

National Road Racing Series Technical & Promoter's Committees

Conference Call – September 24, 2008

The National Road Racing Series technical and promoter's committees met via teleconference on Wednesday, September 24, 2008. Committee members present were Gene Davis (Chairman), Jim Fry, Chuck Gafrarar, Sissy Mendenhall, Lee Camarra, Robby Harper, Johnny Jacumin, Karen McCollum, and Matt Mendenhall. WKA President Rick Dresang, Executive Director Van Gilder and WKA Technical Director & Trustee Dan Stowell were also present on the call.

Chairman Davis called the meeting to order at 8:00pm EST. President Dresang opened the call with a thank you to all present for their time and effort put forth for the committee and association. Trustee Stowell extended his appreciation to the committee also and welcomed everybody to the teleconference. Dresang and Stowell then excused themselves from the call.

Old Business

Chairman Davis advised the committee on the status of the following proposals approved by the Trustees:

- PP Can Sprint classes – to offer two 360 classes and a single 380 class for 2009
- CIK 125 & Stock Honda – five (5) pound weight increase from 385 to 390 based on the Summit Point survey and competitor input.

New Business

HPV Survey – WKA was asked by Horstman Mfr to conduct a survey of the road racing series competitors regarding the addition of HPV only classes in 2009. The survey reported that the participants were in favor of including the engines in existing classes however; they did not support adding new individual classes for HPV engines only.

Daytona – Sissy Mendenhall advised that the Daytona event planning was running smoothly. The event will run on the same dates as last year with move in on the 27th, practice on the 28th and racing on the 29th & 30th. Event entry forms are in the works and should be released in the next week or so. It was also added that we are working with the speedway on streamlining the load-in process and will attempt to separate the road racers from the sprint track participants for a better, overall process.

Adding Motori 7 engine - The road race committee has been asked to consider the addition of the Motori 7 engine in its Spec 125 Tag class. The committees unanimously agreed that the current structure of the Tag class is working well and that the addition of this motor package could disrupt the current success of the class.

Stock Leopard Sprint – In a vote of six in favor and two abstentions (Robby & Gene), the committees agreed to offer the Stock Leopard Sprint class as a national class in 2009 provided Russell Karting sponsor a modified year-end awards package recognizing the top 5 finishers and will run under the Final 1 & 2 combined championship format.

250 Twins – At a recent conference call, the Trustees approved a request to recognize the 250 Twin class as a national class provided the class be fully sponsored as proposed by Jim Brannon and FreeWheeling Honda. The road race committees discussed this and voted seven to none to not add it, as it's own class based on past participation numbers. It was suggested to allow the 250 twins in the Unlimited class and create a larger field of karts. All present voted in favor of this proposal.

Class Groupings – The current Saturday / Sunday race groups structure was addressed. In a vote of five in favor (Chuck, Robby, Matt, Karen & Lee), two against (Jim & Johnny) and one abstention (Davis), the motion to continue rotating the Saturday and Sunday race groups passed. The committee also discussed the following changes in the groupings.

- Keep Stock Honda with the CIK & WKA shifter classes
- Swap 100cc Controlled & Formula 100 on Saturday
- Merge PP Can Medium & 100cc Pipe Medium group with Unlimited 2 & Controlled Limited where entries safely permit (promoter option).

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2009 Tracks & Entry Fees – In an effort to begin compiling a 2009 national schedule, all promoters were asked to submit event date requests. All present either provided secured dates and/or tentative dates. The discussion then moved on to the entry and practice fee structure for 2009. Several promoters are requesting the WKA to approve a \$5-\$10 increase in fees due to increasing track rental costs. The committee members were reminded that the WKA had worked hard over the past years to have consistent pricing at all national events but also acknowledge that this may no longer be feasible. Following a lengthy discussion, it was agreed by all present that if needed, the entry fees at specific events could be increased above the current structure. Gene will compile a questionnaire for the promoter's to complete that will allow each to submit a requested fee structure for 2009.

With all agenda items addressed, the meeting adjourned at 10:30pm.

Respectfully submitted,
Sissy Mendenhall