
DATE: Monday, January 28, 2019

TIME: 7 pm

PLACE: The Darboy Club

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 Schuler, seconded by Dave Stammer. Motion Carried.

Hank Calmes gave the Treasurer's report which included a short financial summary and checkbook balance. He also announced that W-2's and 1099's were available and new membership forms up front.

Motion to accept made by Randy Schuler, seconded by Scott Vanden Huevel. Motion carried.

OLD BUSINESS

- Eamon Baumann will be our new website guy and will be paid \$50 per month.
- We have leftover checks..names were read off of unclaimed checks. We need the SS# and we will deliver these to the responsible parties.
- 2019 RULES updates for each division. (Will post on the webpage next weekend or soon after.)

Race Procedures: ¼ mile 14 year olds//16 year olds for ½ mile. We need to look at WHEN their birthday falls if during the season. Dave Stammer asked about the 14 and 16 year olds practicing on a Tuesdays. Dan VD mentioned if they want to come on a Tuesday night by themselves, they can do this. Officers will discuss this age requirement further and make a decision on when the driver needs to turn 14 and/or 16 (prior to the season or during the season) We need to consider what our insurance company is comfortable with allowing.

Current rule says .750 rule (which is wrong.....should be .650 rule) Adding a 1.00 rule for SS lineups

Race Length: Past mis-wording for LM/SLM Dash...will ALWAYS be 6 cars in the Dash.

Cars starting the feature for SLM 16 + 4 transfers no matter how many SLM cars are present. (R, W, B will still add 2 Provisionals- which will be top 2 in FRRC points)

SLM Pay – will pay everyone the same as last year, except 19 and 20 are \$275, not \$300. \$200 for top 5 in Semi-feature.

2018 Points: Semi—more than the guy making the feature: We adjusted that 19th on down at least get 32 points, so a feature driver will not get fewer points than a semi feature driver.

SLM Feature--\$1,000 to win the feature. (Clarified for Dave Stammer)

Reminder-all car repairs need to be done IN THE PIT AREA for ½ mile cars, not on the track or the chutes. Car and Driver Changes: Paid entry fee for EVERY division you race in. Speeding in the pits: will be enforced—there will be LARGE fines and we will be having an extra staff to monitor the back chute, etc. to make sure everything is safe.

3 Wide Passes: Currently they are supposed to drop to the rear during live racing: this is not a good rule the way it is written. We would like to black flag these cars. Max asked for clarification on whether you are allowed to come back out. Mike Anthony asked about a stop and go type of consequences. Scott Vanden Huevel asked about who makes the call, as there were some bad calls on 3 wide. Final call is up to the flagman. Larry Raygo asked if it is last place or DQ-no pay and no points. Jack Effertz questioned about a slow car getting lapped. Max asked if you are deemed to have gone 3 wide, can you have 2 laps to give the spot back? Tom feels like we may need to have bigger teeth on things like this.

Mike Meyerhofer, Jr. asked about a mechanical black flag-Tom said you have to get approval from tech before going back out for anything major, or an officer approval for something minor like a fender.

Emergency Action: no alcohol consumption, verbal abuse, failure to obey black flag. Any suspension is not appealable per the rulebook.

Dave Stammer asked about scaling: will continue to scale after qualifying.

SLM-changes

5.1.1: all ABC bodies (made pre-2018) New 2019 Gen 6 body is not approved for competition in FRRC. We are hoping there is consensus for NEXT year (2020) on this body.

Engine weight changes (based on us being an ACE motor preferred track):

LS Add weight add 25# 2850 (8,000 rev chip)

McGunigal /Hamner add 25# 2825 (7600 rev chip)

ACE and 9 to 1 staying the same weights.

5.6.1.Engine Location (set back): Referee will determine up to 4 inches MAXIMUM.

Same tires as last year: Tire shed will be closed during R, W and B. (We will take out the 8 inch tires and lock the door.) R, W and B tires can't be run on normal Thursdays without prior approval from an officer or tech crew.

Tire Sheets: fill out your sheet at the end of the event for the upcoming week. Add the new ones the following week. Max asked about spare numbers. They can be added later. Tom said you are only allowed 2 tires in there for SLM.

Dave Stammer asked about looking at spooler rear ends for next year. Hank Calmes suggested if people have ideas for the upcoming years, bring it up during the summer for the following season.

LM –changes

All ABC bodies (made pre-2018) New 2019 Gen 6 body is not approved for competition in FRRC. We are hoping there is consensus for NEXT year (2020) on this body.

Overall Car weights:

We are working with ¼ mile LMs to be able to have them occasionally compete with the ½ mile LM 's Still clarifying what chips they will run at with the ¼ mile late models, as we won't require a different chip than what they decide on. Weights TBD when competing on ½ mile.

2700 Sealed crate motor (60/40) 6700 chip (FRRC seals-Extreme in Cecil) IMCA approved seal is also allowed.

Non-sealed crate: 2750---58/42 and 6700 chip

Spec Motor 2750—no other changes

Chevy Big Eight—weight not changing 2825---58/42: have to have 7400 chips (per Big Eight rule changes)

Ford Big Eight---weight 2875---58/42 7400 Mandated chip

LS motor---weight 2900---58/42 7400 Mandated chip

Scott Baker asked about the dyno numbers. Extreme will watch for the correct dyno numbers prior to sealing it. (FRRC seals) \$200 for the dyno: Bring carb along to the dyno. Robb Vandermoss mentioned that Torq and horsepower is not a “be all end all” for measurements. Robb Vandermoss mentioned that if we find that there are illegal parts in them, there will be a suspension.

Braison voiced his displeasure with the LS having extra weight. He said changes in officers ends up with different motor packages being the preferred motor.

Big Eight Ignition system and battery: 6 LAN

Clutch. 602, 604 and B-mod are allowed to run the Brin and the Falcon.

Rear Ends: 602, 604 and B-Mod allowing a non-quick change rear end: still needs to be 10 inch rear end. Officers will have further discussion about Ford 9 inch ear end and make a decision.

Tire Sheets filled out a week ahead of time.

No change in engine setback.

SS- changes

Add 1.0 second invert rule in race procedures.

7.6.8 Exhaust---No longer has to exit under the car, can go out the side, but still has to be behind the driver. Exhaust header changes

S4-Changes

Rule changes are all based on cost saving measure and “stock” based cars. We plan to place all the cars in the back of the slow heat and back of semi if there is one if you miss qualifying, or back of the features if 2 x features.

3 race deal for travelers: we are no longer allowing this. Must follow our rules.

Engines: strikeout (recommend double overhead cam) we don't recommend anything 3 or 4 cylinder motors (unaltered and OEM for make and model) No aftermarket race heads. No head swapping. No V tech motors and no high HP motors allowed. Air box must be stock for make and model. The goal is to get back to STOCK without lots of adjustments and race car adjustments. Jake Peters mentioned that his car weighs 300 more # than other cars, despite him having more than 150 HP. We did not take any weight ratio into consideration. Brody Rivest mentioned that Ford Focus has 151 HP, so he was wondering if we want to outlaw all of them. Tom said we have to draw a line in the sand somewhere, so it is 150 HP. Question was brought up why didn't we consider the weight ratio for the high HP cars, the extra weight could result in more damage and injuries in accidents. Factory specs. Heather Wolfgram asked if we could have a break off meeting afterwards to discuss further. Exhaust questions were brought up...tabled.

- Track record: Do we want to have an FRRC track record vs W.I.R. record for SLM ? (as we have different rules, etc.)
- Trailer lengths: Please get info. to Tom Gee asap.
- Contract Update: will set up a meeting to discuss soon.
- Max Schultz and Andy Monday have the 2nd and 3rd place trophies (thanks to Dan and Ginger V.D.)
- We are planning on bringing back Pat Barrett as the main flagman and his calls will be final. We are also planning on adding an assistant flagman to learn under him from Madison and the ARCA series. (Alexander Gilhart) Highly recommended by Greg McKarns. He would start the night out prior to Pat arriving. It was asked who would be flagging the 4 cylinders ? It will likely be Pat, but it will 100% NOT be an officer.
- 4 cylinders will get ROTY and best appearing awards.

- National Anthem: You need to be out by the time the national anthem start time. New start time will be 6:30pm....Full order of events will be read off later.
- Schedule updates: Several Sponsor nights open for 2019. Please bring up any leads to officers ASAP. **4 open sponsor nights** (we lost 5 Weld Specialty; Stockbridge Engineering, Werner is down to 1 night, Amusement Devices and Budweiser is moving to 4th of July)
- FRRC tech and practice is May 18th; First FRRC Night is 5/23/19 and last Thursday will be the last Thursday in August (August 29th) Red race is now June 13th and the Blue race was bumped up to August 1st (The week before the Blue race) (not sure if we are doing twin 35's or a straight 70 lapper) Big Wheel Race—only 1 this year (June 6th—kick off to summer for the kids) Coin Drop will be on Ken's Sport Coin Drop Night. Sport Mods will only be 2 weeks: SS will run those nights this year, so SS will run a full season in 2019. We made sure our sport mods events did not conflict with the 141 specials that they have on Thursdays in 2019. (Ours are the week after their specials 6/27 and 8/22). ¼ mile LM's have 7 nights this year, but no rain dates. Dave Stammer asked if there are any other extended races ? Tom said no, except R, W and B. Larry Belonger asked about who we would have teching in the outer pits. Ron Kohl and Ethan Beattie. Larry mentioned he did not feel this was fair. Tom said we can discuss it further after the general meeting
- Order of Events and start time of 6:30pm discussion. Practice will start at 4:20pm instead of 4:30pm; All ¼ mile will do same things: sizzlin 4's practice then qualify then SS practice and qualifying. ½ mile start at 5pm instead of 5:05pm; 6:10—6:20pm will be the special divisions practice time. Dave Stammer asked about adjustments based on blown motors, etc. Time limits 1 minute per lap...Sizzlin 4's will get 2 x 15 lap features to start with, but this could move to 20 laps each. SLM heats and LM heats and SLM semi-feature prior to running the ¼ mile feature. For the features, we will still start with ¼ mile features and then ½ mile SLM feature and then LM feature and end with Figure Eights. Small 5 minute break for SLM feature winner to be interviewed prior to LM feature to be run. Sizzlin 4 feature winners will be likely both be interviewed after the second feature. A suggestion was made to swap sizzlin 4 and SS as far as doing S4 hot laps, then SS hot laps, the S4 qualifying and then SS qualifying. We will take this into consideration. Dave Stammer suggested making sure the fans know.
- Question was brought up about when we should do the ½ mile drivers meeting. We are considering doing it earlier in the night, or else at 6:10pm.
- Social Media rule: please think about this for discussion for next meeting.

TOPICS FROM THE FLOOR

- Were brought up throughout the night.

Adjourn

The motion to adjourn was made by Scott Vanden Huevel seconded by Jack Effertz
Meeting adjourned at 9:14 pm.

Next Meeting is on February 25th, 2019 at 7pm location: Darboy Club