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## QMA National Membership Meeting Short Sheet The Orleans Hotel and Casino, Las Vegas, Nevada November 7-8, 2022

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*The following is being distributed to the general membership of QMA to be effective January 1, 2023 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:**

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 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**

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**

One to go clarification

- 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.
- **Yes 15 No 0. Resolved, the “one to go” is only required on the initial green and each start or 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.**

Ryan Fasching moves to approve the following:

- 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.
- John Daniel Seconds the motion.

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

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.**

#### 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.
- 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.
- 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

#### 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 0. 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 0. 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 0. Resolved, both aluminum and steel lower control arms are approved on Afco cars.**

#### 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.**



## 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

## Grands Proposal

- Silver City has voted to host the Eastern Grands in 2023
  - o Tentative 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

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.**

## 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.**

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).**

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.**

Available classes 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.**

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.**

Consequence 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