

2019 QMA NATIONAL MEETING

THE ORLEANS, LAS VEGAS

Tuesday November 12, 2019

Meeting call to order @ 8:01am

Roll Call:

David Kapp, Melanie Deaver, Tammy Padilla, Dan Leonetti, Sunny Phillips, Ryan Medynski, Nicol Venard, Denise Smutny, Kris Foster, Craig Dellarocco, Chris Wood, Andy Honka, Crystie Manson, Rob Smith, Barbara Schankerman, Dino Bianchi, Alan Hawkins

Guests Present: Tim Lydon, Chuck Dubie, Phillip Dubie, Shawn Ball, Cody Jessup, Jim Jessup, Dave Olson, Flannery Olson

Not in attendance: Melanie Wicker

****Chris Wood motion to accept Vega as QMA spec tire for 2020/2021. Second by Sunny Phillips.**

Motion passes unanimously

Continued discussion from 11/11:

Flagging Procedure RFC's (1,3,4,5,6,7) all combined

- 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.
- Flagger, RD & judges responsible for watching for cars jumping start. Green Flag comes out between the apex of 3 & 4 & before the commit line of turn 4.
- Melanie motions to accept, Dan second.
- Unanimously pass

Driver Weights RFC's (12,13,14)

- 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
 - o Heavy Honda 340
 - o Senior Animal 290
 - o Heavy Animal
 - o Light 160 290
 - o Heavy 160 340
 - o Light WF 310
 - o Heavy WF 350
 - o Senior Novice, Junior Novice, Junior Honda, Junior Animal, B, Junior Stock, MOD and “A” stay the same.
- Motion by Tammy Padilla to raise drivers by 15lbs, Second by Alan.
 - o Vote Unanimously passes
- Chris Wood motion to remove Sr stock class, Melanie Deaver second.
 - o Vote unanimously passes to remove Sr Stock class
- Chris Wood Motion to remove AA MOD WF, Alan second.
 - o Vote Passes Y-8 N-1
- Tammy Padilla- Motion to Move B class combine weight to 275, Second by Rob Smith.
 - o Tammy Padilla Modified motion to 295 from 315 for more participation in the class.
 - o Unanimously Pass

Denise to form a rule book/procedure manual committee to combine into one manual for the 2021 season.

Kris Foster – Revisit Junior 160 class option

- 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 suggests a year experience required before driving in junior 160 and signed off by novice committee at club level.
- Will be added before the light 160 class in the QMA running order.
- Kris Foster Motion to accept Jr. 160 class, 5-8yrs. Combined minimum weight 250.
- Nicol Venard Second. Vote unanimous Yes.
 - o Discussion following the vote
 - o Chris Wood concerns with no restrictor plate being used, big jump from junior Honda to junior 160 w/o restrictor as a steppingstone to light 160

- Craig DellaRocco suggest running it as an exhibition class at club level
- Tested with Red restrictor identical to Sr Honda
- Reference Day 1 meeting minutes under Jr. 160 class.

Denise Smutny – Driver move up concerns with the 12-month rule vs. following season.

- Concerns with the 12-month period
- Article 5 Section 1 Rule 1G
- RD can sign off if driver wants to move up prior to 12-month period.
- Want to make sure that drivers are moved up at the appropriate time.

Break @ 9:47am – 10:30

NBOD to Executive session as requested by specific RD's and Presidents in attendance. All others went on break.

Call to order @ 10:34am

Discussion about Grands

- More participation
- More promotion
- Sponsorship
- QMA to help with awards
- Budgets
- Bidding process
- Contract

Agreement that contract needed to be rewritten and would be done in conjunction with the clubs holding Grands this year.

Race Receivers

- Denise Smutny - Concerned with drivers not watching the flaggers if they have race receivers in their helmet
- Not enough time to react to prevent accidents
- Brief discussion with an agreement to leave as is:
- Clubs can use them at their own discretion, not being used at the Grands

Vice President Craig DellaRocco

- Discussed the founding of QMA, history of the sport.

Break for Lunch 12:00-1:20pm

Call to order @ 1:24pm

Roll Call – All present and accounted for

Review and accept Day 1 Meeting Minutes

Discussion about the retire driver exhibition class

Cody Jessop- proposal discussion for QMA Retire Drivers Rules and Procedures (Proposed)

- All cars Must meet QMA Specifications and have current safety equipment,
- The Cars must pass Safety! Cars and driver's safety equipment (helmet, gloves, jacket, Neck and wrist restraints) will be checked before practice.
- Drivers must fit in the car per QMA rules!
- Car + Driver must equal 375 lbs. minimum.
- Engine used will be the UT1 Honda 160 with the GX200 Carburetor.
- Engine must comply with the QMA tech sheet.
- All participants in the Retired Drivers race must be current QMA members or be registered for an event membership.

All discussion by all present and agreed to adopt the format proposed by Cody to update Handler to "driver" and use the UT1 160 with a 200 carb.

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 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

Break 3:08-3:30

Call to order @ 3:32PM

Special Needs - Sunny Phillips

- Provided ideas to help market and promote clubs.
- Ideas on how to make the race day more interesting and fun.

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.

QMA standard to be safety inspections before each race event.

- Fill out the safety sheet for each car entirely
- Have all your safety gear ready to go
- Cars should be ready with no loose components

Seat Belt Mounting Points

- All seat belt mounting locations must ensure the seat belts are NOT exposed to physical damage.
- Rule book requires they cannot pass through the firewall so if the seat belt mounting locations they MUST be fully contained in body panels so not to expose them to damage.
- These exceptions must be approved by National Safety via and email complete with pictures.

Engine Compartment Clarification

Protective Intent

- Engine compartment side panels are intended to limit inadvertent access to moving components; specifically, engine flywheel and engine gear.

Proposed Change

- Car constructors will understand that a side panel in the engine compartment must not allow for an average adult fist (size of a softball) to be inserted into the moving engine gear or flywheel.
- Safety sheet will be updated to reflect clarification.

Safety Training

- Would like to provide a video on how to perform safety inspections.
- Quarterly meeting for feedback for possible improvements.

More safety information will be provided via the QMA website

Denise thanked everyone who attended the 2019 National Meeting and looks forward to a successful 2020 season.

Chris Wood motioned to adjourn meeting.

Rob Smith second the motion

Motion passes

Meeting adjourned at 4:58 pm