

Northeastern Midget Association
Annual General Meeting Agenda
December 9, 2012
Thompson Speedway Clubhouse

2012 NEMA Officers

President: Mike Scrivani
Vice President: Russ Stoehr
Vice President: Tim Bertrand
Secretary: Linda Cleveland
Treasurer: Paul Scally

2012 Contest Board Members

Joe SantaMaria
Adam Cantor
Doug Cleveland
Bob Seymour
Shawn Torrey

2012 Race Director – Tom Fox

I. Welcome Address - Mike Scrivani

II. Financial Report – Paul Scally

III. Secretary's Report – Linda Cleveland

IV. Election of Officers

President – Mike Scrivani - Unopposed

1st Vice President – Tim Bertrand – Unopposed

2nd Vice President- Russ Stoehr**
Andy Barrows

Choose One

**Currently 2nd Vice President

Secretary – Linda Cleveland – Unopposed

Treasurer – Paul Scally - Unopposed

Voting by: General Membership

V. Election of Board Members (choose 6)

Shawn Torrey*
Doug Cleveland*
Joe SantaMaria*
Adam Cantor*
Bob Seymour*

Russ Stoehr
Paul Luggelle
Mike McCarthy
Matt O'Brien
Jeff Johnson
Mike Horn
Pete Pernesiglio Sr.
Andy Barrows

*Current Board Member or Officer

Voting by: General Membership

VI. Non-Technical Proposals

- a. Use same points structure at the regular NEMA division with points awarded at all races.
Submitted by: Jeff Johnson
Voting: All eligible members

b. Handicapping

1. Invert fastest eight cars from warm-ups in heats. Remainder of cars start straight up at rear.

2. Top eight cars from heats start at front of feature with positions determined by random pill draw. Remainder of cars start straight up at rear based on heat finish.

Rationale: This proposal is fan focused, not club focused. Fans want to see racing for a win. The fact that we had numerous winners in 2012 means nothing to someone in the stands who may not have seen NEMA for three years. He/she wants to see a great race **tonight**.

1. The current handicapping system has tended to put one fast car (due to several past bad finishes) in front followed by several cars just fast enough to 'block' the rest of the fast cars which consistently are handicapped in the middle of the field. This proposal is based on a simple premise: bring your 'A' game every night.

2. The argument that this proposal would disadvantage some cars in the point chase is specious. Based on the past five years' points results, the same cars will prevail over regardless of the handicapping system. This proposal is focused on fostering the best show every night.

Submitted by: Gene Feigel

c. Non compete clause

NEMA and NEMA Lites Teams will only compete in races and competition events sanctioned by or approved by the NEMA Board. At the present time NEMA recognizes and is in agreement with ARDC and USAC which allows a member to participate in events only outside the New England Area.

Any team car that competes in a midget race or competition event not recognized and approved by the NEMA Board will be suspended and barred from competition from the next three NEMA Race events in their division.

Submitted: Mike Scrivani

Voting: Technical Board

Results: Approved

VII. Technical Proposals – To be voted on by 2013 Contest Board

- a. For Lites, leave the chassis specs for the 2012 the same for 2013.
Rationale: The car count for Nema has become the largest midget group racing weekly in the US W/ THE CURRENT RULE PACKAGE and now we want to take the wings off and go to narrow rubber? Also there have been 66 LITE races w/30 winners, obviously it is an extremely level playing field chassis-wise.
Submitted by Bob Seymour
Voting: Technical Board

- b. Leave the Wing, Tire and wheel rules unchanged for the 2013 season.
Rationale: The Nema Lites are one of the most successful open wheel racing divisions in the country.
Car counts have grown steadily since its inception to the point where, in 2013, not all cars will make the feature at some shows. The current rules package provides a very good balance between the combo cars and purpose built cars. The current wing angle, tire and wheel rules create a car that is easy to drive and capable of passing. This allows the younger drivers entering the division the ability to race side by side and learn to pass slower cars.

Changes to slow the cars down by making them less stable and harder to drive will likely lead to follow the leader racing and more wrecks. This will make it hard to attract new drivers and car counts will begin to shrink.
With high car counts, low cost and exciting racing this is a class that is very marketable to promoters. Changes that would reduce the car counts and lower the quality of racing will make it more difficult to book dates.
Submitted: Jeff Johnson
Voting: Technical Board

- c. My proposal is to leave things the way they are in the Lites series. Do not take our wings away, let us continue to use 12" RR tires if the competition director approves, and do not add points into the mix. I do not have a problem with a small points fund for races that are long distance travel or special events, but there is no need to have a full season points fund.
Submitted by Dustin Anderson
Voting: Technical Board

- d. Return all light series engines to stock performance configuration. no aftermarket performance componentry i.e. camshafts rods lightweight valves ect.
Submitted by Paul Luggelle
Voting: Technical Board

- e. Slowing the Lites down is the goal, use restrictors that have already been developed. They will limit hp from 10 to 50 hp if needed.
Rational: This is the safest way to decrease the speeds of the division, not w/ hard tires, lower wing angle or taking engines apart .Crashing ill handling cars will get expensive. Nascar and other sanctioning bodies have proven their value.
Submitted by Bob Seymour
Voting: Technical Board

- f. Allow the Hondas and Ecotec engines to be considered for the same chassis specs as the Ford Focus when their engines are limited to the same HP. For example (Combo cars 12" wheels and purpose built 10"
Submitted by Bob Seymour
Voting: Technical Board

- g. Invoke limitations to the length of use for engines that have or are being developed with componentry to run both series "with limited alterations to switch" ie: honda and ecotec
Submitted by: Paul Luggelle
Voting: Technical Board

- h. Allow the quad 4 powered cars a wing angle increase to 22 degrees.
Submitted by: Paul Luggelle
Voting: Technical Board

- i. Amend Rule 7.6

Rule 7.6 reads: Note: Maximum weight for any car, regardless of engine, is 1425 lbs. Car weight may be determined on the NEMA scales *including* the driver, as the car comes of the track in gear immediately after the finish of the Feature Race. If the car is weighed without the driver, the minimum weight of the car can be no less than 175 lbs. more than the weight allowed by Rules 7.6 and 7.9m. for that specific engine.

Change to

Note: Maximum weight for any car, regardless of engine, is 1425 lbs. Car weight is determined on the NEMA scales *including* the driver, as the car comes of the track with gear immediately after the finish of the Feature Race. Rationale: In certain cases the driver is needed to make minimum weight, if there is a commitment (press box) it is unreasonable to DQ the finish when the rule was not violated with driver in car.

Submitted by: Russ Stoehr
Voting: Technical Board

Engine proposal. I would like permission to use my Mazda rotary engine in NEMA in the future. It will go in the stealth car as the Esslinger is going in the beast car for next year.

Submitted by: Pete Pernesiglio
Voting: Technical Board

- j. Increase minimum weight for light cars by 100 lbs to eliminate unnecessary use of light weight components, but not restrict it, and help to level the field for extreme differences in driver sizes.
Submitted by: Paul Luggelle
Voting: Technical Board

- k. Allow the quad 4 engines to have a ported cylinder head to help compete with the ever increasing horse power from the new engines being developed.

Submitted by: Paul Luggelle

Voting: Technical Board

- l. Allow the quad 4 powered cars a wing angle increase to 22 degrees.

Submitted by: Paul Luggelle

Voting: Technical Board

- m. Repeal or alter the tire rule for the big series ie 3 tires per event (it doesn't save anybody any money that isn't going to spend it and has created a lack of decent used tires for the guys who need them to support the club)

Submitted by: Paul Luggelle

Voting: Technical Board

- n. Make all cars in both series use a 10 inch right rear wheel.

Submitted by: Paul Luggelle

Voting: Technical Board

- o. Allow the Quad 4 engine to be layed over another 5 degrees to a total of 30 degrees from vertical in the Lite series. Submitted by: Shawn Torrey

Voting: Technical Board

- p. Change rule 7.37a to read no cockpit adjusters for any suspension component, for both NEMA and NEMA Lites. Submitted by Doug Cleveland

Voting: Technical Board

- q. Cockpit Adjustments

Allow unlimited cockpit adjustable shocks, bars, etc.

Rationale: This proposal will promote better racing. The old school argument that once you're on the track you're stuck with what you've got is focused on racers, not fans. With multiple adjustments, cars can be better adapted to changing track and tire conditions which will result in closer racing.

The cost argument is pretty thin. The cost difference between eye and cockpit adjustable shocks is not large.

Submitted by: Gene Feigel

Voting: Technical Board

VIII. Suggestions/Comments/Discussion

- a. If by proposals you mean for the meetings? I'd like to see NEMA do something for motorsports 2013, expand the driving schools to get more drivers from other areas, brining lite cars to go kart tracks and quarter midget tracks to promote the club and driving school, review NEMA lite points system , possible new tracks to race at wall stadium , or a track in pa mountain speedway etc.

Submitted by: Patrick Bertrand

- b. I wanted to express my concern on proposals for the Lite class. I ask that at this point in time we make very small changes. Or leave it alone. We had great racing all year and almost max car counts. I spent alot of money for last year's rule changes and don't want

to spend any more. I also would propose a choice on tires. If you want the Hoosiers that we know to be good then the option to spend more should be there. I will not run American racer tires. I need to be able to change tires to make races. I really want to race next year, but I worried that the changes are not in favor of the owner drivers out there. I would hate to leave my car at home. Thank you very much for your considerations.
Submitted by: Christian Briggs

- c. “Nema and the Lites should go to some different tracks in New York State and New England. And also I think that they should leave the speed for the Lites alone... Looking forward to next season.”

Submitted by: Logan Rayvals

- d. “One suggestion that I thought I might share. It seems that there is a good following developing with the Must See Racing Xtreme Sprint Car Series. I thought that it would be good for us to extend a branch across over there, and try and "hookup" for a show with these guys if at all possible. I believe that they ran at Oswego this year, but maybe they come run at another show like Stafford or Thompson. Hell, maybe they even come down to Seekonk, that would be pretty damn cool. After our little meeting the other day, I have had some more time to think it through and digest what was said. I am concerned about the desire to change ANYTHING with the Lites series. Why do we need to fix something that is not broken? The Lites series has grown very well over the last few years. If there are any problems with the series, it comes down to application of the rules, and firm leadership/support, not whether or not there is too little difference between Lites and full blown NEMA. It would appear that there is a concern by some that the Lites are "outshining" NEMA; that is the impression that I have come to after digesting for a few days. I will admit that statement is a little on the wild side, but I cannot come to another conclusion. If there is any concern on the Boards' part regarding NEMA, why did we spend a good time of that meeting discussing changes to the Lites series? Shouldn't we be thinking of ways to help NEMA while not doing anything that might damage the Lites series and what amount of traction we have gained there? I am just as scared as anyone else about the possible demise of NEMA, but I do not see the need to make the Lites series a sacrificial lamb.

Submitted: Dustin Anderson