

NRRS Technical Committee Meeting Minutes

Conference Call – May 29, 2007

The WKA / Dunlop Tire National Road Racing Series technical committee met via conference call on Tuesday, May 29, 2007.

Committee members present for the call: David Norville (Chairman & WKA Trustee), Jim Fry, Paul Hill, Sissy Mendenhall, Gary Schenkel, Sherry Tichenor, Van Gilder – Advisor, John Ferreira – Advisor, Dan Stowell – WKA Technical Director.

Chairman Norville called the meeting to order at 7:40pm EST. All present were welcomed and thanked for setting aside the time for this call.

Very old business:

Entering 2 classes running at the same time – John provided the committee with revised wording of this proposed rule as requested. All committee members voted unanimously to approve this rule for the 2008 season for use by Regionals and clubs pending Trustee approval.

New rule - 363.X Entering 2 classes running at the same time:

A competitor may enter more than one class in the same race group, at a club or Regional race providing that: (1) The competitor is properly registered in both classes. (2) The competitor has a proper license for the classes entered. (3) Competitor provides 2 transponders and competitor must indicate which transponder number is associated with each particular class. Competitor is also responsible for the correct operation of transponders. (4) Competitor must meet all class rules requirements, for both classes entered (chassis, bodywork, fuel, engine, weight etc). (5) Competitor must grid and start with class starting furthest back on the grid. (6) Club may require the competitor to display the numbers of both classes entered. (7) Entering multiple National classes in the same race group is not allowed at National events.

Laydown rear bumper rule – Following a discussion by all present on the call, it was agreed that Jim, John and Van would collect current rear bumper data at the Mid Ohio event and report back to the committee and work towards a revised rule for use beginning with the 2009-season. The committee also agreed to allow Van to clean up the current rear bumper wording in section 309 for the 2008 season. This wording will be submitted prior to or at the Mid Ohio meeting.

Yamaha enduro laydown classes realignment – Jim submitted the following final proposal for the 2008 season. Five in favor, one opposed (David), motion passes pending board approval.

Delete (312.12) 100cc Piston Port Lite and modify the current Yamaha pipe classes as follows:

312.7 - Yamaha Medium – yamaha @ 375 lbs and piston ports @ 400

312.7 - Yamaha Heavy – yamaha @ 410 and piston ports @ 435

**all piston ports must run a spec, non-adjustable pipe, tba

In addition, during this discussion, it was agreed that the committee would create and define a probation policy for use beginning with the 2008 season and on.

Sprint classes realignment – Sissy reported the following regarding the sprint classes (no change from

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last meeting).

Delete 362.6 Yamaha Sprint Lite & Heavy

Modify 362.5 WKA Sprint - runs at the same weight, both days, two separate championships with Yamaha @ 360 & Piston Ports @ 380.

No change request for the can sprint classes however, WKA will conduct a weight survey of the can sprint classes at the next few races. This should help us gather data to make an accurate proposal for the future.

No vote was needed as the above was voted on and unanimously agreed upon at the previous meeting.

Consistency issues – Paul addressed the committee regarding some consistency issues that he has observed at road race events. All present agreed that there are currently some inconsistencies in calls being made. Paul was directed to identify the five (or more) most needed rule updates and/or additions to help with these concerns. He will submit these to the committee at or before the Mid Ohio meeting.

Old business:

Driving suits – As a follow up from the last meeting, Dan reported that the SFI Abrasion Resistant Driver/Rider Suit specification 40.1 addresses driver apparel. The apparel can be either a one piece "coverall type or a two piece traditional type, consisting of a jacket and pants." According to the specification, the two-piece type must be joined at the waist by a zipper, and all suits must have a zipper closure for the upper torso. Based on our accident history, he does not recommend using the full 40.1 SFI specification as that would require that virtually every driver purchase a new suit and we simply don't have any accident history to support this.

However, he does suggest that we consider requiring either a full one-piece suit or a two-piece suit connected at the waist by a zipper with enforcement of the rule in 2009 or later. This gives the manufacturers time to provide jacket and pants outfits with a zipper connection and for drivers to wear out their non-complying suits.

Following a discussion, the committee voted unanimously to approve this rule, effective for the 2010-season as 2010 will coincide with the next helmet updates.

Unable to race rule 803.17.8 – Following up from the last meeting, David submitted additional wording for special situations at events where competitors may be granted last place points. Rule for 2008 will appear as follows provided approval by the Trustees:

Δ803.17.8 UNABLE TO RACE (ROAD RACING): Any registered competitor unable to race for any reason may receive last-place finishing position points for that race if they report to the grid with their kart and all appropriate personal equipment. They should grid at the rear of all classes after explaining to the grid man and flag man the circumstances. After the race is started, the competitor should move their kart directly to post race weigh-in. By meeting the weight requirements for the class, the competitor has met all requirements to get last place points.

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EXCEPTIONS: (1) If the competitor is injured during practice or while racing at the event, the competitor will be awarded last place finishing position and points for the affected classes provided he/she is properly registered in those class(es) prior to the incident. (2) If the competitor's kart is damaged beyond immediate repair at the event, he/she may request last place finish position and points. The request must be presented to the Race Director in writing by the competitor before the race(s) and competitor must be a registered entrant in the class(es) prior to the incident.

NOTE: Competitors who have registered but fail to follow the above procedure or do not meet the weight requirements (where applicable) shall receive zero points for that race.

In addition, the following remains approved by the committee pending Trustee approval at the July meeting for application as a tech update for 2007:

DELETE (month) 2007

TM83 – 803.17.8 UNABLE TO RACE

Delete sentence: The race director shall have the authority to award or deny the last-place finish position points to the registered competitor at his/her discretion.

Steering Shaft Support – Dan reported back to the committee regarding a SFI Representative's response to the breakaway type steering shaft support and establishing a testing procedure. Based on this report and the committee's discussion, it was agreed to table this for further review.

New business:

Remove F100 and Controlled Limited out of Unlimited 1 & 2 – John addressed the committee regarding a request to move the Formula 200 and Controlled Limited classes out from the Unlimited race groups beginning with the remainder of the 2007-season. The committee agreed to keep this in mind when structuring the 2008 race groups. Sissy advised that the Road Atlanta schedule had been addressed with the addition of the USSK karts. John's current concern is the upcoming Mid Ohio event. He will contact Gene Davis to discuss any possible adjustments.

Carrying over Saturday's races to Sunday – The committee discussed eliminating the current option to carry over rained out Saturday race groups to Sunday at national events. Sissy submitted revised rule wording for review by the committee, five in favor, one opposed (Gary), for approval of the proposed new rule for the 2008 season pending Trustee approval.

ΔNew Section: 363.xxx

Practice for Saturday and Sunday Regional or National events, shall consist of at a minimum, two rounds of practice per each of the nationally designated practice groups. Length of practice to be at a minimum of 3 completed laps per practice session.

Δ363.8.1 (Nationals & Regionals) Termination of any event day will not be declared prior to 1:00 PM except in the event of:

- Uncorrectable flooding conditions.
- Snow/ice conditions.

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- Other uncorrectable climactic or facility-related situations.

Δ363.8.2 (Nationals): If the Race Day program is begun significantly late or in the event of impending weather arriving later in the day:

- The Race Director will run two rounds of practice sessions on a fair and timely basis. (The previous day(s) activities should be considered when determining practice session lengths.)
- Race Director may combine classes and/or shorten races as necessary, not to be run less than one-half of scheduled time. If the Race Day is terminated due to darkness, inclement weather, curfew, etc., the uncompleted events will be declared rain outs and rain points will be awarded to all properly registered competitors. The Race Director will announce the cancellation of the days event and advise of the registration closing time for that day.

Δ363.8.3 (Regionals / Club races): If the Race Day program is begun significantly late or in the event of impending weather arriving later in the day:

- The Race Director will run shortened practices on a fair and timely basis. (The previous day(s) activities should be considered when determining practice session lengths.)
- Race Director may combine classes and/or shorten races as necessary, not to be run less than one-half of scheduled time. If Day 1 is terminated due to darkness, inclement weather, curfew, etc., the uncompleted events may run as soon as possible on Day 2. Races should follow 1 round of shortened practice per divisions remaining, i.e. Junior separate from Open, etc., with shortened and/or combined races to follow. Every effort should be taken to complete Day 1 event(s) in the first 2 hours of Day 2 program. If, in the opinion of the Race Director, this is deemed impossible due to continued inclement conditions, etc., Day 1 events remaining shall be cancelled and rain points awarded. If Day 2 is utilized for carry-over of Day 1 events, every effort should be made to run a full, normally scheduled program. Proper number and time of practice for Day 2 competitors should be a priority in altered scheduling of Day 2 program. Combining of classes and minimum shortening of events should be priority for alteration of Day 2 program if necessary. Day 2 activities shall not be terminated prior to 1:00 PM unless conditions include:
 - Uncorrectable flooding condition; Snow/ice conditions.
 - Other uncorrectable climactic or facility-related conditions.

Spec Tires – The concept of a spec tire rule in the road racing series was discussed. It was the opinion of the majority of the committee that this is not currently something the series needs to implement. No action.

With all agenda items addressed and additional homework assignments distributed, the meeting adjourned at 11pm EST.

Respectfully submitted,
Sissy Mendenhall