

- QMA Board for 2 years
- Safety Director @ WQMA for 3 years
- Novice Trainer @ WQMA for 4 years
- Goal to stay actively involved in the organization

Kim Johnson – QMA Publicity

- QMA Board for 2 years
- 12th year with QMA
- Main goal is promoting and helping each club grow along with the organization

Flannery Olson – QMA Secretary

- QMA Board for 3 years
- 10th year with QMA
- Held multiple Board positions at LWQMA
- Main goal for 2023 is to continue to help grow clubs and the organization

Nicol Venard – QMA Treasurer

- Two kids racing with QMA
- Also Head judge with QMA
 - o Moving forward will continue to use retired drivers as judges at Grands events

Opening Comments from Denise Smutny, President

- Able to attend races at every QMA track this year
- Started with QMA in 1998
- Granddaughter Haley began racing this year
- Recently elected as QMA President for 2023-2024 seasons

Melanie Deaver moves to approve the agenda, Mary Trapp seconds the motion. Resolved, the agenda is approved by a unanimous vote.

Jr. Advisory Board feedback – Kim Johnson

- Jr. Advisory board created by QMA to build connections and receive feedback from drivers and Club & National Board members.

- Each club president has chosen a Senior driver to represent their club
- Have had two meetings so far
- Reviewed RFC's as a group

Jr Advisory Board:

Cruz Riggin – MCQMA
McKenna Lutz – RRQMA
Emma Chorney – LQMA
Mallory Deaver – LWQMA
Ryley Hamness – ORQMA
Damien Harriss – WQMA
Logan Falini – Creekside
Aeden Hobbs – Southern Nevada
Haley Shephard – WMCAQMA
Hunter Cavallaro – SC QMA

Executive breakout sessions to discuss RFC's 9:45am-11:00am

The meeting was adjourned for a break at 11:00am

The President called the meeting to order at 11:15am. All members and guests are confirmed to be in attendance.

RFC Discussion

RFC REVIEW & VOTING

RFC #1

Present Wording:

Lower Mains are currently inverted

Proposed Wording:

Only the A Main features will be inverted. Lower mains will be lined up, "straight up" in the positions that the drivers have earned from heats, qualifying or both depending on the race format.

Reason for Change:

Inverting lower mains does not make sense. Inverts are meant for A-Main features only. Inverting lower mains punishes drivers who have already raced and advanced position(s) (or during qualifying, received a faster time,) over other drivers and are then placed behind those drivers again in the lower mains. In a heat race, qualifying, or points format race, it should not be more beneficial to get 10th place than 6th. **EXAMPLE:** As currently written, a driver who places 6th in points at a regional or national event, has missed the A-Main by one position, but instead of now starting 1st in the B-Main like they have EARNED, they will now start 5th in the B-Main behind drivers who earned lesser points than they have. Inverting an A-Main is meant to create more "exciting" racing but does not make sense beyond the A-Mains.

Vote: Yes 11 No 3 – Resolved, only A Mains will be inverted. Lower Mains will be “straight up” from Qualifying and or heats.

RFC #2

Present Wording:

Competitive classes are inverted 5.

Proposed Wording:

Competitive classes, (not including novices,) will line up in the A Main feature with a random invert. After the last heat race and/or qualifying concludes, two board members will draw a pill or roll a dice that contain the numbers 0, 4 and 6. Whatever is rolled/drawn will be the main invert. 6 cars are placed in each main with 4 cars transferring from lower mains.

Reason for Change:

This will make it impossible for people to “sandbag” heat races. We have been doing this at club level for a year now and it doesn’t add any significant time to main line-ups and keeps the race day honest and fun for everyone.

Vote: Yes 1 No 14

RFC #3

Present Wording:

For National events, Main lineups are created with a 5 car invert for all mains

Proposed Wording:

At National events, all main event line ups will be straight up, no invert. Inverts will be optional at club and local events.

Reason for Change

To compete at a national event there is a significant amount of time and money required and the drivers should be rewarded and motivated to perform well during qualifying and heat races. It would avoid sandbagging and “points calculating” drivers and families may do to avoid a worse starting position.

Vote: Yes 1 No 14

RFC #4

Present Wording:

Novices are exhibition only during a Grands event. They only get equal awards (no lower mains and no podiums.)

Proposed Wording:

Novices will run the same format as the competitive classes at the Grands (~~like other race days or region races.~~)

Reason for Change

Novices race all season, competing, transferring from lower mains and earning podium finishes. When they come to the Grands, It's a let down to only have everyone in multiple A mains and no winner. I understand we don't want career novices, this why we have a rule you can only run the Grands 1 year as a novice. After talking with many Novices about this I'm sure the novices won't complain if they have to pay full entry fees like all the others if they are getting the same format.

Vote: Yes 14 No 1 –Resolved, novices will run the same format as the competitive classes at the Grands including tires and fees. No previous competitive experience in any sanctioning body allowed.

RFC #5

Present Wording:

The flag person is responsible for all starts, restarts, conduct of the race and flags. All starts will be a rolling start. The pole car has the dress and will determine the pace of each race. The flagger has the option to put any car to the back of the pack if the car(s) will not keep a proper pace (too fast or too slow). 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 3/4 apex and prior to the commit line at the exit of turn 4. Otherwise, the yellow will remain displayed and the “one to go” will be given to the field again.

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)

Proposed Wording: Highlighted section above to be replaced as follows-

Cars will not be allowed to accelerate until the “gas it up” line, which will be between turns 3 and 4. Green flag will not be thrown until the front car(s) have reached turn four at earliest. Track size, banking and turn configurations may determine different pickup and racing points. These determinations should be based upon the need to maintain fair racing without the leader needing to make drastic racing moves to protect his position as the field accelerates to start or restart a race. The method used for restarts will be, to paint a spot or mark midway on the straight, in the vicinity of the start/finish line, between turns four and one, about two-thirds of the track width from the bottom of the track, and requiring all cars to maintain position single file, nose to tail until past this spot. All 4 tires must stay above dot or line and nose to tail until past this point. Penalties for dropping below the dot, line or not staying nose to tail should be defined as follows: i.e.: yellow flag the restart and the offending car is penalized two (2) positions, or if a car can NOT go back two (2) positions then they are assessed a charged yellow and sent to the tail. This type of restart has eliminated cars from chopping down on the track coming off turn four to protect their position and then causing incidents in turn one as several cars enter the turn from different racing lines. The

preferred restart mark is a 9”-12” diameter solid painted dot or a 4” wide x 24” long painted line in an easily seen contrasting color to the color of the pavement or dirt surface. If a car creates a disturbance in the line, causing the following cars to hit the dot/line while avoiding the car, a yellow will be displayed and no cars penalized.

Reason for Change

The primary reasons for the change are:

1. This procedure provides a smooth restart, prevents a lot of injuries, and unnecessary extensive damage to the cars. Avoiding big wrecks on starts and restarts will improve driver safety, reduce QM repair costs, and shorten our race days.
2. We would have continuity with other QM organizations as well as other racing bodies outside of QM racing that adopt a very similar rule.

Vote: Yes 1 No 14

The meeting was adjourned for lunch at 12:00pm.

The President called the meeting to order at 1:16 pm. All members and guests are confirmed to be in attendance.

RFC #6

Present Wording:

left blank on RFC form

Proposed Wording:

The proposed wording would just replace where it says “before the green drops” and would be replaced with “before the one to green is displayed” also adding in that once the one to green is displayed, track entry is locked until the next caution.

Reason for Change:

The reason for this is that it would stop cars from rushing out to rejoin the race as they are trying to go green. This would stop delays of drivers trying to help out their friends by delaying the restart to try and give them time to rejoin.

Vote: Yes 0 No 15

RFC #7

Present Wording:

The Flagger shall not delay the race for the car(s) in the designated work area.

Proposed Wording:

If there is a car in the designated work area, once a lineup has been issued and the cars on the track are lined up correctly, the flagger will initiate a 5-lap count on that lap or the next lap that the lead car crosses the start/finish line. When the flagger reaches 1, the flagger will issue the "bunch up" signal to the field on the next lap, and the one-to-go on the next lap.

Reason for Change:

The tracks are small in size, cars lap around fairly quickly even under caution, lineups get issued and executed fairly quickly (even more so with small fields), and some accidents yield more damage and repair time than others. Essentially, not all cars/drivers are given the same amount of time to get their cars repaired and able to rejoin the race - this creates that equal opportunity.

Vote: Yes 4 No 11

RFC #8

Present Wording:

7C As soon as the yellow flag conditions are established, the flagger will begin to count from three laps as a selected car crossed the start finish line. When the count reaches zero, the flagger will notify the head judge and race director that the judging lap count has expired. If the judges have not announced their decision on responsibility for the incident, the race director will ask the head judge for their decision. If a decision is not announced at this time, the race director will notify the tower that all cars that stopped on the track as part of the incident will be moved to the back of the lineup and be charged a DOT-CY.

Proposed Wording:

7C As soon as the yellow flag conditions are established, the flagger will begin to count from three laps as a selected car crossed the start finish line. When the count reaches zero, the flagger will notify the head judge and race director that the judging lap count has expired. If the judges have not announced their decision on responsibility for the incident, the race director will ask the head judge for their decision. If a decision is not announced at this time, the race director will notify the tower that all cars that stopped on the track as part of the incident will retain their positions.

Reason for Change:

Far too often a driver is penalized for the judges not seeing the incident clearly enough. It is giving the driver the benefit of doubt that they had help in bringing out this caution. Sometimes judges fall back on this no call so they don't have to make a call on a driver.

Vote: Yes 0 No 15

RFC #9

Present Wording:

Currently non QMA members can use an unlimited number of Event Memberships to race at QMA events.

Proposed Wording:

Limit 3 Event Memberships per family, per calendar year and after 3 have been used, the family must join a QMA club. All copies of Event Membership forms must be turned in to the National Secretary and Club Secretary.

Reason for Change:

Limit the use of the form.

Vote: Yes 8 No 7 – Resolved, there will be a limit of 3 Event Memberships per calendar year. After 3 have been used, the family must join a QM club. All copies of Event Membership forms must be turned into the National Secretary and Club Secretary

RFC #10

Present Wording:

Electronic driver communication systems are permitted at QMA sanctioned events. Any single channel UHF race receiver designed for race use is required at National events and are optional for local use. Transmitter use must be limited to racers on field and designated track officials only. Any unauthorized transmitter use will result in a DQ for the event

Proposed Wording:

Add – “required at national events for Novice and Junior classes only”

Reason for Change:

Best use is for drivers learning race craft. Older drivers should know to watch flagger, corner workers, lights and track surface.

Vote: Yes 6 No 9 - Electronic driver communication systems are permitted at QMA sanctioned events. Any single channel UHF race receiver designed for race use is required at National events and are optional for local use. Transmitter use must be limited to racers on field and designated track officials only. Any unauthorized transmitter use will result in a DQ for the event

Break-out sessions – QMA Document review and updating

- Tech
- Novice/Safety/Flagging
- Administration
- Publicity/Promotion

Meeting adjourned for a break at 4:15pm

The President called the meeting to order at 4:30pm. All members and guests are confirmed to be in attendance.

Review/Present Document Updates

Tech Documents

- Update logo, grammar, etc.
- Procedures will be updated

Safety/Novices/Flagging

- Clean up and update documents
- Update year to 2023
- Clean up Flagging procedures
- Update move up forms
- Take out “X” Car verbiage
- One to go clarification
 - o Paul Wagar moves to have the “one to go” only required on the initial green. Each start or restart requires at least one “one to go”. John Daniel second the motion.
 - o **Yes 15 No 0. Resolved, the “one to go” is only required on the initial green. Each restart requires at least one “one to go”.**
- Melanie Deaver moves to have all 8 laps on the clock during qualifying, Paul Wagar second.
Yes 15 No 0 – Resolved, all 8 laps will be on the clock during qualifying at National Events.

Administration

- Updating Regional Director to Club President everywhere.
- 2022 to 2023
- Office address update
- Update to new logo
- Judging Sheet
 - o Add DOT
 - o Clarify Loss of Control (LOC) definition
- New judging boards will be made for 2023
- Initial Green double file – multiple cars go DOT – restart double file or single file. Do cars receive a CY and start in back or rerack?

Table Discussion until Day 2

Public Forum

Cody Anderlini – Why was his 2023 QMA family Membership denied?

- QMA has the right not to renew the Anderlini membership
- The family may use the three Event Membership option to race at QMA races in 2023 as the RFC #9 passed.
- QMA has no intent on changing bylaws when it relates to membership suspensions
- QMA has an obligation to run and protect the organization as a business
- It is a valuable option to have multiple sanctioning bodies for choice of members to race
- QMA has received legal guidance in regarding this matter

Little Wheels

- Want 100% transparency within the organization

Melanie Deaver moves to adjourn the meeting. Ryan Fasching seconds the motion.

Day one adjourns at 5:41pm