

***Region 4 BOD & Club Presidents Teleconference  
Meeting Minutes  
April 5, 2007***

**Call to order**

**Dave Mikels** called to order the teleconference meeting of the **Region 4 Board and Club Presidents** at **9:09 P.M.** on Thursday, **April 5, 2007.**

**Roll call**

**Officers** present: Dave Mikels (Regional Director), Bill Perry (Assistant Regional Director), Kim Mathias (Secretary), Michelle Troyer (Treasurer), Rob Stambaugh (Safety), Pete Hawkins (Tech), John Klimowicz (Publicity)

**Club Presidents** present: Rob Stambaugh (Buckeye), Rick Thomason (Mini Indy), Mark Wilsdon (Lansing), Kevin Bodine (Kokomo), Don Fleming (Miami Valley), AJ Troyer (Mac-O-Chee), Eric Rankine (Toledo), Jim Cremonesi (Waterford), Cyndi Johnson (Lansing)

Dave stated that the purpose of tonight's meeting is to review the 2007 short sheet and to provide an update from the tire spec committee.

**RCP #9**

As far as Dave knows a committee has not been formed. However, this RCP is for NEW tracks only and not for existing tracks.

**RCP from floor (AA & Half Class)**

Lengthy discussion was held about this RCP. **Rob** will check with National about 1) the procedure to verify tank size; 2) When will tank size be verified; 3) How will this be policed? Once these questions are answered, we will have a procedure in place for our races. However even with only 2 fuel stops, we will still implement the 4-minute time limit for AA & Half fuel stops at our R4 Championship races.

**RCP from floor (Graduated Novice running WF, AA, B or 160)**

Still allows a novice to move up early, but Dave asked that before a novice approached him about an early move up, that the club President contact Dave.

**RCP from floor (Line Up Procedure)**

This RCP was to change the initial line up procedure and has been tabled for further review by Dawn Tanner and a committee of other scoring volunteers.

## Safety Issues

### *Driver Suits/Jackets*

In **2008**, all driver suits or jackets must have a minimum SFI rating of 3.2A/1. However in **2007**, jackets must be double layer jacket or suit (upper-body portion of two-layer suit waist to neck), outer layer must be a minimum of six-ounce material. It is strongly recommended that driver suits will have a SFI 3.2A-5 rating or better.

### *Driver Gloves*

Driver gloves require a SFI 3.3/5 rating or greater. This was a correction to the 2006 rule book. The SFI rating was incorrect.

### *Neck Collars*

Neck Collar made of Nomex or equivalent is mandatory with a recommended rating of SFI 3.3. This was a correction to the 2006 rule book. The SFI rating was incorrect.

### *Brake Pedal/Heel Stop*

A full brake pedal or positive heel stop is mandatory to prevent the foot from pushing through the pedal. Although, there are two cases where the heel stop does not need to be installed: full pedals and extended pedals. See article on QMA National Website.

### *Data Acquisition Devices*

All data acquisition and measuring devices shall be mounted securely within the roll cage or down tubes and the read out display shall not be operated by nor be in the sight of the driver. At R4 events, tape over the device will satisfy this requirement, but may not be legal in National's opinion. **Rob** will find out.

## Tech Issues

### *Tier III Motors*

The new Tier III GX120 & GX160 motors will **NOT be allowed to be used this year**. If found, 6 month suspension.

**Can** use the new heads (GX120 part # 12210-ZHZ-416 & GX 160 part # 12210-ZH8-416).

**Can NOT** use the new piston and rings

Serial #'s that are NOT allowed in the GX120 & GX160 classes are:

GX 120 GCAHK-1085093 and up

GX 160 GCACK-1120414 and up

Lengthy discussion was held about how the older style motors will be phased out. At this time National has not proposed a phase out process. Serial numbers WILL be checked at our R4 events.

### *Junior Stock*

Junior Stock: A restrictor plate on the exhaust side will be added and is mandatory. Rule was implemented to slow down the Junior Stock class. The plates are available from the QMA National Office. Pete Hawkins also has restrictor plates.

A discussion was also held about the rule, "There will be a 5 year moratorium on no rule changes in the Deco classes except for Emergency RCP's" (page 7 - 2006 rule book). Dave indicated that instead of "classes" it should have said "BLOCKS". That is one of the reasons why changes to the DECO classes were permitted at the National meeting.

*Fuel Tester*

Fuel Tester: Add another approved test for fuel: “The Precision Fuel Testing System”. The Digitron DT-15 or DT-47FT is still an approved meter. You can use both or one. *A motion was made to purchase a Digitron fuel tester. A. Troyer/M. Wilsdon. Motion passed unanimously.* Miami Valley also purchased a Digitron fuel tester that clubs can borrow. In addition, Don will bring the tester to all R4 Championship events. R4 also has an alcohol fuel tester and will bring and testing fuel at all R4 Championship events.

*Tire Treatment*

It is PROHIBITED to apply tire treatment or chemicals (except cleaning with water). First offense 30 day suspension, 2<sup>nd</sup> offense 1 year suspension and 3<sup>rd</sup> offense lifetime suspension.

Tire Treatment Tester: Approved tester will be the “Portable Tire Prep Monitor, JTR Eagle”. Region 4 has purchased this tester. Local clubs are not required to purchase. The R4 tester can be borrowed for local use.

A lengthy discussion was held about how the tester will be used when National has not stated what the baseline numbers will be. At all Region 4 Championship events, ALL tires will be checked PRIOR to qualifying as the cars line up in the staging lanes. Cars may also be randomly checked in the staging lanes prior to races. Until National provides a number, if the reading is greater than **300 PPM**, the driver will be disqualified.

Data that has been gathered from other sources is indicating that non-treated tires are reading 40–60 PPM. The World Karting Association has set 60 PPM as the upper limit for tires.

*Heavy Honda / Heavy 160*

Per the guidelines of the rulebook, page 16, Section 2, 10.G(7), the approval of the tech committee and through the normal RCP process – the Heavy Honda class will be a 160 platform motor labeling it Heavy Honda. The Heavy 160 division will be done away with and replaced with the Heavy 200. Minimum driver weight being 100 lb and combined weight being 325 lb with a minimum age of 9 years old. **No effective date.**

Until this goes through the RCP process this proposed change does not exist.

*Axles*

All rear axles will be made out of aluminum or steel only (for the purposes of QMA specifications, the definitions of aluminum do not include titanium). Effective 1/1/08.

A lengthy discussion was held concerning this RCP. Question was raised if this meant that carbon fiber axles were legal in 2007. Carbon axles were declared illegal, illegally in November 2006, and are STILL considered illegal. It is believed that this change was being discussed in summer of 2006 by a National officer and was brought to the floor as an RCP because this officer felt that it would be easier to pass because it would go through the RDs and not the membership. Region 4 will definitely be submitting an RCP in 2007 to overturn this rule.

*One-Way Communication*

No radios and/or radio communication with the drivers is allowed during a race or event practice EXCEPT the one-way RACEceiver Model W1600 ONLY which is to be used by a designated track official to drivers. DQ for event. This doesn't say you HAVE to use, it only states that you MAY use it. Dave Mikels indicated that he does NOT recommend

using it for novice racing. He feels that the novice should learn how to line up based on hand signals from the flagger and/or track officials.

#### **Tire Spec Committee Report**

Committee Members – Dave Mikels (R4), Scott Caldwell (R3), Tony Verardi (R5), Scott Benning (R10), Scott Tankersly (R3)

Dave wanted to assure everyone that NO DEALS have been made with ANY tire manufacturer. In addition, no manufacturers to date have submitted NEW tires to be tested. Some of the things the committee is looking for in a spec tire:

- 5 year contract (realistically will be 3 year)
- Guarantee price will not increase more than 3% per year for the life of the contract
- Right side only
- Looking for a tire that will last for more than 1 race
- Compound won't change during the life of the contract
- 2 compounds for asphalt and 2 for dirt
- Certain dollar amount from the sale of each tire will go to QMA. Committee is recommending that not all of the money go to National; that a percentage of the money go to the local clubs.
- Committee is considering recommending "tire branding". Tire branding is where you must run the A main race with the tire you qualified with.

On July 1, the committee will recommend a tire to use as a spec tire. Unless a RCP cancels this, the spec tire rule will be in effect in 2008.

#### **Miscellaneous**

A question was brought up about if the region had purchased an FM transmitter. Rob is still researching but was not ready to recommend. Discussion was held about that is why sign-in fees were increased. It was confirmed that fees were increased to budget for the purchase of capital items. Rob thought that we may be able to have a transmitter by the Miami Valley States Race (May 26–27).

Don Fleming announced that there is going to be pre-registration for the States Race. Pre-registration will start April 23<sup>rd</sup>. Registration will NOT be on-line, but by mail in. Registrations will not be accepted if they are postmarked prior to April 23<sup>rd</sup>. Pre-registration would end May 11<sup>th</sup>. Details will be posted on the Miami Valley website.

#### **Adjournment**

**Dave Mikels** adjourned the meeting at **11:50 P.M.**

Minutes respectfully submitted by: **Kim Mathias**