



QMA Introduction

ARTICLE 1 NATIONAL MISSION STATEMENT

INTRODUCTION

The purpose of Quarter Midgets of America(QMA) is to create and maintain a clean, safe, healthy sport, which may be enjoyed by all family members in a close relationship with good sportsmanship toward all.

To teach the younger generation about the proper handling of mechanical devices, coordination, self-reliance, alertness, and ability to handle motor-driven vehicles.

To impress upon the younger generation the idea of fairness, generosity, good sportsmanship, and a sense of responsibility, without envy of others.

To develop, direct, and promote the objectives of associated Quarter Midget Clubs and their members on a National basis.

The objectives are:

- Uniform engine, car, racing and safety rules
- Coordination of racing events
- Maintain records of member addresses, track locations and capabilities
- Publish a QMA Rules & Procedures Book, and send one copy to each member
- Make available insurance for drivers and tracks
- Communications, for information and interpretations through Regional Directors
- Publish and release a newsletter covering areas of interest to QMA membership
- Preside at an annual meeting of QMA
- The Board of Directors, Regional Directors, and Representatives will coordinate QMA activities

THE GOAL

The goal of QMA is to build and strengthen the Association through unification by conformance to rules and regulations under one jurisdiction.

The Organization

QMA is organized at three (3) different levels: National, Regional, and Club. Your local club belongs to one of the 13 different regions that make up the national organization. Each of these levels has its own set of officers and its own set of by-laws.

When you join a club you automatically become a member of the region and national organizations. The dues that you pay are split between the national and club levels. The biggest benefit of all to belonging to national organization is the set of uniform rules that are used by every QMA club in the country. While a few "race format" variances may exist, the racing classes, car construction rules, and race procedures are the same everywhere you may go.

Other big benefits include the group insurance policy which is something most people never use, organized special racing events such as the "Grands" , and shared knowledge.

For a club to belong to QMA they must adhere to certain conditions. These include minimum and maximum track specifications, safety requirements, club structure, and particular race day procedures. Some race day procedures will vary from track to track but they all follow the same minimum requirements.

Communication between the different levels of QMA is handled through prescribed channels called the QMA Chain of Command. Since all QMA members belong to a club, their first branch of communication is with their club officers. Club officers communicate with the regional board members who in turn communicate with the national officers.

The Club

Local racing seasons usually start sometime in the spring and run through the fall each year based on local climate conditions. Our racing schedule is comprised of club races, region races, and "Grands" or national races. The races for each of these levels are independent of each other but usually scheduled around the others so that a family can participate in as many levels as they would like.

Almost all families compete at the club race level. Many of those same families also race at the region level and some also compete at the Grands. Most clubs string together their club races into a "point series" where drivers are awarded points at each event for their finishing or qualifying positions and compete for season long championships and awards.

Being a member of a club has many benefits but as with any volunteer organization it also bears some responsibility. Each member has the right to participate in the running of the club and is expected to contribute time and effort to the club as well. This includes both race day and non race day opportunities. This can be done by volunteering for different fundraising projects,

helping with track clean up days or construction tasks, and working with others to promote the club and sport.

The race day itself requires many different volunteers to make it happen. The flagger, pit stewards, scale operators, scorers, judges, and merchandise sellers are all club members pitching in to make the event go smoothly.

Away from the track club holds schedule "Club Meetings" and board meetings that are open to all members. Many clubs hold regular meetings on a monthly basis. This is where all non race day business is conducted, financial reports are given, and annual elections are held, and so on.

Each club's Board of Directors is made up of officers that are elected at the end of each year for the following season. While each club is different, most will have a President, Vice President, Secretary, Treasurer, Tech Director, Safety Director and so on. This will be determined by the club by-laws which vary from club to club. The President will lead the club meetings, the Treasurer and Secretary will handle the administrative and financial duties of the club. The Race Director is responsible for putting together the schedule and race format and in charge of the racing day. The Safety Director is elected to oversee the safety of the track, the drivers and their cars. The Tech Director's job is to make sure that everybody is following the same rules. And the final position is the Drivers Trainer who oversees novice training and the novice program.

The Region

A region is clubs grouped together by proximity. Some regions also have their own point series that consists of a number of "Region Races", usually one held at each of the tracks in the region. While club races are single day events, the region race events can often be two days of racing over a weekend.

Each region also has a complete set of officers that are elected to 2 year terms. Odd numbered regions have elections every odd calendar year and even numbered regions the other.

QMA Classes and Divisions

QMA divides racing into classes and divisions so that drivers compete against similarly experienced and aged drivers as well as by engine type. In QMA there are 7 different engine classes plus the novice divisions.

When your driver first graduates from Novice Training they will then race in the Novice class which is divided into two divisions, Junior and Senior which are distinguished by age. All Junior divisions are for drivers age 5 to 8, while Senior divisions are for drivers age 9 to 16. The Novice divisions are considered non competitive and are there for drivers to learn and understand the basics of quarter midget racing. Junior Novices use the Honda GX120 motor with a QMA red restrictor plate while Senior Novices use the QMA blue restrictor plate.

When your driver is ready to move out of the Novice divisions and into the competitive classes the next level is called "Honda". These classes are based on the Honda GX120 motor, the

same one that almost all novices use as well. There are three divisions in this class, Junior Honda, Senior Honda, and Heavy Honda. While Junior Honda entrants use the blue restrictor plate, the other two divisions are unrestricted. The Heavy Honda division is for drivers age 8 and above who weigh by themselves over 100 lbs, this class has a higher required weight as well.

Honda motors are also used for the Light and Heavy 160 divisions as well. This class is based on the Honda GX160 motor. Instead of dividing this class by age, it is separated by driver's size and is available to all drivers age 8 and above that moved out of the novice classes for at least a year.

The next 4 classes are based on a completely different engine platform called the "Deco". The Deco engine has been in quarter midget racing for many decades and is made from parts that are no longer in general production. Because of this the cost of Deco engines is quite a bit different than that of the Honda engines but do provide additional opportunities for drivers to get track time in multiple classes and experience a different kind of horsepower. The 4 Deco classes are Super Stock, Modified, B, and AA. The stock class is divided into Junior Stock and Senior Stock based on age, while the other three are divided into Light and Heavy divisions just like the Honda 160 class.

In 2006 QMA added a new class with a single division called the Briggs World Formula. This higher horsepower engine class was added to provide a higher horsepower option for families without the cost of the Deco engines. In an effort to keep as many drivers as possible competitive in this class and to help it grow the minimum combined driver and car weight is 340 lbs.

In addition to all the quarter midget classed QMA also offers a "Junior Half" class that is for slightly (inches) bigger cars and older drivers. This is for children age 11 to 17 and must weigh 350 lbs combined. The engine rule for this class is pretty open and allows many different configurations.