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## QMA National Membership Meeting November 8, 2022 The Orleans Hotel and Casino, Las Vegas, Nevada

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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)

### Day 2

The President called the meeting to order at 8:33am.

### Continued review of QMA documents

#### Administration

- DOT and blocking need to be added to judging sheets & boards. Updated Judging boards will be made
- Ryan Fasching moves to approve the following:
  - o If there is no call on the initial double file start when multiple cars are stopped, there will be one single file restart and no cars will receive a charge yellow. All cars receive their initial starting position. If Judges determine a car or cars at fault that car or cars will receive a charge yellow and start in the back.
  - o John Daniel Seconds the motion.

**Vote Yes 16 - No 0. Resolved, the proposed language is approved as set forth above.**

### NBOD Presentations

#### Craig DellaRocco – QMA VP

- Proud of the QMA National Board. All in it for the right reasons and want the same end result.
- Clubs interested in coming back to QMA but need more information on the organization
- Will continue sponsor chasing for the 2023 season.

- Attended PRI (Performance Racing Industry) Event in December of 2021, will attend in 2022 as well, hoping to generate more QMA sponsors.
- Looking into corporate sponsors to help with trophy & travel expenses for Grands events.

### **Flannery Olson – QMA Secretary**

#### Club Forms to be turned in to QMA

- Incident Report needs to be submitted to QMA within 24hrs of incident
- Novice Graduate & move up forms
- Novice Extension forms
- Driver class move up approval form
- RFC's need to be sent to the QMA Secretary & VP by Sept 15 each year. RFC's need to typed be on the official RFC form.
- Club Charter payment and paperwork is due by Oct 31.
  - o Include bylaws, racing procedures (format) for VP to review.
  - o No changes made after April 1
- Event Membership forms must be filled out and sent to QMA Secretary.
- Ride Days or any off-site event - notify National Secretary & Safety 2 weeks prior to ensure insurance coverage.
- Club membership change form to National Secretary and the club you are transferring to.
- If running for NBOD position - resumes need to be submitted no later than Sept 15 of that election year.
- Club race schedules to Secretary and VP.

#### QMA Membership process

- QMA Application is filled out by members online on QMA website
- Once the application is filled out and submitted, members are directed to Square to pay QMA dues
- QMA Secretary will receive an email notification that your application has been submitted.
- Birth certificates (for new novice drivers), listed handlers, spouses and drivers, address/phone/etc. are all verified
- Payment is confirmed and recorded then the Signature page is sent to the designated Club Secretary
- QMA database information is verified/updated and QMA numbers are assigned if a new member.
- The normal time frame for applications to be sent to the club is about one week – or at QMA Secretary discretion.
- Memberships are not valid until **all** QMA and Club dues are paid and all documents are received and approved by the Club Secretary and QMA Secretary. This includes QMA approved Signature pages.
- Signature pages need to be signed and returned to QMA before any training, practice or racing occurs.

QMA membership cards are only made for new members unless specifically requested.

#### Nicol Venard – QMA Treasurer

- The proposed 2023 Budget was distributed to the members present and is attached hereto as Exhibit A (budget is in 2022 reports/budget).

- Melanie Deaver moves to approve the proposed 2023 Budget, Jeff Cannon seconds the motion.
- **Vote Yes 16 - No 0 – Resolved, the 2023 Budget approved.**
- As of October 7, 2022 our checking account had \$106,124.24 and savings account \$76,913.36
- Profit loss and balance sheet
  - Our total Income as of September 2022 is \$131,590.57 where our last year total income was \$100,600.49 bringing us in the positive this year in our income numbers of \$30,990.08 more from last year
  - Last year during this time our full membership was \$32,113.59 and our current to-date for full membership is \$40,008.77 bringing us at a difference from last year and this year in the positive of \$7,895.18
  - For Alternate handlers our last year was \$11,150.50 and our current is \$6,382.20 bringing our difference showing less alternates this year by a \$4768.30
  - Tire income out of \$68,373.00 this income does include the Eastern and Western Grands income, the recovery from our last year's loss of our the west grands tires and last years 4th qtr, 1st and 2nd qtr of this year. Currently we are pending from Vega this years 3rd Qtr check and the 4th qtr will come in February of 2023.
  - In 2022 we only purchased A- main tires for the Grands. By doing this, we were able to sell all our back stock tires by October of this year however the final check of \$4580.00 does not reflect in this report as it was received in October but will show in our 4th quarter reports.
  - Tire income we receive from Vega pays for our club's insurance, any difference owed for insurance, QMA pays the difference in addition to club officers' insurance.
  - Eastern Grands was at Silver City in 2022. The club had a total of 200 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 \$6,000.00 and the same amount going to the club.
  - Western Grands was at Mountain Country in 2022. The club had a total of 207 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 \$6,210.00 and the same amount going to the club.
- Expenses as of September 2022
  - Our total expense as of September, 2022 is \$136,370.59 where our last year total expense was \$114,996.11 bringing a difference of \$21,374.48 more in expense this year vs last year.
    - Due to having two grands versus 1 with inflation and because of the inflation caused our expenses to be higher than we would like compared to last year.
- A big savings this year in our expenses once again was Postage and Delivery. In 2021, we spent \$683.45 In this area alone which was a lot lower the previous year. Our total expense in 2022 was \$91.00 with a difference in savings of \$592.45 from last year.
- In the expense column under Publicity, this shows a negative. This is intentional. the reason is to see if we made any profit by crediting this bucket with all the deposits made on hats which would decrease the expense and give a negative once the expense amount was paid in full.
  - Our total hat expense which included logo design was \$5,392.22. This expense amount included a variety of hat choices to pick from for adults and children. Our income for hats to-date is \$6,416.85 giving us a profit which shows as a negative of \$1,024.63. We

also just made another deposit of \$375.00 that will show the current negative amount to increase on the next reports.

- Another nice saving this year in expense is our Website Hosting Maintenance. This year our expense to-date is \$1,139.88 from our last year expense which was \$2,925.36 bringing us a savings of \$1,785.48.
- The expense for Insurance comparison this year from to last year did increase, in 2021 our expense was \$17,328.93 where this year total expense is \$25,129.41 bringing an increase of \$7800.48 and we did add two clubs in 2022.
- Our overall to-date for 2022 total income is \$131,590.57 and our total expense is \$136,370.59 which put us at Negative -\$4,780.02. However, if the check for the balance of this year's western Grands tires of \$4580.00 was received and the hat deposit of \$375.00 prior to these reports ran as it just missed the cut off, if both deposits we completed prior to the reports ran, we would been at a profit of \$174.98.
- QMA is currently working on changing the non-profit status from a C4 to a C3

Meeting adjourned for a break at 10:05 am

The President called the meeting to order at 10:20am. All voting members and guests are confirmed to be in attendance.

### **Kim Johnson – QMA Publicity**

- Who am I and what do I bring to the table?
  - o ORQMA Member
  - o 2<sup>nd</sup> year as QMA Publicity
  - o 12 years with QMA
- What have we been up to this year?
  - o New Clubs – Oregon Raceway and Creekside joined QMA
- Social Media:
  - o #firstnameinquartermidgets, #weareqma
  - o Keeping up on Facebook posts from other clubs to share between clubs
- How can we make our Grands events even better?
  - o 2 Grands in 2022
  - o Always looking for improvement ideas
- QMA Jr. Executive Board
  - o Jamison Johnson and Haley Venard running the Jr. Board and Zoom meetings
  - o Holding drivers accountable for their clubs
  - o One Senior Driver per club has been appointed by each Club President
  - o Hoping this helps with driver/family retention
- Making our QMA website more user friendly
- Promoting Our Clubs:
  - o Helping clubs with ride days
  - o Holding meetings with other Publicity Directors on a monthly basis

- Willing to help promote any club event
- Live feed during events is an issue.
  - Improvements needed

### **Paul Wagar – QMA Safety**

- Round table about Race Day wristband/sign-in to protect the members and clubs
  - Only QMA members receive wristband to go in authorized areas
  - QMA member required to sign in to receive wristbands
  - Protects clubs and members
  - Wristbands should only be handed out in the tower by a board member or tower head after confirming QMA membership
  - Wristbands should not be handed out in staging by the Pit Boss
  - Driver Line of sight rule review
  - Current Rule =  
QMA Rulebook, Page 25, Section 3 Miscellaneous – Safety/Tech
    1. Driver’s line of sight must be over the dash while racing. This will be enforced during all race ~~foree~~. Failure to do so will result in a DQ per Race Director.

Paul Wagar moves to change rule to - Driver’s line of sight must be over the dash while racing. This will be enforced during all races. Failure to do so will result in a warning for their first offense, second offense is a DQ per Race Director. Jeff Cannon seconds the motion.

**Vote Yes 16 - No o. Resolved, QMA Rulebook, Page 25, Section 3 Miscellaneous – Safety/Tech is amended as set forth above.**

- Drivers’ hair inside the helmet reminder
  - Current Rule =  
QMA Rulebook, Page 24  
4(D). All hair will be under the helmet or inside jacket/driver’s suit when driving a quarter midget. Failure to do so may result in loss of position at Race Director or Judges discretion.

Paul Wagar moves to change rule to – All hair will be under the helmet or inside jacket/driver’s suit when driving a quarter midget. Failure to do so will result in the driver being pulled off track, having an opportunity to fix the hair, receive a CY and put to the back of the pack. John Daniel seconds the motion.

**Vote Yes 16 - No o. Resolved, QMA Rulebook, Page 24 4(D) is amended as set forth above.**

- Afco lower control arm update
  - Currently QMA has not approved steel lower control arm

Paul Wagar moves to approve both aluminum **and** steel lower control arm on Afco cars. Ryan Fasching seconds the motion.

**Vote Yes 16 - No o. Resolved, both aluminum and steel lower control arms are approved on Afco cars.**

- Afco is updating firewall to cover upper seat belt opening.
- New car Construction over the axle discussion

- New car possibly being designed with idea that the driver's feet go in front of the axle with steel plate
- High Safety concerns
- Hi-vis when handlers are on the racing surface
  - Safety t-shirts/vests/etc. always required on track
- Rule for fire sleeve on fuel lines clarification
  - Current rule =  
QMA Rulebook, Page 17  
2(O). Fuel Lines  
2(O)(1). All fuel fittings must be automotive type. Fuel line must be attached with any positive stop clamp.  
2(O)(2). All fuel lines must be rated for gasoline/methanol use and be in good condition. No clear vinyl/PVC type tubing.  
2(O)(3). A readable fire-resistant sleeve must be used over any fuel lines that are not a heavy wall USCG line or stainless braided fuel line. Fire-resistant cover must be one piece, not a wrap. The cover must fit well and be in good condition.

Paul Wagar moves to change rule 2(O)(3) to read - A fire-resistant sleeve or stainless braided fuel line must be used outside any fuel lines. Fire-resistant cover must be one piece, not a wrap. The cover must fit well and be in good condition. Ryan Fasching seconds the motion.

**Vote Yes 16 - No 0. Resolved, QMA Rulebook, Page 17 Rule 2(O)(3) is amended as set forth above.**

- Grands Safety expectations.
  - Complete car required during Safety – includes tires and wheels
  - Drivers in car
  - One inch head height
- Rule Clarification QMA Rulebook, Page 22
  - Current rule =  
2(BB)(4). All weights attached to the belly pan must be secured with bolts and a minimum of 1.5" fender washers so the head of the bolt does not tear through the belly pan. Two bolts are required if ballast is 6" or longer in length or width

## **Grant Bennett – QMA Tech**

### Tech Manual Changes

- 120 ut3 piston pop up clarification,
- Measure from spot face, no part of piston may protrude past deck surface of the block as measured in line with the wrist pin. Letters and numbers cast into piston do not count
- Emulsion tube spec for Honda
- Refusal of tech and tech clarification in QMA rule book
- 160 block milling is ok
- Change rule book grands fuel procedure
- Change tire durometer allowable variance in rule book
- Update WF carb casting numbers
- Tire balancing = illegal
- No coating of any kind on the engine parts and pieces unless specified
- Add 8.0 RR tire to approved tire list in rule book

- Standard for determining a leaky muffler seam
- Honda Air filter adapter flange thickness .395 max
- 120 cam sheet needs clarified that it's also good for UT1 160
- Allow fuel tanks to be anodized, painted or powder coated. Must be standard thickness, no multiple layers. No insulation, heat wrap, or thermal barrier.
- Jr 160 will use a Grey .549 restrictor plate (Currently use .4375), will speed up the class closer to Sr. Honda

Tech Seminar will be held in February/March 2023

Meeting adjourned for lunch break at 12:05 pm.

The President called the meeting to order at 1:15pm. All members and guests are confirmed to be present, minus Jeff Cannon, WQMA president, who left the meeting at 12:05pm and did not return.

### Grands Proposal

- Silver City has voted to host the Eastern Grands in 2023
  - o Proposed dates
    - July 18-23, 2023
  - o Q/H/M Format
  - o Club still needs to vote
- Langley is interested in hosting the Western Grands
  - o Tentative dates
    - July 31<sup>st</sup> - August 6<sup>th</sup>
    - August 7<sup>th</sup> - 13<sup>th</sup>
  - o *Dates and locations will be finalized by January 1<sup>st</sup>, 2023*
- QMA will not be selling tires at Grands events
  - o Q/H/A main – same tires must be used
  - o Tires will be banded after Qualifying and Heats to be used for A main
  - o Any tires new/used may be used for lower mains
- National Event format will be Qualifying/Heats/Mains

There is no supply issue with VEGA, tires will be readily available

Yellow VEGA is being tested as an addition to White VEGA as a dirt spec tire

- Melanie Deaver moves to add yellow VEGA as the QMA dirt spec tire, Jeff Gillis seconds the motion.

**Vote Yes 15 No 0. Resolved, yellow VEGA is added as the QMA dirt spec tire.**

### Talking points

#### Biking Rule

- Current Rule =  
QMA Rulebook, Glossary, Page 3  
When both left side tires lift up higher than 12 inches (The height of the right rear tire) for two consecutive turns or laps.

- Jason Strobel moves to change Biking rule to read and add to the body of the rule book - When both left side tires lift up higher than approximately 4 inches or creating an unsafe condition for three consecutive turns. The driver will receive a CY, come off the track, be given the opportunity to fix the car then go to the back. If it occurs a second time, the driver is black flagged and receives a DNF. Mary Trapp seconds the motion.

**Vote Yes 15 No 0. Resolved, the biking rule is amended as set forth above.**

Novices: Require running 3 race events before moving up

Who has discretion on move ups for all cases – Novice Committee? Board?

- Mary Trapp moves to add “deemed competent in a competitive environment” to the end of Page 26 1(G). Nick Seconds the motion.

**Vote Yes 15 No 0. Resolved, the language set forth above is added to the end of Page 26 1(G).**

All four under if they come back out onto the track – penalty?

- Current rule =

If a car stops on the track or in the infield under green, or if a car drives through the infield with all four tires under green, a yellow flag will be displayed. That car will receive a Charged Yellow and started at the back - unless the judges determine another car is 100% at fault for the incident. Then only the car at fault car will receive a Charged Yellow and sent to the back.

- Jason Strobel moves to add the following rule - If a car drives through the infield with all four tires under green, a yellow flag will be displayed, if there is no attempt to stop in the rectangle of the track that car will receive a DQ. Melanie Deaver seconds the motion.

**Vote Yes 7 No 8. The motion does not pass.**

Can one driver practice one car and another race that same car at the same event?

- The driver is assigned to a car – same driver must practice that is competing.

Consequence if a car is disqualified during a race and does not immediately leave the track when shown the black flag:

- Jason Strobel moves that the punishment is that the driver is ejected from the event. Rose-Ann seconds the motion.

**Vote Yes 15 No 0. Resolved, if a car is disqualified during a race and does not immediately leave the track when shown the black flag, the driver is ejected from the event.**

Are all classes available to an 8-year-old turning 9?

- Current Rule =

QMA Rulebook page 27 1(c)

Any driver who will be turning nine 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.

- Mary Trapp moves to require the age to be 9 to run light world formula regardless of where the driver’s birthday falls. Alex seconds the motion.



**Vote Yes 15 No 0. Resolved, drivers must be 9 years of age to run light world formula regardless of where the driver's birthday falls.**

What is the consequence for disobeying the yellow flag?

- Current Rule=  
QMA Rule Book Page 43, 13. Judges Authority 13(D). Disobeying Flags – Doing this deliberately or flagrantly to cause an accident or to gain a position. (Jumping starts or passing under yellow without being told, after being warned at least one time).
- Jason Strobel moves to remove above rule from Judges Authority and move to Race Director/Flagger Authority and change rule to read - Doing this deliberately or flagrantly to cause an accident or to gain a position. (Jumping starts, excessive speed and/or passing under yellow results in the driver receiving a black flag, CY, pulled off the track and put to the back). Rose-Ann seconds the motion.

**Vote Yes 15 No 0. Resolved, QMA Rule Book Page 43, 13. Judges Authority 13(D) is amended as set forth above.**

Any punishment for not using race receivers when required at national events?

- If not ready in staging due to testing receiver, driver is out late and put to the back
- 
- Jason Strobel moves to add the following rule - If receiver fails while driver is on the track, the driver is pulled off, given an opportunity to fix the receiver and get back out before green is thrown. Driver is put the back. No CY is given. Alex seconds the motion.

**Vote Yes 15 No 0. Resolved, the rule set forth above is added to the Rule Book.**

Electric Quarter Midget car was introduced at the National Meeting in Washington in 2020

- QMA would like to have an exhibition class with electric cars with at least 4 cars in the class, Senior Honda class.
- Price point is \$3500 per motor, includes batteries
- At this time only one has been built
- Will be tabled until NBOD & Presidents call in December

Ryan Fasching moves to adjourn meeting, Christine Chamberland seconds the motion.

Meeting adjourns at 5:30pm

