



2019 National Short Sheet

The Orleans Hotel & Casino, Las Vegas Nevada

November 11-12, 2019

Submitted by Nicol Venard

QMA National Treasurer

The following is being distributed to the general membership of QMA to be effective January 1, 2020 unless otherwise noted. If any member has specific questions regarding the process, they must first contact their Club President and then if necessary, their Regional Director, who will contact a member of the National Board of Directors. The approved changes are listed below with any addendums or motions to clarify wording.

Discussion about NBOD movements in 2019

- Why did RD's leave?
- QMA wanted RD's that were voted into position not appointed, have best interest of QMA, acting within appropriate rights of QMA.
- Accountant was making moves without approval of treasurer & president, was working with Secretary. Incorrect email addresses connected with members.
- Discussion regarding Secretary removal decision
 - o Requested QMA documents / property and information from Ginny. Items were picked up by Larry Barry and is pending inventory.
- Received email in October of 2019 from previous president that records were destroyed in December 2016
- RD removal, antagonistic approach to QMA. Detrimental to QMA.
- Discussion regarding FB post and letter from QMA president, not taken positively
 - o Negative comments on FB posts. Questioning whether or not QMA responded to the comments, needing to improve the chain of command/lines of communication.
- QMA newsletter/communication not sent out as frequently in 2019
- Clubs are wanting more frequent communication from the NBOD/QMA
- Discussion about a Social Media "committee" to communicate on that level.

- Communication to the NBOD needs to be stronger as well.
- 9 QMA clubs remaining, 3 committed to 2020 in writing. East Coast clubs in consideration to return to QMA, 3 clubs in west also in consideration in returning to QMA.
- Music City QMA in talks to get facility back and return to QMA
- Special Needs tracks in talk to join QMA
- QMA plans to listen to the membership, will continue to help the clubs growth and organization.

RFC #'s 1,3,4,5,6,7 Flagging procedures, combined all together in clear verbiage and voted as one

- Chris Wood flagging presentation
- Tammy Padilla asks about drivers driving down on the start, how to prevent that from happening.
- Include judges in the starts, watching for cars jumping the start.
- Proposing that when the green flag is thrown, racing begins.
- Prior to turn three no passing. Flagger, RD & judges responsible for watching for cars jumping start. Green Flag comes out no sooner than apex of 3 & 4 & before the commit line of turn 4.
- Melanie motions to accept, Dan second.
- Unanimously pass

RFC#2 – When Juniors start races. Timing, how late do they start

- Structure in night racing, or races in general.
- Track by track preference, leave to club format.
- Y-1 N-8;
- Leave to track discretion as to when kids race

RFC#8 – Present wording = No plastic wrap, factory wrap, or any other material left solely on mounted tires outside your trailer at all QMA tracks or events

- Proposed wording = No plastic wrap, factory wrap, or any other material left solely on mounted tires outside your pit are on race day.
- Proposed to remove rule all together, as there is no penalty. Along with anywhere else it appears in the rule book.
- Will lead to wrapped tires in all areas of track
- Pg. 26.7 F. Unanimous Yes, will be taken out of the rule book all together
- Can be at club/region discretion.

RFC #9 – Dividing Regions

- Change to North America – adding Canada
- Do we want representation in areas where there are no clubs?
- New structuring of Regions a possibility

- New clubs appoint leadership
- Consider nonprofit status, need to start over when club returns. In order to keep nonprofit status, NBOD takes over if no RD/leadership. Or merging with another (closest) region.
- Unanimously passes = No RD if no club in region.

RFC #10 – Drivers safety equipment

- Meaning - In general using any device is better than nothing.
- Will be addressed in Safety Session on 11/12/19
- Training issue with Safety director and/or parents. 6A wording changes
- Ensure we have correct SFI ratings on safety equipment – Refer to Dino Safety Presentation
- Unanimous Fail

RFC #11 – Line up – mostly during grand events (18 classes)

- Club/Region can be at their own discretion regarding the race order.
- National Event line up
- Change Honda to go before animal. Half after Mod WF
- Unanimous Yes

RFC #12,13 – Drivers weight

- Suggested Minimum weight 115 or higher
- Issues with “water loading”
- Data from driver weight input throughout the 2019 year – nothing done with information
- Want more competitive heavy classes/drivers. Want to keep kids in the sport for longer
- Changes need to happen for both heavy & light
- PQMRA had outlaw 160 race class for 135 and over – minor success.
- Suggestion to reevaluate and specify class weight to limit such a broad range of drivers
- If weight changes for drivers, then the overall combined weight needs to change
- Dan Leonetti proposing combined weight only not driver weight
- Chris Wood wants to keep kids in the sport longer, combining Half & A. Creating a class to accommodate the heavier kids to be/stay competitive and in alignment with other organizations.
- Denise Smutny – raise combined weights only?
- Shawn Ball wants driver weights increased, not only combined weight
- Dave Olson – raise combined weight of lights as well as heavy
- Kris Foster – 120lb driver weight, 340lb combined
- Cody Jessup – 115lb minimum driver weight for heavy classes.
- Following are the minimum combine weights for each class.
 - o Senior Honda 290

- Heavy Honda 340
- Senior Animal 290
- Heavy Animal
- Light 160 290
- Heavy 160 340
- Light WF 310
- Heavy WF 355
- Sr Novice, Jr Novice, Junior Honda/Animal/Stock, MOD, A stay same
- Motion by Tammy Padilla to raise drivers by 15lbs, Second by Alan.
 - Vote Unanimously passes
- Chris Wood motion to remove Sr stock class, MD second.
 - Vote unanimously passes to remove Sr Stock class
- Chris Wood Motion to remove AA MOD WF, Alan second.
 - Vote Passes Y-8 N-1
- Tammy Padilla- Motion to Move B weight back down to 275, Second by Rob Smith.
 - Tammy Modified motion to combined weight of 295
 - Unanimously Pass

Suggestion to only raise combined weight leave driver weight as is

Bylaws

- QMA hired a nonprofit Attorney in California regarding Bylaws to stay in compliance to grow and move forward through 2020
- QMA hired an experienced non-profit accountant and bookkeeper
- Bylaws are not consistent with nonprofit laws in California. Rewritten draft of new bylaws.
- Conflicts within the bylaws regarding nonprofit, they are ineffective
- 501C4 social welfare organization – 3 areas required to vote

Bylaws

Directorships (including vacancy on the NBOD)

Dissolution of organization – voted on majority of organization then goes to the state of California.

- Will be holding a vote per the membership regarding bylaws.
- Currently no voting on Bylaw changes

NBOD is Working with TJ @ MyLaps to replace Moscore. QMA will be transitioning to MyLaps.

- Deals on transponders, to help our clubs financially.
- Lifetime subscription or year to year. Will work at any track with MyLaps and other racing series with MyLaps

- 2020 Grand National events members will need their own transponders
- Tracks are having issues with the tech side of MyLaps
- Willing to work with packages to help clubs financially
- Rule book will change from Moscore to MyLaps as recommended software system
- No yearly fee to subscribe

Publicity Report by Kris Foster

- Wants to work on increasing clubs car count,
- Working with 6 clubs on East Coast to come to QMA
- Inform clubs what we have to offer (QMA membership offer, sign on bonus -computers, walls, fencing etc)
- Help with anything that they need, kids come first
- Increase Car count by having resources available
- Wants to educate non sanctioned clubs

Publicity Team

- Put it out to the membership to help, need 5-6 people
- Daily communication, update website constantly
- Ride Days – “Arrive and Drive”
 - o 10-15% of kids to sign up after leaving a Ride Day
 - o Wants to help out clubs focus on Ride Day participation to gain membership
 - o Wants to know club goals regarding gaining car count
 - o Building a private FB member only page
 - o Offer 3 day training for kids after ride day without the membership commitment
 - o Promo car to use as introduction
- Give back to the community
- Scholarship funds for drivers going to college

Proposing Jr 160 class option at clubs and Grands Events

- Car weights 250, 120 carb. Not as fast as animal but faster than Honda
- No restrictor Plate
- 5-8yrs old can race
- Want to keep kids from retiring early, give them more racing options
- Heavy Honda, Heavy Animal and Heavy 160; 120lbs, 340 combined weight
- Senior Classes- 285 combined weight
- May change junior weights
- 250 combined weight.
- 5-8yr old class
- Slower than junior animal. Faster than junior Honda
- Melanie Deaver concerned with a 5yr old moving up too quick

- Chris Wood proposes one year experience required before driving in junior 160 and signed off by novice committee at club level.
- Kris Foster Motion to accept Jr. 160 class, 5-8yrs. Combined minimum weight 250. One year exp, with sign off required if prior to 12 month period.
- Nicol Venard Second. Vote unanimous Yes.
- Will be added before the light 160 class in the QMA running order

QMA Retired Driver Race Presentation

- QMA Specifications need to be met in order to drive
- Combined Weight 375
- UT1 Honda 160
- QMA Tech specs need to be met
- Sanctioned club event
- Propose to Change the current Retired Driver Rule
- Will test at the 2019 Winter National Race
- Must be affiliated with QMA, have race experience.
- Idea is that drivers that have aged out of the sport to return
- Motion to Vote by, second by Rick Foster
- Unanimously PASS

Tire Contract Presented

- Everyone within the meeting reviewed three tire vendor proposals from Hoosier, Burriss and Vega.
- Multiple inquiries for Vendor Vega- 8.0 tire, Canada tire costs.
- Inquiry Burriss – will you have a dirt tire or dirt grands?
- Multiple parties inquired on any tire testing info for all three tire vendors
- Denise will inquire with Burriss and Vega on the above tire questions
- Chris Wood motion to accept Vega as QMA spec tire for 2020/2021. Second by Sunny Phillips
- Vega will be QMA spec tire for the 2020-2021 race season

Tire rule cleared up for consistency

- o Prepping tires, no specifications about whether or not altering tires
- o Motion by Chris Wood to change verbiage of rule – change to 7A - prohibited to mechanically alter new tires or chemically treat to any tires except for cleaning with water. Second by Ryan Medynski.
- o Includes grinding new tires
- o Vote; 7 yes 2 no

Tech Presentation by Alan Hawkins

- Alan wants to simplify tech, remove tech items that are not important.
- Will be revising tech manuals by December 15th, 2019.
- At the time, we want to stay in compliance with other racing entities such as USAC or Powri, to allow crossover, but they are not cooperating in talking with all engine builders and we are moving forward with the best options for our members to improve the racing and reduce the areas they can be DQ's that are not performance enhancing.

More information will be provided via the QMA website

Treasurer Presentation by Nicol Venard

- Explained her extensive background in Quarter midget racing & QMA.
- Financial reports are very detailed, wants to assure every member that there is nothing that the NBOD or herself are hiding
- Very honest, black and white reports
- New accountant and bookkeeper have been hired by QMA, they are unaffiliated with any QMA members and have extensive experience with non-profits.
- Quarterly reports will be provided to the membership
- NBOD will receive monthly P&L
- Dino Bianchi suggests adjusting the forecast according to the membership activities/growth/etc.
- Walk through P & L Report
- Presented 2020 Budget
- NBOD has set aside 15K as reserve for our 2020 clubs to assist them in their improvement projects. Clubs wishing to partake in this grant should contact NBOD.

More financial information will be provided via the QMA website

Safety – Dino Bianchi

- Drivers safety belts should be under the SFI 16.1. Those drivers weighing under 100 lbs. have the option of using the SFI 16.2
- Safety equipment needs to be specific to the sport.
- Testing standards defer for different sports, so what might suffice for one might not for another.
- We will not be accepting other standards outside what our rulebook outlines.

More safety information will be provided via the QMA website

