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DATE: Monday, November 26, 2018

TIME: 7 pm

## **PLACE: The Fifth Quarter**

**President Tom Gee, Jr. called the meeting to order at 7:02pm**

**Clint Smith gave the Secretary's report.**

**Motion to accept made by Randy Yaeger , seconded by Larry MacArthur. Motion Carried.**

**Hank Calmes gave the Treasurer's report which included a short financial summary and checkbook balance.**

**Motion to accept made by Jack Effertz, seconded by Dave Stammer. Motion carried.**

**A moment of silence for Mike Dassow ad Butch Kolosso.**

## **NEW BUSINESS**

- **Carl Schultz came up and gave a presentation in regards to the new SLM body. Steve Einhaus also was present for this. Carl gave a short history on the history of the ABC group and the reason behind this. Carl then explained the process behind developing the new body. Carl said it fist better and there is much more clearance issues. During the tests, it proved to be as close to other current bodies as possible. The last wind tunnel test Carl said everyone present was comfortable with how even the tests were. Carl said he feels the ABC group is wanting to go in another direction and don't want a common shape. Carl said they started selling the bodies on November 5<sup>th</sup> and there are several racing bodies already approving this body. Carl said the ABC group doesn't want to approve the body as they want royalties. The body is actually 8# heavier, even though the wind tunnels were almost the same. There are concerns is ARP doesn't want to get on board. If so, Fivestar will still make them. They have no plans of increasing the prices, as they still need to remain in the market. Fivstar feels they have done everything right in creating this body.**

**Q and A: Dave Stammer asked about templates: Carl said they have 30 some templates.**

**Brent Strelka asked about side force on wind tunnels: Carl said aerodyne is set up for "cup cars" so, they had to change tread width, so it affected the numbers. Brent asked if the cars wind tunnel cars were templated. Carl said they were there but were not used. Dave Stammer asked about the referee. Carl said it will work with the referee. Terry Korth asked about body weight. Carl explained that there are different types of hood/greenhouse, but all the panels are the same. Carl said this would run side by side with the ABC body. No racetrack up here has tested it yet. Jim Duchow asked about other track who have approved it. Thus far Tundra has approved it. Carl will have the full list at the PRI convention. Carl said the price is the same as the old body. Old fenders will not work on the new body. Dave Stammer asked about spoilers. Carl said 70 and 90 same as before. Scott Vanden Huevel asked about bracing, roof, etc. Carl said that the roof is in the same position on the chassis, just wider. Dave Stammer asked if a lot of the tracks approve it, would they**

be able to meet the demands. Carl said when the wind tunnels took place, they started mass producing them. They have a lot of them in stock. Jake Zelinski asked if they were going to phase out the current bodies. Carl said no, but this is a good timing to phase the old body to the LM if promoters want to take advantage of the timing of this. Terry Korth questioned that it sounds like we are getting pushed into this body and it is already November. Brent Strelka mentioned that Carl Wegner came and did a proposal on the LS motor. We did not buy into that and Slinger did and now most of the cars there are racing LS motors. This feels a bit like that pitch is being made. Brent Strelka mentioned that Ricky Brooks was not comfortable with the wind tunnel test, as the cars weren't templated.

Several handouts are available for anyone who wants further information. Fivestar will post all the handouts on their website.

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- Gregg McKarns came up and gave his update from the ABC Group. RJ Scott (CRA) contacted Gregg (former ABC member) ABC was developed to have equality among care car body builders. He felt there were no wind tunnel tests that proved equality. Greg mentioned that there were several increases and read off each of them. They were told there would be 4% less, but when he does the math, it is a 10 % increase. Carl refuted this claim. Greg asked about wind tunnel data in the past in order to compare the new ones to. Greg explained that royalties 1 and ½ % were only set up to allow them to do tests to make sure builders are on the same page. Greg said that he has paid for trips to many different locations, which ABC did not pay for. Greg feels that Fivestar has not worked in good faith with AR race bodies. The only agreement they were willing to do was split the country. Greg is not wanting to break the ABC committee. The price guarantee was not agreed upon by ABC. Gregg said there is enough fragmentation in the industry. And he feels we cannot have a manufacturer create a monopoly.

Q and A: Terry Korth thanked him for speaking for the driver's best interest.

Mike Butz asked about what else they needed to see from the Wind tunnel tests.

Scott VH: asked about a nose and tail kit. Greg explained that these could fit on the current cars and then they could look similar to the Fivestar bodies.

Dave Stammer said that AR has made various adaptations.

Andy Monday looked up prices on the website and read off the prices and sad they were \$300 different.

Dave Stammer asked about if they could come to a consensus, Greg said possibly and that is what he wants, but it won't be for this year. Mike Butz asked about if a car comes

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Carl spoke with a rebuttal and said there is no reason to do anymore wind tunnel tests. Tom Gee asked how much it costs and Carl threw out a lot of different scenarios. Carl spoke about that he feels that ABC should not be getting a % of money of all the bodies made.

Dennis Chase asked about why they are so opposed to ABC spending money towards equality. Mike Anthony said there is no ON TRACK data to look at, so he wants to know why they are trying to push this at us.

**OLD BUSINESS**

- RULES meetings will be run similar to past year; dates will tentatively be December 6<sup>th</sup> (SS 6:30-7:30 and Sizzlin 4s 7:30-9pm and December 13<sup>th</sup> (LM 6:30-7:30 and SLM 7:30-9pm)
- Tom said he has been talking to the Big Eight series and their rules will be finalized BEFORE the PRI show. They may be possibly running a chip on all motors. They will send us a copy of their amendments before OUR LM rules meetings.
- Slinger is having a rules meeting on Wednesday.
- Sponsor plaques left over from the banquet were read off and asked if anyone could deliver them for us.
- Website information was given to Tom Gee, Jr. and this will be passed along to Chris Buzban soon. We will make sure that officer ALL have the sign in for the future.
- Monthly meetings will be at the Darboy Club starting in January
- Divisional reps for 2019  
SLM: Andy Monday  
LM: We have to ask Braisson;  
SS: We have to ask Larry Raygo: others interested  
S4: We have to ask Dan Thomson  
F8: We have to ask Terry Van Roy  
Former officer: Was Brandon Blashe..we will ask him  
Audit Committee: Larry MacArthur  
W.I.R.: We will ask Dave Valentyne (if he says no, Danny VD will volunteer)

Other interested parties should reach out to Tom Gee...

- AUDIT Committee for 2019  
Larry MacArthur  
Mike Anthony  
Jack Effertz

### ***TOPICS FROM THE FLOOR***

- Dave Stammer asked about transponder location. We will re-visit this if the body changes. He asked if we should consider mounting it from the front. But, Tom mentioned that most tracks have t based on the rear axle

Adjourn

The motion to adjourn was made by Larry MacArthur seconded by Dennis Chase  
Meeting adjourned at 8:36 pm.

**Next Meeting is on January 28<sup>th</sup>, 2019 at 7pm location: Darboy Club**