

December 29, 2011

Dear NEMA Member,

Please find the results of our 2011 Annual General Meeting, held Sunday, December 11, 2011 at the Thompson Clubhouse, Thompson, CT.

Elections were held for Officers and Board Members. The 2nd Vice President and Treasurer positions were those open for voting as the President, Vice-President & Secretary went unopposed. Your 2012 Officers are:

President: Mike Scrivani
Vice-President: Tim Bertrand
2nd Vice President: Russ Stoehr
Secretary: Linda Cleveland
Treasurer: Paul Scally

Elections were also held for the Board. Your 2012 NEMA Board Members are:

Doug Cleveland
Shawn Torrey
Joe SantaMaria
Adam Cantor
Bob Seymour
Barry Kittredge

I. Welcome Address - Mike Scrivani

Tom Fox was promoted to Director of Race Operations. This position will oversee all race day operations at the track including handicapping and after race tech.

At Sign-In, a \$10 Entry fee will be collected at each race from each car owner to help offset costs

Race schedule Review

Linda Cleveland gave review of last year's meeting.

Deb Marvuglio gave a financial report.

Non-Technical proposals were next on agenda. See below for details.

Non-Technical Proposals

Item (1): To eliminate the current handicap system

Proposed rule: To determine lineup for races a car owner or driver will draw a pill out of a box when he or she signs in for the given race. Pills will be numbered from 1 to however many cars are at current race (20 cars will be used for this example) lowest number will start towards front of each heat race the line up would look like this (pos. determined by pill draw)

<u>heat race 1</u>		<u>heat race 2</u>	
1	3	2	4
5	7	6	8
9	11	10	12
13	15	14	16
17	19	18	20

for this example the top 5 cars will transfer in each heat race. These top 10 cars will be inverted by car owner points. The remaining cars that have not transferred will be lined up in order the heat race was finished heat one to the inside heat 2 to the outside... for this example the top 10 cars in owner points all transferred so the lineup would look like this...

Feature	
10	9
8	7
6	5
4	3
2	1
6 th in heat 1	6 th in heat 2
7 th in heat 1	7 th in heat 2

8th in heat 1 8th in heat 2
9th in heat 1 9th in heat 2
10th in heat 1 10th in heat 2

If the previous race winner transfers into top 10 he or she automatically starts in the last transfer spot (as per our current system) the rest of the lineup will move up accordingly.

All lineups will be based on owner points. If car owner does not have points, said car must start in last transfer spot (previous race winner will be bumped up). Car owner must accrue 4 races worth of points (roughly ¼ of season) in order to be able to keep transfer position out of heat race.

To determine lineup for first race of season, previous season owner points will be used.

Rationale:

Voting by: Eligible Car Owners

Submitted by: Adam Cantor

RESULTS: Rejected

Item (2): Change the current Handicap System to one based upon time trials at each race, followed by an invert system, similar to what was used at the 2011 Boston Louie Race.

Rationale: A system that does not penalize members for not showing up. In this economy, it will give incentive for more cars to show up.

Voting by: Eligible Car Owners

Submitted by: Tim Bertrand

RESULTS: Accepted

Item (3): Feature handicap based on previous three races including heat points. Top ten from heats invert feature at front. Remaining heat finishers start heads at rear up based on points. Heats invert entire field based on points. First two races, top ten draw for position at front. The rest of field draw for position behind top ten.

Rationale:

Voting by: Eligible Car Owners

Submitted by: Gene Feigel

RESULTS: Rejected

Item (4): An eligible car owner should be made to include any club member who has been an eligible car owner for at least 20 seasons and is currently fielding a car. For example, if a car owner misses the majority of a season due to mitigating circumstances he would be an eligible car owner the following season.

Rationale: Under the current rule the owner in question would have no say in the club even though he has devoted 20+ years to the club as an eligible car owner.

Voting by: Eligible Car Owners

Submitted by: Adam Cantor

RESULTS: Accepted

Item (5): Rule 4.7 - To strike/dismiss the rule that was put into place last year regarding practicing during the season.

Rationale: Waterford is open every Thursday and for \$40, it is an easy way to see if your car is running and handling properly. This rule did not do us any good this year and caused more harm/confusion than good.

Voting By: Eligible Car owners

Submitted by: Tim Bertrand

RESULTS: Accepted

Item (6): Go back to a 1 Year Term for Officers & Board

Rationale:

Voting by: All Members

Submitted by: Dave Leonard

RESULTS: Accepted

Item (7): Rule 2.1 – Eligibility – Add from both mother and father (or all legal guardians) guardians to " All persons under the age of 18 years age must have proper parental approval from both mother and father (or all legal guardians) to become members. All applicants must complete and sign a membership application, pay the appropriate membership fee, complete a parental consent form if applicable and agree to be subject to the rules and regulations of NEMA in force at the time of joining and any rules or regulations that may be enacted by NEMA thereafter.

Rationale: One parent cannot waive the parental rights of the other. To properly protect the club, both parents should sign waivers. It may also be in our best interest to require both parents to be current members in good standing.

Voting by: Will be amended, no vote necessary

Submitted by: Joe SantaMaria

RESULTS: Added to Rulebook

Item (8): Rule 2.10 General Meetings. There shall be at least one (1) general membership meeting each year, generally, but not required to be, held in December. All proposals by the membership for inclusion on the general meeting agenda must be received by the Secretary no later than thirty (30) days prior to the scheduled general meeting. Any proposed rule change must also be submitted to the Secretary within the same time frame. Any proposed agenda items or rule changes not received by the Secretary within the time allotted above, shall not be included on the general meeting agenda and must be submitted within the appropriate time frame for inclusion on the next general meeting agenda. An agenda will be mailed to all members fifteen within (15) days of the scheduled general meeting date. To call an additional general meeting, a petition must be presented to the President signed by ten (10) members in good standing. The petition will state the reason for calling the meeting. The meeting will be confined to only the subject designated in the petition.

Change to:

2.10 General Meetings. There shall be a general membership meeting each year to be held within thirty (30) days of the last race of the season. There shall be a second general membership meeting each year to be held in December for the purpose of opening up the rules for amendments and for the addition of new rules. All proposals by the membership for inclusion at this general meeting agenda must be received by the Secretary no later than thirty (30) days prior to this scheduled general meeting. Any proposed rule change must also be submitted to the Secretary within the same time frame. Any proposed agenda items or rule changes not received by the Secretary within the time allotted above, shall not be included on the general meeting agenda and must be submitted within the appropriate time frame for inclusion on the next general meeting agenda. An agenda will be mailed to all members fifteen within (15) days of the scheduled general meeting date. A Third general meeting will be held not less than Thirty (30) days or more than Forty-Five (45) days after the December meeting. To call an additional general meeting, a petition must be presented to the President signed by ten (10) members in good standing. The petition will state the reason for calling the meeting. The meeting will be confined to only the subject designated in the petition.

Rationale: In order for our club to grow, or in these tough times just sustain our current status, club members need help and assist the officers and members of the board. In order to accomplish this, members must be more active in the club i.e. the formation of committees discussed at a recent meeting held in November. If we better utilize our off-season we can have a better product to offer tracks. Communication through membership meeting is an effective way to achieve this. This proposal may be amended and tailored to better fit the needs of the club after discussion and prior to voting.

Rationale:

Voting by: All Members

Submitted by: Joe SantaMaria

RESULTS: Accepted as revised.

Item (9): We should have a separate addendum to the rulebook for rules pertaining specifically to the Lites.

Rationale:

Voting by: All Members

Submitted by: Russ Stoehr

RESULTS: Accepted

Item (10): Increase the amount of laps at several races per year.

Rationale: Fans want to see longer races.

Voting by: Eligible Car Owners

Submitted by: Linda Cleveland

RESULTS: Under review, will see if promoters are interested

A meeting of the 2012 Officers & Board was held immediately following the general meeting. Following are the results:

Technical Proposals

Item (11): Rule 7.37A – To eliminate the rule that phases out Gas Shocks. Gas Shocks shall be allowed in NEMA.

Rationale:

Voting by: Eligible Car Owners

Submitted by: Tim Bertrand

RESULTS: Accepted with revisions. Gas shocks will be allowed in NEMA, however, there is \$500 cap per shock.

Item (12): For change to the NEMA Lite Engine Rules - Eliminate 7.9 Y and Z and add the three engines that are presently allowed to compete in the Lites division as follows:

Ford Focus at 122c.i.

Quad Four at 138c.i.

Honda K24A1 at 143 c.i. and will have restrictors of a diameter as determined by the Contest Board.

Ecotec 2.4 at 141.6 c.i. and will have restrictors of a diameter as determined by the Contest Board.

Any motor maybe subject to restrictors as determined by the Contest Board.

Lites new engine rule: All engines competing in the Lites division will remain predominantly stock. They will all be required to have stock unported cylinder heads and stock internal parts including crankshafts, connecting rods, aftermarket cams, & pistons.

After market camshafts will be allowed.

They are also required to be wet sump engines.

They are also required to be self-starting.

Aftermarket cams will be allowed to be degreed at owner's discretion.

Cylinder heads will not be allowed to be significantly resurfaced and compression is limited to 1 point over stock.

Additionally, Ford Focus Engine inclination may be a maximum of thirty degrees from vertical as measured from the vertical centerline of the cylinder bores engine height is 5/8" from flat on bottom of bell housing to bottom of main frame rail.

Quad 4 maximum of 25 degrees with a crank centerline height of 7 inches from bottom of mainframe rail also there will be no swapping of components between the 2.3(early) and 2.4(late) versions of these motors.

Honda K24a-1 maximum of 20 degrees with a crank centerline height of 7 inches from bottom of main frame rail and a ten inch wheel.

Ecotec 2.4 maximum of 20 degrees with a crank centerline height of 7 inches from the bottom of main frame rail and a ten inch wheel.

Honda,Focus & Ecotec powered cars have been allowed 6 inches rear offset and Quad 4 powered cars have been allowed 7 inches.

Rationale:

Voting by: Technical Board

Submitted by: Russ Stoehr

RESULTS: Accepted with above highlighted

Item (13): Rule 7.16a – change to permanent vs yearly basis

Rationale:

Voting by: Technical Board

Submitted by: Russ Stoehr

RESULTS: Accepted

Item (14): Change 7.16g to 3 new tires

Rationale:

Voting by: Technical Board

Submitted by: Russ Stoehr

RESULTS: Accepted and clarify, NEMA – 3 Tires, Lites - 2

Item (15): I would like to put in a provision to keep all rules relating to wheels (12" for those whom we grant them to, 12" for VW, etc) the same for a period of 2 years, at which point we can revisit if necessary.

Rationale:

Voting by: Technical Board

Submitted by: Tim Bertrand

RESULTS: Accepted

Item (16): I would also like to put in a provision to keep RPMS the same as current for a period of 2 years at which point we can revisit.

Rationale:

Voting by: Technical Board

Submitted by: Tim Bertrand

RESULTS: Accepted

Item (17): I have the following rules recommendations for the Lites division:

1. Engines be limited to Ford Focus. Cars registered in 2010 with other engines may be grandfathered.

RESULTS: Rejected

2. Follow USAC engine rules, i.e. no aftermarket cams.
RESULTS: Rejected
3. Any pre-race tech be during an official period, i.e. no random checks by officers or race officials.
4. RESULTS: Rejected
5. Race officiating, especially restart calls, by an impartial series director. Any car owner, including officers and directors excluded.
RESULTS: The Board hired Tom Fox as Director of Race Operations
6. Points system should be established including all series races.
RESULTS: A 6 race series will be established.
6. Two new tires may be used per event. New tires may be used in feature.
RESULTS: Only 2 Tires per event for Lites. If a new tire is used in the feature, the car goes to rear of pack.
7. Wing angle limited to 15 degrees for all competitors.
RESULTS:
8. No break out speed/time penalties.
9. Feature handicap based on previous three races including heat points. Top ten from heats invert feature at front. Remaining heat finishers start heads at rear up based on points. Heats invert entire field based on points. First two races, top ten draw for position at front. The rest of field draw for position behind top ten. (see Non Technical Proposals Item (3))

Rationale:

Voting by: Technical Board

Submitted by: Gene Feigel

Item (18): In what seems to be a balanced rule package for both Nema and Lites my proposal is freeze all technical rules for the 2012 season and concentrate on the promotion of both series. At this time we have lost both the DAV and the Boston Louie race and getting those races back on the schedule is more important than any technical changes.

Rationale:

Voting by: Technical Board

Submitted by: Bob Seymour

RESULTS: Rejected

Item (19): Reduce Current wheelbase rule by 2"

Rationale: To get some of the older cars and cars suited for indoors out to some short track races.

Voting by: Technical Board
Submitted by: Tim Bertrand
RESULTS: Rejected

VIII. For Discussion

Have the contest board Determine if the language in 7.16 g Referring to new tires not being allowed for the feature applies to the Lites (although it seems clear there is some confusion)

CLARIFICATION: Lites - 2 Tires per night and not for the feature. And if a car chooses to use a new or sticker tire for the feature, then the car's starting position is forfeited and must start at the rear of the field.

IX. Closing Statement – Looking forward to the 2012 season.

The meeting was adjourned approximately 3:15pm