



QMA National Membership Meeting November 11, 2024 The Orleans Hotel and Casino, Las Vegas, Nevada

The following voting members were in attendance:

Denise Smutny (QMA President), Flannery Olson (QMA Secretary), Nicol Venard (QMA Treasurer), Dave Falini (QMA Tech), Paul Wagar (QMA Safety), Kim Johnson (QMA Publicity), Josh Weinheimer (Little Wheels), Ryan Fasching (Magic City), Jeff Chambers (Langley), Rose-Ann Hamness (Oregon Raceway), Darrell Tidrick (Racing Rascals), Dan Gaudiosi (Silver City), Armine Martin (Creekside), Aaron Pullen (Washington)

Guests:

Cailey Tidrick, Jeff Gillis, Jim Goatz, Scott Hamness, Melanie Deaver, Rachel Mattock

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

Introductions of Club Presidents, guests, and National Board of Directors

Opening Comments from Denise Smutny, President

Dan Gaudiosi moves to approve the agenda, Melanie Deaver seconds the motion. Resolved, the agenda is approved by a unanimous yes vote.

Executive breakout sessions to discuss RFC's 8:45am – 10:45am

The meeting was adjourned for a break at 10:45am-11:10am

The President called the meeting to order at 11:10am. All members and guests are confirmed to be in attendance.

RFC REVIEW & VOTING

RFC #1 Rule/Procedure: Article 7, Section 5, 10(D), Page 42

Present Wording: 10(D). Any driver infraction occurring after the checkered flag has been thrown is an immediate disqualification and will be scored as a DQ. Any incident that occurs in the hot chute or as the cars are leaving the track that the judges by majority vote determined to be intentional or deliberate will result in a disqualification and scored as a DQ.

Proposed Wording: 10(D). Any driver infraction occurring after the checkered flag has been thrown will be handled as follows:

10(D)1. Cars involved in incidents that receive strikes on the last lap of a race, after the checkered flag has been displayed, shall be scored DNF and shall be scored in the order of their last completed lap. Cars receiving strikes will be placed behind cars going DOT and not receiving strikes.
10(D2). Any incident that occurs in the hot chute or as the cars are leaving the track that the judges by majority vote determined to be intentional or deliberate will result in a disqualification and scored as a DQ.

Reason for change: A DQ is a harsh penalty for a driver involved on the last lap that was not intentional. NOTE: The Scoring Procedure needs to be updated to agree with any rule change.

Vote: Yes 11 No 2 – Resolved, RFC is approved by a yes vote with wording changes.

Rule will read:

10(D)1. Cars involved in incidents that receive CY on the last lap of a race, after the checkered flag has been displayed, shall be scored DNF and shall be scored from the order of their last completed lap. Cars receiving CY will be placed behind cars going DOT.

10(D2). Any incident that occurs in the hot chute or as the cars are leaving the track that the judges by majority vote determined to be intentional or deliberate will result in a disqualification and scored as a DQ.

RFC #2

Present Wording: No current wording under restarts

Proposed Wording: 2(L)(7) The method 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 four tires must stay above the dot or line and nose to tail should be defined as follows: 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 strike and sent to the tail. 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: This will make restarts smoother reducing the number of incidents on a restart

Vote: Yes 3 No 10

RFC #3

Present Wording: No current wording.

Proposed Wording: 2(L) (new). There shall be a prominent marking at the edge to the infield at the center between turns 3 and 4. On a double file start [or single file restart], no car shall come out of line (front bumper is in line with the rear bumper of the car in front of it) before the lead car passes the mark and the flagger waves the green flag. Once the green flag is displayed all cars may pass. If a car

flagrantly passes before the green flag, the driver will receive a warning with a rolled black flag. A second violation will result in a charged yellow.

Note: the wording in [] should be removed of the separate “dot” rule passes for restarts.

Reason for Change: There is no description of a proper start or restart.

Vote: Yes 1 No 12

RFC #4 Page 11, Sec 3 QMA Club Promotion Day

Present Wording: 7. There must be a kill switch located on the top of the roll cage. Along with the use of remote kill switch RES6VU-B by 3built.com must be used. (No car allowed on the racing surface without the above being used).

Proposed Wording: 7. There must be a kill switch located on the top of the roll cage along with an adequate remote kill switch that can remotely slow or stop the car (the RES126VX by 3built.com is an example). No car allowed on the racing surface without the above being used.

Reason for Change: The RES6VU-B is discontinued and clubs may have technical capability to create a more effective remote control.

Vote: Yes 13 No 0 Resolved, RFC is approved by a yes vote

RFC #5

Present Wording: No current wording

Proposed Wording: 2(BB)(6) Weights will be marked with a driver’s last name.

Reason for Change: This will allow for clear identification if a weight is lost on the track.

Vote: Yes 1 No 12

Lunch Break 11:45am-1:20pm

Craig DellaRocco (QMA VP) joined meeting via zoom

RFC #6

Present Wording: No current wording.

Proposed Wording: Scrubbing of tires is prohibited while handlers are on the track. Scrubbing of tires is prohibited while other cars are involved in an incident, such as an accident or DOT. V Scrubbing of tires is prohibited until all cars have entered the track at the start of the race.

Reason for Change: While scrubbing tires, the movement of cars is unpredictable. While handlers are on the track, or cars are involved in an incident, or until all cars have been pushed off onto the track, an unsafe condition is created when drivers begin to scrub their tires.

Vote: Yes 10 No 4 Resolved, RFC is approved by a yes vote. Rule will read; Scrubbing of tires is prohibited while handlers are on the track. Driver will be given one warning then sent to the back on second warning.

RFC #7 Page 23, Article A Section 2

Present Wording: Clear or amber face shields must be worn after dusk, or whenever track lights are on.

Proposed Wording: Clear, amber or photochromic (designated by manufacturer) must be worn after dusk or when track lights are on.

Reason for Change: Photochromic visors turn clear from the drivers prospective when it is dark but will still provide eye protection while the sun is setting. They require UV light to darken so track lights will not affect this.

Vote: Yes 13 No 1 Resolved, RFC is approved by a yes vote

RFC #8

Present Wording: No current wording

Proposed Wording: Handlers may not signal to their drivers while other handlers are out on the track dealing with an incident, such as an accident or a DOT.

Reason for Change: While handlers are out on the track dealing with an incident, other handlers signaling their drivers creates an unsafe condition for those who are out on the track. The drivers may become distracted and collide with a handler.

Vote: Yes 0 No 14

RFC #9 – Judging

Present Wording: There is to be judges, 3 of them.

Proposed Wording: No More judging, all cars involved will be sent to the back. UNLESS incident is deemed Intentional and wreck less, Race director to make final call on decision. Race director is assumed to have unbiased feelings towards all drivers and families.

Reason for Change: Judging tends to cause unwanted drama during and after racedays, causes unnecessary delays and often judges are inexperienced causing one judge to persuade decision

making for others due to there lack of knowledge. Also, it is highly unlikely all 3 sets of eyes are consistently seeing each incident. Lets lower race day tension and delays by eliminating judging. Its at least worth a shot and could be voted on after a trial period. There is a good chance this cleans up bad driving habits as well.

Vote: Yes 0 No 14

RFC #10 – Heat Race Scoring

Present Wording: Heat race points are in order of finish, no passing points are given. Luck of the draw is in your favor.

Proposed Wording: Heat race order to be decided on pill draw, however, 1 passing point to be awarded to each positioned gained from the drivers original starting position. EX. driver starts 5th and finishes 3rd, netting 2 additional points.

Reason for Change: Will make heat racing hold more value for those not starting on the pole due to the luck of the draw. works well at numerous other racing events, lets give it a shot.

Vote: Yes 1 No 13

RFC #11 Race Director Authority, Page 42, Article 7 Section 5

Present Wording: Race Director Authority: The Race Director will have authority to disqualify a driver/car for the following reasons:

Proposed Wording: Race Director Authority: The Race Director will have authority to disqualify a driver/car for the following reasons: Race Director will not be handlers, owners or family members entered in the same division at that event.

Reason for Change: The Race Director has the authority to disqualify a driver/car from a race and the DQ cannot be protested. Being a handler/owner/family member is a conflict of interest. This would also align with the Judges section that does not allow handlers/owners/family members either.

Vote: Yes: 4 No: 10

RFC #12 Grands Scoring Procedures

Present Wording: At the conclusion of qualifying, assign points as follows, with the tiebreaker being the next fastest time:

Fastest = 1 point

2nd fastest = 2 points

3rd fastest = 3 points

Proposed Wording: At the conclusion of qualifying, assign points as follows, with tiebreaker being the next fastest time:

1-10 Registered Cars

Fastest = 1 point

2nd fastest = 2 points

3rd fastest = 3 points, etc.

11-20 Registered Cars

1st and 2nd fastest = 1 point

3rd and 4th fastest = 2 points

5th and 6th fastest = 3 points, etc.

21-30 Registered Cars

1st, 2nd and 3rd fastest = 1 point

4th, 5th and 6th fastest = 2 points

7th, 8th and 9th fastest – 3 points, etc.

Reason for Change: The existing points system for qualifying is overly weighted, which diminishes the significance of the heat race, particularly for drivers who encounter difficulties during the qualifying round. By adjusting the points system, heat races will become more competitive, giving drivers who face challenges during qualifying a meaningful chance to improve their standings. A balanced points distribution will ensure that top performing drivers are rewarded appropriately while motivating all drivers to perform their best throughout both qualifying and heat races. This change will promote a more equitable and exciting competition, enhancing the overall experience for drivers and spectators alike.

Vote: Yes 9 No 5 Resolved, RFC is approved by a yes vote. Scoring Procedures will be updated.

RFC #13 Page 27, Table 5-1

Present Wording: Novice – Advanced – 260lbs Combined Weight (Min)

Proposed Wording: Novice – Advanced – 265lbs Combined Weight (Min)

Reason for Change: Currently same restrictor plate as Jr Honda however weigh 5lb less than a competitive class. Should weigh equal or increase to 275lbs to be 10lbs heavier as was done historically.

Vote: Yes 13 No 1 Resolved, RFC is approved by a yes vote. Advanced Novice weight will be changed from 260lbs to 265lbs.

RFC #14 Novice Rules & Procedures, Page 29

Present Wording: A novice driver may run the Grand National Exhibition Events as a novice for one year only

Proposed Wording: A Novice driver may run the Grand National Exhibition Event once as a red plate and once as a blue plate only. They are only eligible in consecutive years.

Reason for Change: Not all drivers are ready for a 10 car field. Some kids take longer to develop racing skills. We changed the rule to treat novices the same as a competitive class for trophies and rules.

Vote: Yes 5 No 9

RFC #15 Grands Timing Format

Present Wording: Grands Timing Format

Proposed Wording: Remove Timing (Qualifying) from the Grands Format

Reason for Change: In an effort to increase car count, removing the timing from the format would cut down on the amount of days needed to run the event. Also, the points system used in timing especially for large classes puts a driver who does poorly at a huge disadvantage. This is a National event – just race it out!

Vote: Yes 2 No 12

RFC #16

Present Wording: No current wording

Proposed Wording: In the event a racing incident occurs, due to track conditions (rain, oil, debris) and a new line up is required, the new line up will be based off the last completed lap, prior to the racing incident.

Reason for Change: Many Race Directors are reluctant to make a call for rain, for example, and wait for the first car/cars to spin, bringing out the yellow/caution flag/red flag (delay of race) and then the car/cars is/are penalized and lined up in the back when the line up resumes. This puts the initial car/cars bringing out the caution/delay at a disadvantage, due to no fault of their own. We understand the reluctance of the Race Director to make the initial call, when it is appropriate to call for that initial caution/delay due to rain/track condition. It makes sense to have the condition be dictated by the cars on the track, however, the driver(s) should not be penalized due to track conditions, and the line up should be based on the last completed lap.

Vote: Yes 14 No 0 Resolved, RFC is approved by a yes vote with modified wording.

In the event a racing incident occurs, due to changing track conditions (rain, oil) and a new line up is required, the new line up will be based off the last completed lap, prior to the racing incident.

RFC #17 Judging Section 5.1

Present Wording: 1(A) Option to be voted on and approved by simple majority vote of the members present at the event.

1(B) Any car(s) involved in a racing incident that goes dead on track for any reason will receive a charge yellow and that car will restart at the back of the pack.

Proposed Wording: 1(B) Any car(s) involved in a racing incident will be charged with a charge yellow and restart at the back of the pack. The Race Director will determine all cars involved with input from the flagger to clarify what cars were involved.

Reason for Change: To help better prepare drivers for racing after QM's. All forms of racing use this procedure to make calls.

Vote: Yes 2 No 12

New rule to be voted on: All weights must be completely covered by neon or white tape or paint. All lead must be taped.

Vote: Yes 10 No 3 Resolved, Rule be added to page 21 in 2025 rule book replacing Rule 2(BB)(5)

The meeting was adjourned for the day at 4:45pm



QMA National Membership Meeting November 12, 2024 The Orleans Hotel and Casino, Las Vegas, Nevada

The following voting members were in attendance:

Denise Smutny (QMA President), Flannery Olson (QMA Secretary), Nicol Venard (QMA Treasurer), Dave Falini (QMA Tech), Paul Wagar (QMA Safety), Kim Johnson (QMA Publicity), Josh Weinheimer (Little Wheels), Ryan Fasching (Magic City), Jeff Chambers (Langley), Rose-Ann Hamness (Oregon Raceway), Darrell Tidrick (Racing Rascals), Dan Gaudiosi (Silver City), Armine Martin (Creekside), Aaron Pullen (Washington)

Guests:

Cailey Tidrick, Jeff Gillis, Jim Goatz, Scott Hamness, Melanie Deaver, Rachel Mattock

The QMA President, Denise Smutny, duly called the meeting to order at 8:36am

Board of Director Presentations:

Dave Falini – Tech Director

1. 120/160 Exhaust Rule Update

Exhaust: Steel or Stainless are the only materials allowed for exhaust pipes.

- a. Stock Honda muffler will be removed. Mounting flange may be cut off of muffler and used as adapter flange. Any transition from the “D” shape of the exhaust port to round must take place within the thickness (0.250” max.) of the flange. This applies to all exhaust systems. No steps or tapers allowed, grind marks are not allowed past 0.250” flange area. No suspension for exhaust flange or pipe infraction just disqualification. If an after market flange is used, maximum allowable flange thickness will be 0.250 inches. If slip on type flange assembly is used, pipe stub will be a maximum 0.880 inches outside diameter tubing with a maximum overall length of 1.500” inches. Pipe stub must be inserted into exhaust pipe at least 0.750 inches and will have minimal exhaust leakage. The cylinder head exhaust stud holes can be Heli coiled but must be in factory dimensional locations.
- b. Muffler exhaust leakage- It is acceptable to have minor exhaust leakage at the muffler factory seam.
- c. Muffler to be used will be 4 to 8 hp Briggs & Stratton, part number 294599 or equal equivalent. Muffler will be internally unaltered except that the round cup shaped baffle

may be welded to the perforated baffle without moving its original location. Threads will not be removed from muffler.

- d. Exhaust pipe will be a maximum of 1.000" inches outside diameter with a length of 19.25" to 26.0" including a threaded pipe coupler to welded to the end of the pipe in order to screw muffler in place so that muffler may be removed for inspection. Pipe must be one piece continuous pipe from flange or slip nipple to muffler coupler. No sections of pipe welded together (butt welds). Pipe coupler will be a standard, unaltered, 3/4" NP, threaded coupler. Length will be 1.000" inches minimum to 2.250" inches maximum.
 - e. There will be no steps or tapers in the exhaust pipe or flange assembly. Exhaust pipe length must be measured using a 1/4" wide tape measure inserted through pipe to measure overall length. Flange and coupler will be included in the overall length when measuring the pipe. No coating of any type may be applied to the interior of any part of the exhaust system. The intent of this rule is to have all of the exhaust pass through the muffler exit hole. All measurements are to be taken with the component pieces in the same position as they were installed and on the car.
 - f. All 120 & 160 .25 QM mufflers must be Briggs & Stratton Part # 294599 or equivalent. No drilling holes in the baffles. Inside seam of baffle must be straight edged. (NOTE: Some seams may not be parallel in baffle) You cannot cut off the threaded flange if it is to be used in Honda. It is OK to weld a washer or nut on the flange for a place to connect safety wire or spring. Muffler cannot be more than 1/2 turn from being hand tight.
 - g. The use of air filters during qualifying at asphalt events is not permitted. QMA Officials reserve the right to allow filters at any event that it may be necessary.
2. 120 Head deck surface down to the lowest machined area of the bowl Update
Measure from the head deck surface down to the lowest machined area of the bowl.
 - a. Jap. RK Head intake 1.064 inches maximum, exhaust 1.010 inches maximum
 - b. HPD TKI9 Head intake 1.042 inches maximum, exhaust 0.975 maximum
 - c. UT3 Head intake 1.045 inches maximum, exhaust 0.975 maximum
 3. 160 Head deck surface down to the lowest machined area of the bowl Update
Measure from surface of head to lowest machined area in the bowl of the port. This dimension will be:
Intake: 1.138' Min to 1.150' Max depth
Exhaust: 1.087' Min to 1.105' Max depth
4. 120 Timing Update
Recommend Using a 11" Degree Wheel
Use a suitable automotive timing light to check timing at a rotational speed of 800RPM through 900RPM. 22.5 degrees BTDC maximum for UT1/UT2. The UT-3 engine must be no more than 20.5° at 800 RPM through 900 RPM
 - a. With degree wheel and pointer installed use the positive stop method to find exact TDC

- b. UT1/UT2: Timing must not exceed 22.5 degrees BTDC maximum at any point between 800 RPM through 900 RPM.
 - c. UT3: Timing must not exceed 20.5 degrees BTDC maximum at any point between 800 RPM through 900 RPM.
5. 160 Timing Update
Recommend Using a 11" Degree Wheel

Use a suitable automotive timing light to check timing at a rotational speed of 800RPM through 900RPM. Engine must be no more than 20.5° at 800 RPM through 900 RPM

- a. With degree wheel and pointer installed use the positive stop method to find exact TDC
- b. Timing must not exceed 20.5 degrees BTDC maximum at any point between 800 RPM through 900 RPM.

6. 120 UT3 Valve Dimension

UT3 Intake Valve

- a. Inspect the valve for dimensions and weight. The valve seating surface must be factory ground using (1) one single 45 degree angle. Compound angles will not be permitted. The valve must not be polished, lightened, or modified in any way.
- b. Intake valve length: 2.444" / 2.458"
- c. Intake valve stem diameter .212" / .216"
- d. Intake valve face diameter .978" / .986"
- e. Intake valve weight 21 grams minimum

UT3 Exhaust Valve

- a. Inspect the valve for dimensions and weight.
- b. The valve seating surface must be factory ground using (1) one single 45 degree angle. Compound angles will not be permitted. The valves must not be polished, lightened, or modified in any way.
- c. Exhaust valve length 2.461" / 2.475"
- d. Exhaust valve stem diameter .212" / .216"
- e. Exhaust valve face diameter .744" / .752"
- f. Exhaust valve weight 16 grams minimum

7. 120 Air Gap Update

Ignition coil air gap: Measure the air gap between the flywheel and the coil. The air gap must not exceed 0.035"

- a. Max air gap 0.035" - this can be accomplished with a set of feeler gauges.
 - i. 0.36 No-Go recommended using Feeler Gauges .017, .015, .004 together.
- b. The gauge cant pass under the full length of each leg of the coil and the flywheel od at the magnet.

8. Piston Pop Up Rule Update

- a. UT3 engine will be measured from the machined spot face in the center of the piston. This dimension will be:
 - 0.000" Max. – NO PISTON POP UP

- -0.001” Max to the right and left of the machined spot face in the center of the piston on the cast of face of piston
 - All 3 measurements must be in spec to be legal
9. 120 & 160 a 11” Degree wheel recommended for tech
 10. Briggs a 9”-11” Degree wheel recommended for tech

Nicol Venard – Treasurer

- Proposed 2025 Budget presented
**Dan Gaudiosi motion to approve 2025 Budget, Aaron Pullen seconds.
 Unanimously approved.**

September Balance sheet: checking account had \$85,152.58 and savings account of \$33,846.55 bringing our total bank account income to \$118,999.13.

Current assets: There is a current outstanding loan w/our ORQMA club which started 8/2023 for \$3700.00. This loan was requested and given to help the club in obtaining a permit fee and additional insurance for the new club.

Profit and loss Jan -Sept 3rd Qtr YTD Summary.

1. Last year in 2023 during this time our full membership was \$43,840.50, to-date for 2024 our full membership is \$43,559.10 bringing us at a difference from last year and this year in the negative of \$281.403. Last year, we had a lot of our full members renew at the end of November and December of 2023 and pay the same rate prior to the new rate increase in January of 2024.
2. For Alternate handlers in 2023 last year was \$6,766.70. and our current is \$7,062.70 bringing our difference showing again a positive this year of \$296.00
3. This year 2024, our Combined Full member and Alternate is currently a total of \$50,621.80. where in 2023 was \$50,607.20 showing a gain this year of \$14.60.
4. QMA had to change tire rebate to sponsorship as a request from Vega. This income of \$18,192.00 from Vega includes our 4th quarter 2023 of \$600, 1st and 2nd earnings which helps pay for our club’s insurance. QMA pays the remaining difference in addition to club officer’s insurance. Currently, the 3rd Quarter tire rebate from Todd at Vega is still pending.
5. The East Grands was held at Silver City QMA this year 2024. The Silver City club had a total of 181 cars with 7 no shows bringing the club total cars to 188 with a race entry fee at \$80 per a car for a club total income of \$15,040.00. Under income Grand National East Fees QMA collected \$40.00 per car for this event from Silver City, bringing a income total of \$7,520.00 for QMA and the same for Silver City as the club total income was split in half. During our 2023 National Meeting the board and presidents made a change by having all car classes pay \$80.00 per a car vs \$60.00 as this fee has not been increased for some time and inflation rates have driven up cost to have these events for our clubs and national.

The West Grands was held at Washington QMA this year 2024. The Washington club had a total of 219 cars with 7 no shows bringing the club total cars to 226 with a race entry fee at \$80 per a car for a club total income of \$18,080.00. Under income Fees QMA collected \$40.00 per car for this event from Langley, bringing a income total of \$9,040.00 for QMA and the same for Washington as the club total income was split in half.

Every year Vega our tire sponsor for each asphalt grands gives \$2000.00 to QMA and we always pay it forward and give that to our club to help towards any expenses for the grands, this 2024 year moving forward Todd has stated that we must have a car count of 200 or more to receive this sponsorship check. Unfortunately, Silver City was just shy on not making that count however our Washington Club was able to meet this and we presented them with a check of \$2000.00.

Expenses:

1. This year we received a Moscore total income of \$3450.00 which was transferred to our savings from our checking account which is reflected on the PL YTD report. Also, for the purchase of Moscore, we had to pay an additional \$5000.00 for services needed or not from the previous owners, if we did or didn't require their assistance we still had to pay this fee, we ended up transferring the \$5000.00 from our savings to pay this additional cost.
2. In 2023 QMA spent a total of \$19,423.56 in legal fees and in 2024 is \$1808.00 showing a difference of \$17,615.56 less spent this year from last year that we were able to save. The reason for these increases last year was the purchasing of Moscore and the changing of our Non Profit status from a 501 3 C4 to a C3.
3. Our 2024 expense for Rulebook was \$1,787.28, with Craig who is the VP of QMA, he was able to secure some rulebook adds to help offset this expense bringing into QMA a total of \$1300.00, although we took a loss of \$487.28 and didn't break even or make a profit this year
4. QMA hat sales brought a profit of \$1005.00
5. QMA Safety shirt pre-ordered sales cost \$4,435.65, we collected all the funds for this pre-order bringing a total of \$4521.00 and a QMA profit of \$85.35.
6. The expense for Insurance comparison this 2024 year from last year did decrease for QMA. Our 2023 expense was \$30,674.29 this year total expense is \$29,389.23 bringing a savings of \$1,285.06.
7. QMA's overall to-date for 2024 total income is \$100,811.85 and total expense is \$104,271.73 which put QMA in the Negative -\$3,459.88. In comparison to 2023 where we were -10,631.12, moving forward this year 2024 at our 3rd quarter we are in a better position this year with our expenses than last year even with inflation. With having two National Grands expenses, less in legal costs, our non-profit now changed to a C3 we can start collecting donations.

Paul Wagar – Safety

- Tail cone required unless single car is on the track
Vote to add to 2025 rule book that a tail cone is required when more than a single car is on the track. Cars still must make weight requirements while crossing scales.
Yes 13 No 0 – Resolved, will be added to the 2025 rule book
- Discussion: Other brands of remote kill switches for promotional days. Currently we have one brand that is approved
- Wrist band requirements
- Injuries and Concussions
 - o Race Day waivers need to be signed
 - o Handler/Parent discretion
 - o Incident Reports must be filled out when accident occurs during a race event
- Ensure use of the Blend Line
- Michron Lights
- Paul Wagar motions to add to the rule book an exception to exclude michron lights to rule 3, Sec 3 Misc Safety/Tech Page 25 (No decorative or distracting lights or any non-essential racing items (i.e flags, stuffed animals, license plates, etc.) allowed on any QMA race car.
Vote Yes 4 No 9 – Exception will not be added to the 2025 rule book
- Florescent shirts/vests are currently only required to be worn by corner workers. (*Page 32 1(O) Corner workers must wear a florescent safety shirt or vest*)
Paul Wagar motions to require high vis to be worn by all handlers in work area, hot chute and track surface, including corner workers.
Vote Yes 9 No 3 – High Vis shirts, vests, etc are required to be worn by any handler in the work area, hot chute and track surface, including corner workers.
- Neck collar requirements and rule clarification
 - o Current Rule: (*Page 24 in 2024 rule book*)
Neck Collar
6(A). A neck collar is mandatory.
6(B). Neck Collar made of Nomex or equivalent is mandatory with a recommended rating of SFI 3.3,
6(C). A neck collar is not required if the approved SFI Head and Neck Restraint System does not mandate one. For example, a "HANS" system
 - o **Paul Wagar motion to change 6(B) to read: Neck Collar made of Nomex or equivalent is mandatory with a SFI tag required.**
Vote Yes 13 No 0 – Resolved, rule 6(B) will change to read, Neck Collar made of Nomex or equivalent is mandatory with a SFI tag required.

Kim Murphy-Johnson - Publicity

Introduction:

- Who I am and what experience I bring to the table.
 - o 15 years of QMA experience

Club Retention and Club Growth:

- How can we meet the needs of our current clubs and how do we build our organization?
 - o Use older drivers and/alumni as mentors to younger drivers and volunteers at club races

Social Media:

- Let's spread the word!
 - o Facebook pages need to be public and shareable for QMA to share out

Involvement of Our Drivers:

- Getting the kids involved to make things happen!
 - o If there is interest in bringing back the Jr Advisory Board, reach out to Kim

What Does Our Next Big Event Look Like?

- Let's brainstorm what a successful event looks like.

Willing to work with club Publicity directors. Text or email Kim (206) 683-6222

Possibility to have monthly calls with club publicity directors

2025 is QMA's 75th Anniversary

2025 Grands

Western Grands: Magic City, Billings MT - August 4-9, 2025

Eastern Grands: Creekside, Kennett Square PA – July 16 – 20, 2025

Presidents vote to hold proposed Grands: Unanimous Yes vote

Grands Format:

- **There must be an attempt to Qualify and run a heat race in order to run a main and receive points.**
- Definition of attempt: Car is pushed off and attempts to start race under its own power. Definition will be added to the rule book glossary.

Lunch Break 12:00-1:15

Talking Points

National Work Rule

- Current Rule: Page 37, National Work Rule, 2(H). Three laps after the line-up is posted or one to go is given the pits are closed and no cars may return to the track. If the caution or red flag is thrown and no lap is completed, cars may return to the track and blend to the back.

Rule Clarification: 2(H). After a yellow flag the Flagger will provide three (3) laps after the lineup is posted for vehicles involved in the incident causing the yellow flag. After those 3 laps at the one to go, the pits are closed and NO cars may return to the track. The nose of the car must be past the out late line before the one to go is given to be eligible to rejoin the race. (See Out Late Line Page 43 13(H)) If after the green, the caution or red is thrown and no lap is complete, all cars in the pits may return to the track and blend to the back of the pack.

- **Rose-Ann Hamness Motion made to remove verbiage regarding closed pits after the one to go is given.**
Vote Yes 11 No 1
Rule will read: 2(H). After a yellow flag the Flagger will provide three (3) laps after the lineup is posted for vehicles involved in the incident causing the yellow flag. The nose of the car must be past the out late line before the green is thrown to be eligible to rejoin the race. (See Out Late Line Page 43 13(H)) If after the green, the caution or red is thrown and no lap is complete, all cars in the pits may return to the track and blend to the back of the pack.

Flagging Procedures

- Procedure clarification throwing Green/White/Checkered flags
- If yellow is displayed after the white flag, the procedure should be throw the green & white together then the checkered.
- This will be clarified in the 2025 rule book.

Novice move ups

- Current rule:
Page 30, Sec. 5 Novice Grands,
5. On the first day of competition in the Honda 120 /Jr. Animal/Jr. 160 class, the new driver shall be entered in all races at the back of the pack for which they qualified, regardless of qualifying position.
Vote to clarify to read:
On the first day of competition in the Honda 120 /Jr. Animal/Jr. 160 class, the new driver shall be entered at the back of the pack for the first race of the event for which they qualified but will keep all earned transfer spots in mains.
Yes 9 No 0 – Rule will be clarified in the 2025 rule book.

Novice Time Frame

- Add back into the rule book that a driver can only be a novice until 3 months past their 6th birthday
Darrel Tidrick motion add back to the rule book, Melanie Deaver seconds
Vote Yes 4 No 7 Rule will not be added back to 2025 rule book.
- Novices cannot move up at a club until the Novice move-up form is filled out, signed by the novice committee and sent to the National Secretary.

Junior and Senior move-up requirements

Current Rule: Sec. 1 Classes, Page 26

- 1(G). In order to run Senior Animal, Heavy Animal, Light 160, Heavy 160, B, WF, Mod WF or Half a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of the lower classes OR obtain the unanimous approval of the Novice Committee and deemed competent in a competitive environment before competing in these classes. In addition, you must be the appropriate age to run these classes before competing. (The QMA Move Up form must be completed and signed by parents of child, Club President, and Club Novice Director and sent to the National Secretary).
- **Dan Gaudiosi motions to vote, Darrel Tidrick seconds to require approval or 1 year of running a competitive class in order to run Junior 160 and Junior Animal**
- **Vote Yes 10 No 2**

Rule will read: 1(G). In order to run Junior Animal, Junior 160, Light 160, Heavy 160, B, WF, Mod WF or Half a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of the lower classes OR obtain the unanimous approval of the Novice Committee and deemed competent in a competitive environment before competing. In addition, you must be the appropriate age to run these classes before competing. (The QMA Move Up form must be completed and signed by parents of child, Club President, and Club Novice Director and sent to the National Secretary).

This rule change also changes rules in Section 6 Graduation of Novices, numbers 2 & 4

The Novice move-up form will be updated.

Age requirements for the Race Director

- Currently no age specification for the RD
- **Vote to make RD age requirement 16yrs and they can be signed in as a driver at the event.**
Yes 12 No 0 Will be added to the 2025 rule book

Break 2:40-2:55

Raceivers

- **Anytime a raceiver falls onto the track under green flag conditions, a yellow flag will be thrown, and the car is sent to the hot chute/designated area to put raceiver back on.**
Vote Yes 10 No 0

Signaling under green

- If DQ'd at the grands for signaling under green should that be verified by a secondary person besides the RD?
 - o **Unanimous Vote No**

Junior class count

- Reduce races to 8 cars rather than 10
- **Vote Unanimous No**

Advanced Novice count

- Dan Gaudiosi motions to run 10 cars in Advanced novice classes, Armine Second. This will align Advanced novice with competitive classes
Vote Yes 6 No 7 – Advanced Novice will continue to run a max of 8 cars

Closing remarks

Aaron Pullen motion to adjourn, Dan Gaudiosi seconds.

Meeting adjourned 4:19pm