

# NRRS Technical Committee Meeting Minutes

Carolina Motorsports Park – March 16, 2007

The WKA Dunlop Tire National Road Racing Series technical committee met on Friday, March 16, 2007 at the Carolina Motorsports Park in Kershaw, SC.

Committee members present:

David Norville (Chairman & WKA Trustee)

Jim Fry

Paul Hill

Sissy Mendenhall

Sherry Tichenor

Van Gilder – Advisor

John Ferreira – Advisor

The meeting was called to order by Chairman Norville at 1:00pm taking advantage of the rainy afternoon.

**NRRS Annual Series Survey Report** - First up on the meeting agenda was a review of the 2007 Annual NRRS Survey Report. In summary, the response numbers on the NRRS survey showed a continued slight decline. However, the 2006 survey was mailed to 2006-season national event competitors as compared to past years where the survey was sent to all current road race license holders. With this in mind, the response rate showed an increase comparable to the 2005 response rate. Overall satisfaction is up from 2005 and the number of races and tracks selected showed an increase in favorable responses. Areas to work on are consistency in tech inspection and race officiating. The Regional Bonus Points program is well received by the series regulars and it is the opinion of the racers that eliminating the regional transfer program would have little effect on whether or not a competitor would run either the national or a regional program. Spec Fuel remains an issue but seems to be accepted by the sprint class respondents with slightly less Spec 125 drivers in support. The laydown yamaha classes continue to strongly disagree. It should also be noted that the competitors clearly want two rounds of practice on race days, even at the expense of shorter races if necessary. The promoter's will be advised of this. On the Daytona questions, our members want to go back, would be willing to pay a higher entry fee and would take a three-day event if they had to. They are not all that interested in going to another track during the holidays if we can't go to Daytona. The survey report will be posted on the WKA website, NRRS homepage for review.

**Dead Heats** – Sissy Mendenhall presented a recap of a dead heat finish situation occurring at the Roebing Road national in February. Following the review of the finish, it was noted that WKA would review and initiate a Dead Heat policy. *(In the 13 years that I have operated AMB systems, this was the first time I have ever come across a dead even call on the systems recorded total race times.)*

It is my opinion that WKA needs to incorporate a Dead Heat policy that focuses on visual calls (a current practice by WKA officials) followed by the AMB system (a current practice by WKA officials) followed by the Dead Heat tie breaker policy. I believe there are too many variables when it comes to the transponders, such as their exact placement, their strength and such that allows for us to use visual calls as the first method in calling a dead heat. (We do not want to start poking around at all karts, seeing where their TX are mounted; if one is 8 inches more forward than the other, etc.) If a visual is inconclusive or if not agreed upon by a majority of trackside officials, we then revert back to the AMB system. At this point, if the AMB system shows a dead heat (like it did at Roebing), we tie the competitors for the finish and award both the same amount of points. The next available finish position is neutralized and points are not awarded. Example: 1 = 200, 2 = 175, 2(dead heat tie) = 175, 4 = 140, 5 = 130, etc.

A motion was made by Jim, second by Paul to approve to following new rule. All in favor, unanimous.

# NRRS Technical Committee Meeting Minutes

Carolina Motorsports Park – March 16, 2007

ADD New Rule:

105.8 DEAD HEATS: In the event of a dead heat of two or more karts at the start/finish line, trackside officials will determine the final finish with a visual call. Said visual call must be a majority ruling. In the event that a visual call is not available or if not agreed upon by a majority of the trackside officials, the AMB results will determine the final finish of the dead heat. If the AMB system records a dead heat in total race time thus resulting in an actual “dead heat”, the competitors will be tied for that finish position and share the same amount of points. The next available finish position is neutralized and points are not awarded. Example: 1 = 200, 2 = 175, 2(dead heat tie) = 175, 4 = 140, 5 = 130, etc.

**Entering two classes running at the same time** – John Ferreira asked to revisit this discussion. It is the opinion of the committee that this is not a practice that should be approved for National level competition, but agree that Regionals / clubs may continue to utilize this option. *John to follow up to the committee with specific wording next week – rules 104.3 & 104.3.1.*

**Starting grid for sprint shifter and TaG** – Paul Hill questioned the policy for the sprint shifter and Spec 125 class guaranteed starting positions. Discussion only, no action.

**Rear bumper rules for laydown and CIK karts** - Rear bumpers on the laydown karts as well as the CIK bodywork karts were discussed. It is the opinion of the committee that for the 2008-racing season, all road race karts shall have full rear bumpers that cover (protect) the rear tires. Van and John to develop the new wording and will report back to the committee the week following the Kershaw event. Also discussed, per the request of Dan Stowell, was the need to approve a tech update to the rear bumper rule wording for CIK style karts. A motion was made by Paul, second by Sherry to accept both proposals. Note that the committee’s final approval is pending approval of the detailed proposal.

**Forward “C” dimension** – Trustee Stowell asked the committee to review the current rule of omitting the forward C dimension in CIK bodywork karts. Tabled for further review.

**Red flag procedures** – Chairman Norville opened a discussion regarding red flag procedures at races due to a conversation from the Roebing Road event. The committee agrees that the flagman has the authority to throw the red flag and must communicate with race control and track personnel of this prior to the event. This will also be sent to the promoters for review and input.

**Briggs class realignment** – Sherry Tichenor presented the board with her findings in the polling of the Briggs class competitors. The drivers are not necessarily interested in another class but would support adding a limited class as well as convert the Over 35 class to a true Stock Heavy class for all drivers. Due to lack of information, the limited class suggestion is on hold, but the clubs will be encouraged to offer this where applicable. By offering a limited class at the club level, it allows for more data to be gathered. A motion was made by Jim, second by Sherry, that for the 2008 season, the Briggs Over 35 class be changed to Briggs Animal 385 with a 15 & up minimum age, 385 lbs. minimum weight and a 215 lbs post race maximum kart weight. Unanimous.

A discussion regarding a competitor who runs two karts in the same practice group came up next. This competitor runs the can sprint and Briggs Animal sprint classes which both practice in group 1. The competitor has asked to run his second kart in a different practice group. It is the opinion of the committee that with the new group structures for the 2007-season, there is not a safe place for him to practice the second kart.

# NRRS Technical Committee Meeting Minutes

Carolina Motorsports Park – March 16, 2007

**Yamaha enduro laydown class realignment** – Jim Fry presented a proposal to eliminate a few Yamaha laydown enduro classes in an effort to help build back the entry counts in other classes. Right now, we're diluting the competition over eight single engine Yamaha classes. It was suggested to eliminate the Piston Port Can Lite class and combine the 100cc Piston Port Lite class with the Yamaha Medium class (Yamaha @ 385 lbs and PP @ 410 lbs) for the 2008 season. The committee gives tentative approval of this proposal and asks Jim to continue his polling of drivers and review of entries and to report back at the next meeting.

**Sprint class realignment** – While on this same topic, Sissy Mendenhall handed out a recap of the WKA / Yamaha Sprint bodywork classes dating back to the early 80's. It is a pretty clear picture that this is not a class with growth over the last few years. The committee agreed to investigate changes for the 2008 season, such as running 2 can and 2 pipe sprint classes. Sissy will report back to the committee at the next meeting.

**Season numbers** – Discussion removed from agenda by Paul.

**Consistency issues** – Paul Hill opened a discussion regarding consistency issues within the road racing series. As a result of this conversation, Paul agreed to review the WKA tech manual and create a list of missing procedures that should be included in the manual. Paul will report back to the committee at the next meeting.

**Buddy Lamana letter** – Sissy Mendenhall presented a letter from Member Buddy Lamana and his son Stephen for review. No action.

**Year-end awards** – Sissy Mendenhall addressed the committee about ways to reorganize the year-end awards and possibly cutting back on the number of positions awarded. No action.

With all agenda items discussed, a motion was made by David, second by John to adjourn the meeting. All in favor, meeting adjourned at 4:55pm (with it still raining).

Respectfully submitted,  
Sissy Mendenhall