

NRRS Technical Committee Meeting Minutes

Conference Call – May 18, 2007

The WKA / Dunlop Tire National Road Racing Series technical committee met via conference call on Thursday, May 17, 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. He advised the committee of WKA Trustee & Promoter Robby Harper's accident at Roebing Road from the prior weekend resulting in a broken collarbone. He urged all to send their wishes for a speedy recovery to him. Norville recognized two recent WKA staff role changes - Sissy Mendenhall as Director of Finance and Dan Stowell as National Technical Director.

Chairman Norville continued the meeting with a discussion regarding events at Daytona. The committee was advised that Randy Kugler and WKA are diligently working with DIS officials regarding a return to the speedway for road race and sprint track events as soon as December 2007. President Kugler asked for the NRRC's input. The NRRC strongly supports a return to Daytona. (Motion by Paul, second by Sherry, unanimous.)

Old business:

Dead heat finishes - Presented at the March Trustee meeting and tabled pending input from other technical committees. Update – Sissy Mendenhall reported that all competition committees had reviewed the dead heat proposal and as a result, there are many opinions to this with not one single agreed upon method. Mendenhall and Stowell to determine course of action for this. Tabled.

Entering 2 classes running at the same time - John Ferreira presented a rough draft of the proposed dual transponder rule for use at Regional / club events. Following a discussion, it was agreed to table this once again until all aspects of this rule can be discussed and agreed upon. Tabled.

CIK rear bumper rules – Van Gilder submitted a copy of the revised CIK rear bumper rule wording to the committee. The revision to the rule is merely a clarification to the current rule and puts it in line with what is currently in the field and what was approved by the Trustees at the March 2007 meeting submitted by the Mfr Cup series. The committee asks that this be approved as a Tech Update effective upon approval by the Trustees. (Motion by Sissy, second by David, unanimous.)

ADD (month) 2007

TM27 – 359.3 REAR BUMPERS:

Add before first sentence: Karts utilizing WKA bodywork only.

DELETE (month) 2007

TM27 – 359.3 REAR BUMPERS:

Delete sentence: Additional bars on rear bumper are allowed to a maximum height of 26”.

CHANGE (month) 2007

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TM27 – 359.3.1 Maximum height:

[REPLACE] Maximum height: 7.5" (as raced). (See fig. 359a).

[WITH] Maximum height: 12" (as raced). (See fig. 359a).

ADD (month) 2007

TM27 – 359.3.4 Minimum width

Add to end or rule: See 359.3.5.

CHANGE (month) 2007

TM27 – 359.3.5 DOUBLE BAR REAR BUMPER

[REPLACE] 359.3.5 DOUBLE BAR REAR BUMPER: A double bar rear bumper is required in classes using CIK bodywork and optional in all other classes. The lower bumper crossbar or tube should be at least 2" above the ground plane but no lower than the main frame rails, whichever is lower, and no higher than 7.5" above the ground plane. The maximum height of the top bumper crossbar or tube will be no higher than the 26". The top crossbar or tube may be above or to the rear of the lower crossbar or tube but angled no more than 45 degrees from the vertical. Same material specifications as a single-bar rear bumper. The bumper must be constructed of minimum 3/4" diameter steel tubing with a minimum tubing wall thickness of .065" or metric equivalent. (See figure 359b.)

[WITH] 359.3.5 DOUBLE BAR REAR BUMPER: It is mandatory that all CIK style bodywork karts utilize a double bar rear bumper and is optional in all other bodywork style karts. The lower bumper crossbar or tube should be at least 2" above the ground plane but no lower than the main frame rails, and 4" maximum above ground plane. The upper bumper tube shall be no higher than 12" above the ground plane. Same material specifications as a single-bar rear bumper. The bumper must be constructed of minimum 3/4" diameter steel tubing with a minimum tubing wall thickness of .065" or metric equivalent. (See figure 359b.)

Laydown rear bumper rules – Van reported that for the next conference call, he will submit a preliminary proposal for revised laydown rear bumper rules. The committee supports this rule revision provided that the new rule can be implemented easily and over an extended timeline. No action.

Red flag procedures - David questioned if this discussion from the Kershaw meeting had been sent to the Promoters? Sissy Mendenhall reported that all promoters were copied on the Kershaw meeting minutes but that they had not been contacted individually. Dan Stowell noted that a Promoter's conference call is in the planning stages and this can be addressed during that call. No action.

Briggs classes realignment – No change from the Kershaw meeting. (For the 2008 season, the Briggs Over 35 class is 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.)

Yamaha enduro laydown classes realignment – Jim Fry reported on his continuing research and efforts on realigning / restructuring the yamaha enduro classes for the 2008 season. At the Kershaw meeting, Jim 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. Following discussions, he asked to consider revising the weights to Yamahas @ 375 & Piston Ports @ 400. The

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suggestion to allow Piston Ports into the Yamaha Heavy class was also discussed (yam @ 410 & pp @ 435). As well as a discussion to research a spec pipe for the piston port engines. Van and Dan will research the spec pipe issues with RLV. It was also suggested to place PP Can Lite on probation for the 2008-season versus eliminating it. The discussion then turned to the continual decline in race entries and increase in gas prices. The question “if we make too many changes, will we alienate our current customers?” and “if we cut classes, will they stop supporting and traveling to nationals and stay closer to home running regionals?” The final consensus was to table this discussion until the next meeting. No action.

Sprint classes realignment – Sissy passed on a report from Dave Williams regarding the pipe sprint classes for the 2008 season. “Everyone I talked to at Kershaw & Barber was in favor of going to WKA Sprint 1/2 at 380 lbs for all 100cc Piston Port motors, and at 360 lbs. for Yamahas. Despite the drop off in WKA Sprint over the last two years, the opinion was that the class got killed by the rotation and the availability of the Yamaha classes - in effect, we were forcing guys to run a Yamaha by only running one non-Yamaha class. Putting the 100cc PP motors back in, with a Saturday/Sunday option, was most liked. A motion was made by Van, second by David, to approve the following for the 2008-season: Drop Yamaha Sprint Lite & Heavy and offer WKA Sprint both Saturday & Sunday (two separate classes) at 380 lbs for 100cc Piston Port engines and at 360 lbs. for Yamaha engines. Unanimous.

The can sprint classes were also discussed and it was agreed that a detailed weight survey of the 3 classes needed to be performed before making any restructuring recommendations.

Consistency issues - Paul Hill – tabled to next meeting.

New business:

Driving suits – Dan Stowell addressed the NRRC regarding mandating driving suits for all road race participants. SFI recently contacted him saying that they have a standard for abrasion resistant driving suits. WKA’s only requirement is for “abrasion resistant jacket and full length pants of any material except sweat pants”. The conclusion to this discussion is that there is interest in this and the committee has asked Dan to further research the topic and report back to the committee. Tabled.

Unable to race rule - Chairman Norville opened a discussion regarding rule 803.17.8, specifically, the last sentence of the “Note” following the rule that gives the Race Director the authority to award or deny the finish points. A motion was made by David, second by Paul, to remove this sentence following Trustee approval. (Unanimous) It was also noted that Gary, Van & David would forward revised wording for the rule for review at the next meeting.

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 – Matt Mendenhall submitted a request to the NRRC to consider the mandated use of breakaway steering shaft supports. The committee agrees to this concept and acknowledges that

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this will be a work in progress and will take time to implement. Jim cautioned making any drastic changes for fear of driving away entries and asked that we solicit input from other organizations. Van and Dan to research and report back to the committee with a preliminary proposal at the next meeting.

The next Trustee meeting is scheduled for Tuesday, July 10. This meeting will be the 2008 rules meeting. It is noted that any and all proposals for the 2008 season must be finalized by the Mid Ohio event as all Trustees will receive a mailing 2 weeks prior to the board meeting of all proposed changes. In order to meet this deadline, the committee agreed to meet by conference call on Tuesday May 29th to complete this agenda and follow-up on assigned tasks from this meeting. Conference call details will follow from Chairman Norville.

Motion to adjourn, all in favor, meeting adjourned at 10:15pm EST.

Respectfully submitted,
Sissy Mendenhall