

IKF Board of Director Meeting
Lincoln, NE ** October 4 & 5, 2003
Complete Version

Directors in attendance: Jack Hoegerl, Jack Lehmann, Syd White, Bill Hilger, Jim McMillan, Carl Woltjer, Tim Doll;
absent: Doug Cole, John Podlesni.

Members and guests in attendance:

Saturday - Brad Swiggart (IKF Executive Director), Chaz Lemmon, Debbie Kuntze, Gary Robinson, Art Verlengiere, Terry Humphrey, Lance Most, Trent Kraus, Bill Rieken, Lance Margeson, Chuck Bower, Dwight Schild, Mark VanHaafte, Ed Peterson, Gordie Johnson, Josh Broekhuizen, Randy Baden, Adam Mollonkauph, Felton Stroud, Randy Perkins, Chris Perkins, Jerry Pospisil, Shannon Pospisil, Dana Pospisil, Dylan Pospisil, Marilyn Kern, Roger Kern, Jim Russell Jr., Ralph Woodard.

Sunday - Swiggart, Baden, Stroud, Verlengiere, Lemmon, Robinson, Margeson, Kuntze, Peterson, VanHaafte, Bower.

BOD Secretary Appointment (due to resignation of Director/BOD Secretary Deborah Davidson-Harpur). Hilger nominated by Lehmann, second - Doll.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **Passed**

Tech Book Updates

White explained the Board went through much of the 100 Section of the Tech Manual during Friday's work session. Many clarifications / additions are required by the insurance carrier. White spoke to some of these issues, and the Board reviewed further the 100 Section. **Members are strongly advised to read this portion of the 2004 Tech Manual re: Updates and changes.** Motion by Doll to accept all changes reviewed by the Board during the Friday work session and the meeting Saturday morning; second - McMillan.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **Passed**

Financial Report presented by Co-Treasurer Woltjer. Woltjer explained IKF continues to use a financial system set up by Verlengiere during his tenure as Co-Treasurer. All expenditures are approved by the Co-treasurers, providing a check-and-balance system. IKF remains financially solvent. Woltjer provided printed reports, and noted anyone attending was welcome to review the reports. \$360,027 was total expense of running the IKF in the past year. Motion by Doll to approve submitted report; second - McMillan

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **Passed**

2003 Rex & Dorothy Hays Volunteer Award Recipients announced:

Mr. Jack Lehmann and Mr. & Mrs. Charles Cressi, nominated by Mrs. Dorothy Hayes

Mrs. Patti Nelson and Mr. Darrell Woods, nominated by Doll

Mr. Ray Bobo and Mrs. Tracey Bobo, nominated by Lehmann

Mr. Lee Miller and Mrs. Midge Clinton, nominated by White

Mr. Randy Perkins and Mrs. Chris Perkins, nominated by Hoegerl

Mr. Randy Baden and Mr. Scott Litka, nominated by Hilger

Mr. Chuck Bower and Mr. David Bauder, nominated by Cole

Mrs. Becky Baden and Mrs. Lisa Litka, nominated by Woltjer

Mrs. Sharee Hoegerl and Mr. Art Verlengiere, nominated by Podlesni

Mr. Syd White and Mr. Gary Robinson, nominated by McMillan

2003 Grand National Reports

*Speedway Pavement by Cole (written report provided by Cole). Recognized some issues which arose during the event, and explained how these issues were addressed. Cole suggested reduction of classes, noting one Duffy was awarded to a lone competitor in a class. Recommended a 3-day event in the future. Board has addressed this and has a plan to implement in 2004.

a. Letter from Josh Most - re: Issue where race finish was changed after the checkered flag when officials determined that more than 42 laps were run. Officials determined who was leading at lap 42, and changed the official finish to give that person the Duffy. Kraus: "We race to the checkered flag. Every form of racing I've ever been involved with has raced to the checkered flag." Kraus stated that a few people watch number of laps instead of the race, and use this rule to their advantage. The results of the race were changed because of a protest; feels that this is not a protestable rule, and requested that the person who took the checkered flag (Josh Most) be given the Duffy. "Is the spirit and intent of this organization to take away a Duffy from a competitor who won the race on the track?" Swiggart: This has happened several times, as recently as the day previous to Kraus' case, and that is was the accepted practice. White: Race Officials can and should reverse a scoring error when it is brought to their attention by any means, protest or otherwise.

Motion by McMillan to uphold the Race Director's decision re: The outcome of this race; second - Lehmann.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **Passed**

*2-Cycle Sprint by Lehmann

a. Letter / e-mail from Taylor Jocelyn - request to have a traveling crew to officiate in future races. Number of letters re: Officiating issues received by IKF. Verlengiere commented that so many people (organizations, etc.) competing for that customer (karter) - better officiating will result in better "product" for the members. Suggested more oversight for key officials: flagman, race director, tech officials and Director in Charge. Swiggart noted that he has been in these positions, "and I'll go on record that I'll never do that again." Verlengiere noted that hired staff in these positions work well in terms of consistency.

*4-Cycle Speedway by Woltjer. This was a big event. Explained officials met off site a day prior to discuss processes and procedures. Commended crew on their planning; noted there was a lot of help. Two people were asked to leave during the event; "their conduct crossed the line." Woltjer recognized that there is a degree of competition, but that there is a line. Commended engine tech officials, race directors and track staff. Stated Randy & Becky Baden and Scott & Lisa Litka did an excellent job, and would recommend sending future IKF events to Pipestone, MN.

a. Letter from Lance / Josh Most - Kraus complimented Pipestone officials, stated competition was good. "You've turned Josh into a scapegoat." Stated he took responsibility for what he did, left when asked, and did not have an issue with the fact that a penalty was levied. "But you did give him capital punishment." Officials from Pipestone recommended probation, BOD gave him a 6 month suspension. L. Most stated he is not asking for a reversal of this suspension, rather, asks that in the future, similar penalties be levied against others in an equal fashion.

b. Letter from Trent Kraus - related to Most letter

*Shifter by Doll. Stated good event, with highest number of entries in a few years. Did note some conflicting races in the area may have affected turnout in some classes. Noted that this is the largest event this facility can accommodate in re: the pit space, etc. Some issues re: bodywork. Clarification that Tech Director Emmick did not tech any engines he had built, rather, tech on these engines was performed by other tech officials.

*2-Cycle Speedway / Speedway Midget by Swiggart - Hoegerl noted that the groups from different karting venues who came to put this event together did a very nice job. Hoegerl also thanked the tech volunteers, and noted that the people who did pre-tech did an excellent job. Hoegerl also thanked RLV and Buller Built for providing spec cans and pipes for this event; thanks to George Clausen, Larry Killam and Kevin Birky for serving as 2-Cycle Tech officials.

a. e-mail from Jason Stoddard - expressed displeasure with this event.

*4-Cycle Sprint by McMillan - Reported Traeders were well prepared for this event, including evening events for competitors. Though entries were small, competitors were quality racers, and enjoyed good competition throughout the event. Race was a memorial tribute to a former competitor who had lost his life in an automobile accident; memorial service at the track Sunday morning was well done. Commended Tech officials and track officials for their expertise and job well done.

*Road Race by Lehmann - NCK officers put on an excellent event, with good level of competition. Well run race, with pre-tech, post-tech and trophy presentation handled well. Santa Maria crew barbecued each evening. Noted there was a fatality at this race as a result of an on-track accident.

Insurance Discussion

Swiggart stated new Premiere track program has been successful in its infancy. Will continue this program with some changes. Suggested an end-of-year rebate, which would pay back to tracks based on the number of passes they purchase during the season. Swiggart stated K&K and American Specialties are the only two insurance companies (for karting) on the market not working through a broker; this allows that they can address claims immediately.

Swiggart reported changes in the coming year will include a \$2 decrease in pit pass prices, a deductible for non-IKF members and higher death benefit. Premise liability will be available.

Open Floor Discussion

Trent Kraus: Discussed list of grievances which had been submitted in written form to the Board:

a) Stated Garrett Swiggart drove a kart in a final which had been qualified and run in the pre-final by a different competitor, which he sees as an infraction of an IKF rule. Perkins reported Swiggart came up to the window for a transponder, and was refused one because he was not the entered driver. Perkins made Swiggart sign in as a new competitor, put an X on the kart, and started at the back of the field for the race. Both drivers received points for the day, the initial driver received last place points, Swiggart received points for his finish position in the final.

b) Appointment of Hilger to IKF Board? Asked for rationale as Hilger was the lowest vote getter in the most recent election. Felt next highest vote getter should have been appointed; "if the people from the Midwest had wanted a representative from the Midwest, they would have elected Bill." Kraus stated that Swiggart and Hilger have done a lot for karting in the Midwest, but felt this appointment was a conflict of interest. "Bill will probably be a great person on the Board, but I just don't think it's right."

Ed Peterson: Asked for clarification - a membership is \$50, and a Junior must be a "family" member, so must pay an additional \$10. System actually penalizes Junior driver as their membership truly costs them \$60. (Must be over 18 to be the primary member.)

Debbie Kuntze: Asked Swiggart to provide a list of benefits for paying a membership. Swiggart listed magazine/tech book, organized race format, full time staff, access to excellent insurance.

Gary Robinson: Referred to Tech Manual re: diagram for slider hubs. Most new equipment is arriving with 50mm axles and cannot be secured with a stop bolt. 100 Section of new Tech Manual will have a notation that the 100 Section rules are superseded by specific division rules. Suggested this be addressed by Road Race Committee. Verlengiere said that Sprint Committee recommendation is to leave the current rule the way it is.

Gary Robinson: Submitted an engine package "Mini Max", a Junior part of the Rotax program. Requested consideration of this package as a Regional Championship class. Discussion re: Rotax program's adamancy that only Rotax personnel could perform engine tech. Lehmann noted that seals were cut on top finishers at 2003 Grand Nationals and IKF performed tech inspection on them. Lemmon suggested BOD set a limitation of 12 hp. motors for proposed Junior packages (this engine complies).

Proposals as presented at Spring 2003 BOD meeting

1) In Road Race, IKF Intercontinental E (class #22), add to the approved engine list: Single cylinder 4 Stroke motocross engines up to 450cc maximum displacement (Honda, CRF, Yamaha-YZF, Suzuki-DRZ, Cannondale-X440). All engine parts to be OEM with no modifications -- exceptions are piston, rings, bearings, seals, gaskets, exhaust header and silencer, air box and air cleaner, and hardware. Engine may be updated to current model year specifications using (unmodified) latest model year EOM parts. Minimum silencer dimensions 14" by 3" diameter. Fuel: gas only. Weight: 465 lbs.

Seconds - Davidson-Harpur, Doll

Note: Written comments received from Debbie Kuntze, Robert Walter, Chaz Lemmon, Eric Price, J. McMillan (450 4-stroke motor proposal - 250 ICE class)

Opposed: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **Failed**

2) In Road Race, classes 15, 16, 17, 18, 22: Change race format to rolling start, one warm up lap. (Purpose: to reduce track time required to run events)

Seconds - Doll, White

Note: Written comments received from Debbie Kuntze

Opposed: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **Failed**

3) In Road Race, 80cc Senior (class #18) 312.7.3.8 Intake System: Venturi may be machined along the entire length of the carburetor to achieve a straight bore with a maximum dimension (no-go) of 28.5mm. No other machining is allowed to the venturi or air horn. (If this is passed, correction will need to be made in 250 section referring to this.)

Seconds - Doll, Podlensi

Note: Written comments received from Debbie Kuntze

Opposed: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **Failed**

4) In Road Race, replace the lowest participation Road Race class with the IKF Rotax Max. Chassis - IKF Sprint chassis rules; Engine - Rotax Max sealed engine package.

Seconds - Doll, Davidson-Harpur

Note: Written comments received from Debbie Kuntze

Opposed: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **Failed**

5) In Speedway, Jr. I 2-Cycle: Require a wet clutch with YBX box muffler

Reason: To slow class down and make engines less responsive. It would be more friendly to a beginning karter.

Seconds - Davidson-Harpur, Woltjer

Opposed: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **Failed**

6) In Sprint, to adopt the TAG USA Program, with specific rules to be announced at a later date.

Seconds - Doll, White

Note: Written comments received from Debbie Kuntze

In Favor: Hoegerl, Lehmann

Opposed: Doll, White, Hilger, Woltjer, McMillan

- **Failed**

7) In Road Race, to adopt the TAG USA Program, with specific rules to be announced at a later date.

Seconds - Doll, Podlensi

Note: Written comments received from Debbie Kuntze

In Favor: Hoegerl, Lehmann

Opposed: Doll, White, Hilger, Woltjer, McMillan

- **Failed**

Review Participation Stats and determination of 2004 Grand National classes

*2-Cycle Speedway - Structure remains unchanged, noted: 2004 event is going back to Iowa where numbers are strong.

a. Establish new Speedway classes as per vote at Phoenix meeting

*4-Cycle Speedway - Tecumseh Star, Ltd. Mod and Superstock are combined as the Tilly class (all run Tillison carbs) to make room for two new classes: Stock Animal Light @ 335 lb. and Stock Animal Heavy @ 360 lbs. Requested Blue Wazoom @ 345 lbs. as the local option Duffy class at the 2004 Grand National. This leaves 16 Grand National classes and one Local Option for the 2004 Grand Nationals.

*2-Cycle Sprint - Parilla Leopard class displaced Yamaha Light in Grand National line-up re: participation stats. Will run at 365 lbs. Copies of tech rules are available upon request from the IKF office.

Motion by McMillan to accept rules as provided by Jim Russell Jr. at the Board session October 4; second - Doll.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **Passed**

*4-Cycle Sprint - no changes

*Road Race – the three lowest participation classes (Yamaha KT100S Sit-up, Sprint Limited Classic Heavy and Piston Valve) were replaced by Rotax Max, TAG and ICC.

b. Accept requests for Regional Championship classes

Motion by Woltjer to eliminate all Regional Championship classes from the Tech Manual which had 0 entries in 2003. Second - Doll. Clarification - If you want to run a Local Option class in 2004, must re-submit to the IKF office per Section 850 in the Tech Manual.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **passed**

*Shifter - Doll noted that earlier in the year BOD voted to eliminate the 80cc Ltd class at the end of this year. This class was the 5th highest class re: participation stats, and the largest class at the Grand Nationals. Motion by Doll to retain this class as a Grand National class; second - Woltjer.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **passed**

Award 2004 Road Race Grand National

Note: Buttonwillow Raceway Park previously withdrew bid

Current bidders:

*Northern California Karters @ Reno-Fernley Raceway, Fernley, NV

*Portland Karting Association @ Portland Int'l Raceway, Portland, OR

*Southwest Roadrace Association @ Oak Hill Raceway, Oak Hill, TX

Motion by McMillan to award the 2004 Grand Nationals to Portland Karting Association; second by Doll (Southwest Road Race Assoc. named back-up track).

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **Passed**

2004 Grand National Dates

2-Cycle Speedway / Speedway Midget - August 2 to 6, 2004

(Tri-County Karters @ Delaware, IA)

4-Cycle Speedway - July 5 to 9, 2004

(Bayou Cajun Speedway @ Dubberly, LA)

2-Cycle Sprint - June 28 to July 2, 2004

(Buttonwillow Raceway Park @ Buttonwillow, CA)

*4-Cycle Sprint - August 11 to 14, 2004

(Portland Karting Association @ McMinville, OR)

Shifter - August 13 to 15, 2004

*Road Race – July 13 to 17, 2004

(Iowa International Raceway @ Marshalltown, IA)

**These dates were amended at the Oct. 16 BOD phone meeting.*

Note: Due to withdrawal as host of the 2004 Speedway Pavement Grand Nationals by Perkins, Directors determined via the Oct. 16 phone meeting that there would be no Speedway Pavement Grand Nationals in 2004.

a. Review Grand National contracts / questionnaires

Swiggart noted weight changes in 2004 for Animal; weights to be determined for 4-Cycle Speedway combined classes.

Rieken clarified his request for a Kid Kart event in conjunction with the 2004 Grand Nationals was for an exhibition, not as a competition class.

b. Letters from Iowa Int'l Raceway re: 3 punch rule for 2004 Shifter Grand Nationals - due to location, some IIR competitors actually run with as many as six different organizations. Johnson feels that waiving the punch requirement could bring in entries / members from all of these organizations. Spoke to prestige of a Duffy, and that given an opportunity, members from other organizations will compete in the Grand National event.

Terry Humphrey: Requested statement in the minutes that purpose of requiring punches is to support the local tracks throughout the year, and to generate funds for IKF throughout the season which is then used to promote the

Grand Nationals, provide the Tech Manual, etc. The purpose of the punch system is not to exclude anyone from a chance to compete for the Duffy, rather to support the program that provides for the Duffy.

Motion by Doll to accept the request by Iowa International Raceway. Died for lack of a second. Board agreed to reconsider a different request in January, 2004.

2005 Grand National Bid Selection 2 to 3 tracks per division selected for final bid process (to be voted on at Spring 2004 meeting)

Motion by McMillan that currently non-sanctioned tracks be excluded from consideration; second - Doll.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **Passed**

a. 2-Cycle Sprint

Don Montgomery @ Iowa Int'l Raceway, Marshalltown, IA

Santa Maria Karting Assoc. @ Santa Maria Kart Track, Santa Maria, CA

Terry Traeder @ TNT Kartways, Quincy, IL

Tri-C Karters @ Moran Raceway, Beaumont, CA

Motion by Doll to accept these four bids; second - McMillan.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **Passed**

b. 4-Cycle Sprint

Atwater Kart Club @ Tom Dash Memorial, Atwater, CA

Rick Dale @ XPLEX Motorsports Raceplex, Las Vegas, NV

Santa Maria Karting Assoc. @ Santa Maria Kart Track, Santa Maria, CA

Motion by McMillan to accept these three bids; second - Doll

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **Passed**

c. Shifter

Don Montgomery @ Iowa Int'l Raceway, Marshalltown, IA

Northern Nevada Kart Club @ Desert Park Raceway, Reno, NV

Rick Dale @ XPLEX Motorsports Raceplex, Las Vegas, NV

- See F for vote

d. 2-Cycle Speedway / Speedway Midget

Albuquerque Speedway Karting @ Harvey Caplin Memorial, Albuquerque, NM

Ed Peterson @ Newton Kart Track, Newton, IA

Tri County Karters @ Delaware Speedway, Delaware, IA

- See F for vote

e. 4-Cycle Speedway

Ed Peterson @ Newton Kart Track, Newton, IA

Northwest Iowa Kart Klub @ Allendorf Speedway, Sibley, IA

Randy Baden @ Pipestone County Speedway, Pipestone, MN

- See F for vote

f. Speedway Pavement

Albuquerque Speedway Karting @ Sandia Motorsports, Albuquerque, NM

Randy Perkins @ Jamaica Raceway, Jamaica, IA

Tri County Karters @ Hawkeye Downs Speedway, Cedar Rapids, IA

Motion by McMillan to accept all bids for Shifter, 2-Cycle Speedway / Speedway Pavement, 4-Cycle Speedway, and Speedway Pavement; second - Doll.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **Passed**

g. Road Race

Northern California Karters @ Reno-Fernley Raceway, Fernley, NV
Southwest Road Race Association @ Oak Hill Raceway, Oak Hill, TX

Motion by Doll to accept both bids; second - Doll

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **Passed**

Committee Reports

a. 2-Cycle Tech (Hoegerl)

Page 79, Section 625 - should be DAPK80, not TS40

Page 73, Section 622 - remove "TS40"

Page 74, 622.13 - new Section: Ignition – Flywheel key width shall be .115 min. thickness.

Page 74 - Diagram (right side, exhaust tract) 1.070" should be 1.065" minimum

Page 60, Section 511.4 – now to read: Exhaust headers – All classes, except Open. Headers for all stock and stock appearing engines must be contemporary design, i.e. flange tubular head pipe, and *connector cup if connector tube is utilized*. No cooling fins, water jackets, header cooling adaptors, etc. (Also see Section 623.3)

Motion by Doll to accept recommended changes; second - Lehmann

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **passed**

b. 4-Cycle Tech (White)

*201.8.1.2 - change to *Front of nose, from leading edge of one front wheel to the other, must be within 1" of vertical for a minimum of 6" above the ground*. Note: Change caption on drawing to reflect different measuring method.

*201.8.2 - add at the end of the first sentence *For Junior II and Senior classes: In Junior I classes, the driving fairing may not be higher than the highest point of the steering wheel*.

*201.8.4 - add to end of first sentence *unless attached 90 degree sidepods*.

*201.8.6 - change to *nose required. May be Spec Sprint Nose or CIK style nose*.

*200.2.3 - axles should be moved to Section 201 as it has nothing to do with tires.

*700.1.2 - replace with *Exhaust header end may not protrude inside exhaust port except in World Formula and Animal classes*.

*700.1.2.1 - *World Formula header to be as supplied by B&S*

*700.1.2.2 - *For Animal classes (715, 716, 718) pipe may extend into port to fit the pocket cast into head. When measuring the overall length of Animal class pipes, the length that protrudes under flange, into port, will be subtracted from overall length*.

*700.1.3 - Includes part of 700.1.2. In total it reads: *Block saver / exhaust rotator is allowed on flathead classes except Blue Wazoom (712), Senior Sportsman (713). Rotator not allowed on Animal classes or World Formula*.

*700.1.3 to 700.1.5 - renumber appropriately

*700.2.24 Change to *stock type gaskets allowed in all flathead classes*

*700.2.26 - Add *flathead* after Briggs and Stratton

*700.2.29 - Add at end *except World Formula*

*700.5.2 - Change to *No additives allowed in fuel. Fuel must be 100% methanol or 100% gasoline per class specifications.* Gasoline requirement for Briggs and Stratton 4-Cycles is 87 to 93 Octane (R+M/2).

*700.5.3 - Add at end *At Grand National events, fuel must be pumped around or, preferably, a Spec fuel provided for all classes*.

*700.5.4 Delete all and replace with *Each competitor is allowed one courtesy check of the contents of his/her kart's fuel*.

*704 Remove rules from book and add note: *Please refer to 2003 IKF Competition Regulations and Technical Manual for these rules*.

*715 - Add /2 to type number

*715.2.5 Add *Pipe may extend into port to fit the pocket cast into head. When measuring the overall length of Animal class pipes, the length that protrudes under flange, into port will be subtracted from overall length*.

*715.28 and 716.28 - Delete all. Replace with *B&S billet flywheel with plastic fins is the only flywheel permitted. No machining...is allowed. Minimum factory overspray is allowed*.

*715.28.3 - Delete all. Replace with *minimum weight of flywheel, fins and fin attachment bolts is 4 pounds, 8 ounces*.

*716 - Add /2 to type number

*716.19 - Delete second sentence. Replace with *Head gasket surface may be machined. Dimensions must be maintained.*

*716.28.1 - Delete all and renumber following sections

*716.28.4 - Delete all

*716.28.5 - Delete all. Replace with *Minimum weight of flywheel, fins and fin attachment bolts is 4 pounds, 8 ounces.*

White also presented a 717 Section to replace the current 717 Section in its entirety.

Motion by Lehmann to accept report as presented (minus bumper sections); second - McMillan.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **passed**

Note: Members are strongly urged to review Sections 400, 600 and 700 of the IKF Tech Manual for competition year 2004. Much of these Sections have been re-worded by White. Not all changes have been provided for these minutes.

Motion by McMillan to raise weight to 365 lbs. on class 14 of Section 209 (World Formula); second - Woltjer

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **passed**

c. Speedway (Swiggart)

*114.4.1 Add to the end *except Speedway and Speedway Pavement (refer to Section 400 and 450). Clarification - Entrant will still receive their punch for the event.*

403 - Classes 1 through 10 will remain the same.

Class 11 - Briggs Animal Medium, 335 lbs., age 16+

Class 12 - Briggs Animal Heavy, 360 lbs, age 16+

Class 13 - Remains same as 2003

Class 14 - Now called SLS: Tecumseh Star @ 400 lbs., Ltd. Modified @ 375 lbs., Superstock @ 325 lbs.

405 - Order of classes:

Group 1: Jr. I Light, Briggs Blue Wazoom, Stk. Light, Jr. Champ

Group 2: Jr. I Heavy, Jr. II Light, Stock Medium, Blue Wazoom Medium

Group 3: Jr. II Heavy, SLS, Stock Heavy, Masters, Briggs Animal Medium

Group 4: Stock Sportsman, Super Jr. II Unrestricted, Sr. Champ, Briggs Animal Heavy

405.3.1 - Requested Briggs Blue Wazoom at 345 lbs., age 16+ as Local Option Class at 2004 Grand Nationals.

Recommended to add to 407.10.1 - If a yellow flag is displayed after lap 40 (Juniors Lap 30), scoring will revert to the last completed green flag lap, and will be the official finish order for that race. Person(s) causing yellow flag will be scored at the back. If no fault can be assessed, no penalty will be assessed.

If laps are incorrectly counted and the leader is not shown the checkered flag on lap 42 (lap 32 for Juniors), the Race Director will reconstruct the race to determine the race winner.

Motion by McMillan to accept this report as presented; second - Hilger.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **passed**

d. Sprint (Verlengiere)

Sprint Committee requested motion to announce now the intent to require Elephant Ear bumpers in all Sprint Junior I classes, effective January 1, 2005. Motion by Doll, second by McMillan.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **passed**

Verlengiere presented recommendations on behalf of the Sprint Committee. **Not all changes have been provided for these minutes.**

Motion to accept Verlengiere's report and suggested changes to Sprint sections of the Tech Manual.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **passed**

e. Road Race (Lehmann)

Report presented by Lehmann. **Not all changes have been provided for these minutes.**

Motion by Doll to accept report as presented; second - Woltjer

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **passed**

f. Shifter (Written report was provided by Emmick, presented by Woltjer)

*252.11.8 - Current weight is 365 lbs; change to 385 lbs.

*252.11.14 - No electric or air shifters allowed

*252.11.15 - Transmission must be OEM parts as supplied with engine.

*Add a section to include ICC/CIK homologated engine rules to the rule book; to also be included in the 600 Section.

*Need to add verbiage for competitor-supplied engine manual for tech.

Motion to accept revised report as presented by McMillan by Lehmann; second - Woltjer

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

- **passed**

Membership Letters / E-mails Re: Rules

These had been forwarded to the appropriate committee for consideration prior to the BOD meeting.

a. Chris Richer re: clarification of Road Race rule - addressed by RR Committee

b. Mitch Gillick re: rule book clarification Section 252.3.8 and 312.7.3.8 - covered by proposal

c. Michael Valiante re: 50mm axles in IKF Junior classes - addressed by Sprint Committee with 10/5/03 report

d. Don Moormeister re: 2003 CIK bodywork - addressed by Sprint Committee with 10/5/03 report

e. Keith Underwood re: 60 / 80cc Cadet Shifter weight - no changes to be made.

f. Dave Stilley re: Single Cylinder 250 Superkart Unlimited displacement rule - addressed by RR Committee

g. David Harris re: Section 312.4.3.10 Exhaust System - addressed by RR Committee

h. Tony LaRocca re: bumper and nerf bar rule - addressed by Sprint Committee with 10/5/03 report

i. Mitch Gillick re: 2003 CIK bodywork - addressed by Sprint Committee with 10/5/03 report

j. Steve Moore / Greg Lindahl re: 2003 CIK Bodywork - addressed by Sprint Committee with 10/5/03 report

k. David Murphy re: Section 208.3 - Letter sent stating no change / exception to this rule

l. Garry Troxwell re: Yamaha Formula Y Heavy class - no changes pending

m. Don Moormeister re: rule change / clarification for 2004 - addressed by Sprint Committee with 10/5/03 report

n. Debbie Kuntze re: emergency equipment - will be addressed with impending on-site inspections

o. Debby Kuntze re: 2003 Bodywork rule - addressed by Sprint Committee with 10/5/03 report

p. Rick Scribner re: 2004 IKF bodywork rules - Verlengiere noted that all new CIK bodywork has been crash-tested, which allows for a tranferance of liability. Suggested that if this door is open, it also be open to manufacture of air boxes, exhausts, etc. (all components now required to be CIK-approved equipment).

q. Chaz Lemmon re: rulebook matter - presented suggestion to Board re: standardization of rule book, sealed engine concept

Membership Letters / E-mails Re: General Matters

a. Tom Stephens re: rulebook online - no intent to do so, no authorization for anyone else to do so

b. Tim Hultquist re: rulebook online - no intent to do so, no authorization for anyone else to do so

c. Garry Troxwell re: karting concerns - concerns noted by BOD

d. Gerald Whitbey re: future of karting - issues recognized by BOD

e. Debbie Kuntze re: recent IKF Board change - addressed by some Directors

f. Charles Groeteke re: karting concerns - opinions noted by BOD

g. Charles Groeteke re: karting suggestions - suggestion noted re: Road Race Grand Nationals

h. Don Moormeister re: proposal for karting officials - tracks may hire a professional team to run a race if they see the need.

i. Deborah Davidson-Harpur re: Grand National story / photo compensation - tabled to January agenda

j. Dan Allen re: safety -

k. Paul Crozier re: safety -

l. Larry Brown re: lifetime IKF membership - tabled to January, requested information re: IKF involvement since 1959.

m. Mr. Miller re: Region 10 Governor & Coordinator - tabled to January with annual appointments

n. Mark Grimes re: resignation of IKF Governor of Hawaii - resignation accepted

o. Stephen Bianco re: IKF Governor of Hawaii request - Motion by Doll to appoint Bianco as IKF Governor of Hawaii; second - Woltjer.

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **Passed**

Membership Letters / E-mails Re: Region / track matters

a. Ken Money re: suspension of karter (letter was forwarded to Grievance Committee) - no action taken

b. Kenneth Gilmore re: Hilltop Raceway Park - reviewed, no action taken

c. Patrick Kennedy re: fuel DQ - issue resolved at Region level

d. Patrick O'Neal re: Region 6 complaint - resolved per Lehmann

e. Mike Anderson re: Region 6 complaint - resolved per Lehmann

f. Jack Lehmann re: 60 / 80cc Cadet Shifter weight - noted

g. Sherrie Griffith White re: Hilltop Raceway - Schild reports that he mailed the trophies in question.

h. Eric Rosenberg re: Region 7 Sprint @ Grange - issue addressed in Region

i. Russ Ludwig from Charles Groetke re: TNT race - this letter is a response to letter J

j. Russ Ladwig re: Region 5 Sprint race @ TNT - Race Director decision upheld

k. Ed Peterson re: Region 5 Speedway race matter - discussion re: current punch rule, no changes

l. Trent Kraus re: assorted matters - discussion at meeting

Insurance Program Review

Motion by Woltjer to appoint White, McMillan, Lehmann, Woltjer and Swiggart as an Insurance Committee; second -

In Favor: Hoegerl, Lehmann, White, Hilger, McMillan, Woltjer, Doll

• **Passed**

Membership / Membership Dues

Will remain unchanged for 2004.

Dates / Locations for 2004 BOD meetings

January 9-10-11, 2004 @ Ontario, CA

April 16-17-18, 2004 @ Las Vegas, NV

October 8-9-10 @ Dallas / Ft. Worth, TX

Submitted by Sharee Hoegerl