

NRRS Technical Committee Meeting Minutes

Kershaw – March 14, 2008

The National Road Racing Series technical committee met at Carolina Motorsports Park on Friday, March 14, 2008. Committee members present were David Norville (Chairman & WKA Trustee), Jim Fry, Paul Hill, Sissy Mendenhall & Pete Michel. WKA Executive Director Van Gilder, WKA Competition Director & Trustee Dan Stowell, Committee Advisor John Ferreira and Guest John Mulvihill were also present.

Chairman Norville called the meeting to order at 4:35pm and recognized and welcomed the newest committee member, Pete Michel. It was also noted that Wilshire Walkup had agreed to be on the committee for 2008 and Sherry Tichenor would continue her position representing the 4-cycle. Chairman Norville then addressed the committee regarding the timeline for proposals to be presented to the Board of Trustees, reminding that all must be complete by the June Mid Ohio race.

Daytona review – Sissy Mendenhall advised the committee that WKA has a conference call planned for April 2008 with DIS officials to critique and begin planning for the December 2008 event. She polled the committee for input from the December event. Several topics were discussed including the dip in the road course exit onto the oval, the approval to occupy sections of the campground closer to the RR pits (as opposed to the sprint track), the addition of shuttles from RR tow vehicle parking to the garages and a better pre-staging plan in the West Lot. All will be passed on to DIS.

Surveys – A discussion regarding the effectiveness of direct mail surveys versus at track mini surveys was discussed, no action.

100cc Pipe class - Dan reported on the finding of the 100cc Pipe class survey conducted at Daytona. He concluded that given the small size of the class and the limited number of responses, it was difficult to draw firm conclusions. Those who did respond seemed to be satisfied with the rules as is and do not favor limiting pipes or spec fuel. Recommendation: Leave the class alone for 2008 and try to get more feedback for 2009 from competitors, possibly thru at-track meetings.

Track Committee – Chairman Norville announced that Dan Stowell along with several advisors are part of a newly formed Track Committee. Their goal is to assist in assessing and resolving potential issues at our road race venues. They are in the process of creating checklists to reference when considering tracks for national and regional events.

Fire Extinguishers – Chairman Norville opened a discussion on fire extinguishers specifically, the WKA rule mandating them in the pits. He noted we have overlooked this and need to begin educating the public on the importance and enforcement of the rule.

Rear Bumpers – Dan Stowell addressed the committee regarding mandatory “full width” rear bumpers for road race sprint and laydown karts for 2009. A proposed set of rules was established in conjunction with WKC, however following inspection of karts at the Kershaw event along with input from competitors, it was agreed to postpone implementing the rule on laydown style karts for 2009. This was based on the wide diversity of chassis styles in Road Racing Laydown Karts. It was agreed that the committee would continue to study the proposal for rear bumpers in Laydown Karts. It was agreed to proceed with rear bumper specs for sprint chassis.

IR1 pipe tech issues – Dan addressed the committee regarding a tech issue with the minimum distance from the piston to the end of the connector on the IR1 pipes. Standard wear and tear is making the pipes illegal based on the current rules. Dan spoke with RLV and proposed the following tech procedure: inserting a 2" connector in the inlet and measuring from the inlet end of that connector to the outlet end of the first divergent cone along the top of the pipe. Subtract the 2" from the spec (13.250" + or - 0.125") to adjust for the connector and you have your tech. The committee agreed with this procedure as well as the need to announce this via a Pit Board. DQ's will begin at the next national at Summit Point in May. In addition, a discussion about creating a new IR2 pipe resulted with it being allowed into competition as early as October 2008. Dan to research and cost and availability issues. (Subsequent to the meeting, Stowell contacted Art Verlengiere at RLV. RLV is willing to make the changes to the pipe, and the added cost would be about \$10.00. Because the new pipe

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would have a billet cup, the connector pipe length would have to be adjusted by 1/4".)

Steering shaft plastic bushing - Dan opened a discussion with the committee regarding a request for WKA to mandate the use of plastic (break-away) steering shaft bushings. Dan informed the committee of the various channels and guidelines WKA must follow with SFI when approving a part citing that the costs to approve would far outweigh the revenue. The committee discussed that part at length and eagerly agreed to the benefits of the part and that numerous committee members used it on their karts but that formal implementation is not practical at this time.

Spec fuel – Dan advised that following testing, the spec oil requirement for Motul has been changed to 6 ounces per gallon for TaG classes and Stock Hondas are allowed 6-8 ounces of any legal oil.

Fuel – John Ferreira addressed the committee stating his opinion that there are still many competitors who are beating the rules / tests with fuel and that newer testing methods are available.. It is his opinion that we should enforce spec fuel in all classes, as that will resolve the issue. Following discussion, it was noted that all fuel testing methods will be applied at the Kershaw event and additional testing is planned. A report will follow.

PP Can Sprint Classes – Sissy Mendenhall reported on the findings of the piston port can sprint class weight surveys conducted at Mid Ohio last year. Based on the data compiled, the proposal is to merge the three classes into two with minimum weights of 360 lbs & 385 lbs. for the 2009 season. The committee agreed to this and directed its members to discuss this with the can sprint competitors and proceed.

Cadet / Novice class – Sissy Mendenhall advised the committee of the growing requests by clubs to offer a novice / cadet class for 8-11 year old competitors. And, that they will see the class offered at select nationals this year. Any input on the classes is welcomed.

Chairman then addressed the committee with a request from a shifter class competitor asking for the minimum weights to be reviewed. It was noted that a weight survey of the class was conducted a few years ago. Dan will assist in organizing a survey at an upcoming national.

With all items addressed, the meeting adjourned at 6:40pm.

Respectfully submitted
Sissy Mendenhall