

IKF Board of Directors  
Meeting Minutes  
October 17<sup>th</sup>, 19<sup>th</sup> and 26<sup>th</sup> 2017  
Ontario CA.

President Roger Miller called the October 17<sup>th</sup> Phone Conference Fall Meeting to order at 4:05 pm.

Directors present at Roll Call were Don Durbin, Jack Hoegerl, Roger Miller and George Shear. Glenn Araki was not present at the Meeting.

**Financial Report**

Treasurer Hoegerl presented the Profit & Loss Two Year Comparison Report. Discussed Income, Liability and Regional Accounts. Also discussed the Balance Sheet and Accounts Receivable Report. Income / Expense for the 2017 IKF Grand Nationals.

**2017 Grand National Reports from IKF Directors in Charge and IKF Tech Directors**  
Reports were reviewed and discussed by the Board.

**2 / 4 Cycle Sprint - Director in Charge - Mr. Roger Miller**

Overcast skies and moderate temperatures greeted over 150 entries, teams, crew members, families, and friends to the International Kart Federation 60<sup>th</sup> anniversary running of the 2 Cycle and 4 Cycle Sprint Grand Nationals for 2017. This event included classes for the popular racing packages of IAME and Briggs & Stratton engines.

Senior LO206 and X30 Junior were the largest classes on each day, and all classes enjoyed great racing. The parity of the engine packages was highlighted in all classes by the close racing groups on the track and many lead changes, and position changes in both the Pre-Finals and the Finals. It was impressive the amount of clean driving, safe passes, and, minimum of bumping and pushing as had been highlighted in our driver's meetings. This year Kid Kart Honda showed up with an increase in the number of entries, looks like this package is gaining momentum.

The Engine Builder Award for the event went to Jesus Vasquez of P1 Engines for having the best performance for engines throughout the event.

The Lake Speed Award for overall contribution and achievement in support of karting was awarded to Ron Perry and his family. The Perry family has shown their devotion to our sport over the years and currently with their efforts with CCKRA in Fresno, CA.

IKF thanks the sponsors, volunteers, staff and all event participants for supporting this great event. In particular, Evinco for sponsoring several classes and Briggs & Stratton for supporting classes and entry fee rebates and RLV for their support. As well as the teams and shops, Nash Motorsports, Phil Giebler Racing, PKS, Cambrian Go Karts, Formula K, and Mike Manning. And anyone I may have missed – you have my thanks for your support.

**2 / 4 Cycle Sprint – Tech Director in Charge – Mr. John Motley**

This was a pretty hassle-free event from the tech side,

Frank Jimenez was my assistant for the event and did his usual excellent job. We had Tom Agan to advise us on the 4-cycle side as well.

We teched everyone's fuel in qualifying and addressed issues as they came up.

We did squish, carburetors, cylinders, port timing and clutch slip in the 2-cycle classes. Head configuration, valve springs, head gasket; port inspection and some cam configuration in 4-cycle classes.

Only one DQ occurred, for ignition timing on a GX50. He contended, and I believe him, that it came that way. He was from Colorado, I reset the timing for him as he was running the following day. Said it ran better with legal timing and made it to tech the next day happy.

We did have an issue in JR1 L206 regarding slide height, I did not have the mandated special tech tool and was advised previously by two Briggs tech officials that they used snap gauges for the purpose. The competitor had read the Briggs rules that specify a designated tech tool and not snap gauges. I was bailed out by another competitor who loaned me the correct gauge. The slide then passed.

SMKA tech layout is one of the best in the country and that makes things much easier.

**2 Cycle Speedway – Director in Charge - Mr. Dave Bergeson  
No Report Received.**

**2 Cycle Speedway – Tech Director in Charge – Mr. Jack Hoegerl**

The IKF 2-Cycle Spdwy/Spdwy Midget Grand Nationals were held July 12th. thru 14th. The event was hosted by Poplar Grove Spdwy, promoters Tim and Holly Mortenson, in Kamrar, Iowa.

The event kicked off on Tuesday morning with vehicle move in. A first for 2 Cycle Speedway racing was that this event was going to be day racing.

Wednesday morning started with registration and pre-tech. A cloudy day with rain in the forecast forced shorter practice sessions and minimal breaks between races. Had expected complaints but, told competitors that the rest of the week had no rain in sight and we would run a relaxed schedule the rest of the week. The last feature of the day finished as rain began.

Thursday morning was a beautiful day. Gave away previous day awards before beginning practice periods. Continued the day with racing.

Friday continued with another beautiful day. Awards were given away from the previous day racing. Practice and racing was completed by 5pm. Awards given away and the day ended around 7pm. During the award presentation there was a raffle for the donated pillow cases and checkered blanket made by Sharee Hoegerl, and won by Larry Killam; raffle proceeds were donated to the Poplar Grove Speedway. Two sets of Burris Tires donated by Burris Racing were given away by random drawing. There was also a drawing of the drivers for a Yamaha pressure washer that was donated by Yamaha Motor Corp that was won by Anthony Franklin.

Overall this was a well manned event with the promoters covering all areas. Compliments to Holly and Tim for the improvements they made and the work they put into hosting this event, including track and concession improvements. The track preparation was good with several compliments. Engine tech was performed by Larry Killam, Bill Rieken and myself. Wing engine tech was completed by Mike Clausen. All a job well done. No ambulance runs for the event.

Unofficially 105 entries; had hoped for 120.

**4 Cycle Speedway – Director in Charge - Mr. Jack Hoegerl**

The 2017 IKF 4-Cycle Speedway Grand Nationals were held July 27th. thru 29th. The event was hosted by Show Me Speedway in Downing, Mo. Club secretary Ron Gardner met with Directors Thursday morning and made sure all aspects were covered and our needs attended to.

George Shear and his three Tech personnel handled pre and post tech excellently.

Nick Dice, the Race Director, was well experienced and immediately took control of the track. He had race order established with a time schedule and we stayed closely to it. On track calls were consistent.

Registration, pass sales, and scoring were good. Transponders were used for this event. On Friday before the beginning of racing a lunch was provided by Bill Hilger. There were the normal racing issues through the event, but nothing major.

All racing was completed during the day and awards presented each morning from the previous day's racing. The first day of racing had 8 different winners and the next day had 5 or 6. Several new expert status designations were awarded. New this year were some money classes that included giant colored checks donated by Matt DeJong.

The Engine Builders Award was won by Waller Racing, and was furnished by Briggs & Stratton and Bill Hilger. During the award presentation there was a raffle for the donated pillow cases and checkered blanket made by Sharee Hoegerl that raised \$350. These funds will help fund the new electronic scale house to be built this year.

Track preparation and staff were excellent, with compliments throughout the event. The concessions that included soft serve ice cream were great. Great weather for the time of year. Overall this was a well manned event with promoters covering all areas.

There were no ambulance runs for the event. 159 unofficial entries with goal of 200. The money classes helped entries as these were the larger classes. Other closely scheduled events out of our control hindered entries for this event.

#### **4 Cycle Speedway – Tech Director in Charge – Mr. George Shear**

To start off, Jack Hoegerl did a great job in my opinion as Race Director as he wanted things run on time as did Nick Dice.. They both did good and when that happens, things go good for the ones in tech also.

Jack has pretty much said the happenings of the event but just to add some reasons tech was not too eventful, which is good. Some pre tech items were done during hot laps which tremendously helps, no matter what form of racing.

I did seat heights on all classes during hot laps for both days as they came across scales and did fuel checks also both days which a few did not pass. These were all corrected before the green dropped, which basically left engine legality the issue. NO engines checked were illegal.

Our tech guys did a good job and would love to have them at other events if we need knowledgeable staff. Thanks to Bob Scott, Mark Alton, and Lee Miller, they did GOOD!

Board discussed a fax received from Doug Hanson regarding the 4 Cycle Speedway Grand National.

#### **Road Race – IKF Director in Charge – Roger Miller**

The event ran from August 1 – 4 with August 1<sup>st</sup> being a practice day, and August 2-4 being race days. The end of the day on August 1<sup>st</sup> was supposed to be 2 “pro” races (no Duffys) however, only one race occurred as will be described below.

On August 1<sup>st</sup> - 3rd temperatures were in the triple digits, well over anything that is normal for the NW. The pro races for August 1<sup>st</sup> were to be a 125 Shifter race, and a 4 Stroke race. There were no entries for the 125 race as it was just too hot and too early in the event to risk their stuff. The 4 stroke race did run, with World Formula class, a CBR 250 class, and 1 CRF450 super kart. The race was run at the end of the day.

On the morning of August 2nd at the Driver’s Meeting, I announced the issues with heat we were facing and declared that the 45 minute races would be shortened to 30 minutes, which was welcomed by most, and only a couple complained to me privately.

During the 2<sup>nd</sup> race of August 2<sup>nd</sup>, two karts made contact, one kart went into a wall a bit hard, the driver needed assistance so the race was red flagged, medical responded and ultimately the driver was transported. Back later that day with a pulled hamstring. That race was restarted with a Green White Checkers ending.

The remainder of the event went very smooth. There were some complaints during August 2<sup>nd</sup> and the morning on August 3rd about races being cut short. I had explained on August 2nd that everyone should watch the published schedule, that the end times were Checkered Flag Times, and the start times were Green Flag times. When the group ahead goes out on the track, then it is time for you to grid. On August 2<sup>nd</sup>, the first full day of competition, the racers were coming to grid a bit late. We had to take time to sort and form the grid, and that cut into the time to get to a Green Flag. This wasn’t for one or two stranglers, this was the entire grid would be still getting ready. On the morning on August 3rd (Day 2 of racing) I then explained what had happened and why it happened and guess what, it was much better that day and the next.

On the morning of the last day, August 4<sup>th</sup>, the forecast and the actual temps were much lower, into the high 80’s so at the Drivers Meeting I announced the 45 minute races were back on.

The host, Puget Sound Road Race Association, did a great job with the event. They had several activities for the kids during the day and after the racing. Water balloon fights, water slide bounce house, potluck dinner, BBQ night, etc.

Tech seemed to go well. I was never called to tech for anything so as far as I know it was very smooth there.

I did hear a couple of other folks went to medical on their own to get some help cooling down, they were not “admitted” by the EMTs, just observed and assisted.

The 125 Shifter Classes were big, the Superkarts had a good turnout, and the World Formula and LO206 racing was great. All finishes were visually scored per the rules.

At the end of the day, there were 350+ entries. People from as far away as New Jersey, new Expert Andy Kiker, and other Mid West locations as well.

The Troy Ruttman Award, for the most advanced engineered kart submitted and finished on the podium at the event, was presented to Jason Lorang from Ferndale, Michigan.

### **Road Race – Tech Director in Charge – Tom Martinet**

Brief Tech Report by Roger Miller. No big conflicts. Tech went smooth. Good support of tech personnel.

**Proposal** – Board discussed the Section 800 Regional Points Program / Section 820 Matching Funds Program Proposals. The Proposals were voted down by the IKF Board.

Discuss LO206 slides. Board discusses Proposals on Class Structures for Section 207 2 Cycle Sprint National Classes, Section 209 4 Cycle Sprint National Classes and Section 275 TaG Classes. Miller to send draft of Class Lists to the Board. Discussion Tabled to Thursday Meeting.

**Participation Stats** – Suspended for 2017.

### **2018 IKF Grand Nationals Bids**

Lengthy discussion by the Board on the Bids received for the 2018 IKF Grand Nationals. Board will continue discussion at the Thursday Meeting.

#### **2 Cycle / 4 Cycle Sprint**

North Texas Karters – Denton TX – Region 4B  
Phoenix Kart Racing Association – Glendale AZ – Region 7

#### **2 Cycle Speedway/Speedway Midget**

Poplar Grove Speedway – Kamrar IA – Region 5  
Delaware Speedway – Delaware IA – Region 5  
Cedar County Speedway – Tipton IA – Region 5

#### **4 Cycle Speedway**

Poplar Grove Speedway – Kamrar IA – Region 5  
Delaware Speedway – Delaware IA – Region 5  
Cedar County Speedway – Tipton IA – Region 5

### **Road Race – No Bids Received**

### **2018 IKF Governor and IKF Regional Coordinator Appointments**

National Coordinator: Roger Miller  
Rulebook Text Editor: Roger Miller

#### **Region 1**

Coordinator (Sprint): Open  
Speedway Coordinator: Open  
E. New York Governor: Open  
New Jersey Governor: Open  
W. New York Governor: Open

#### **Region 2**

Coordinator: Open  
North Carolina Governor: Open

#### **Region 3**

Coordinator (Speedway): Open  
Coordinator (Sprint): Open  
Illinois Governor: Open  
Indiana Governor: Open  
Wisconsin Governor: Open  
Minnesota Governor: Open

#### Region 4A

Coordinator (Speedway): Jimmy Butts  
Coordinator (Sprint): Tim Trostel  
New Mexico Governor: Jimmy Butts  
Colorado Governor: Tim Trostel

#### Region 4B

Coordinator (Road Race): Francis Rougeou  
Coordinator (Sprint): Tom Harris  
Coordinator (Speedway): Open  
Coordinator (Speedway Pavement): Open  
Louisiana Governor: Francis Rougeou  
Texas Governor: Tom Harris

#### Region 5

Coordinator (Speedway): Kevin Clark  
Coordinator (Sprint): Open  
Coordinator (Speedway Pavement): Open  
Iowa Governor: Kevin Clark  
Missouri Governor: Open

#### Region 5A

Coordinator (Speedway): Open  
Nebraska Governor: Joe Hilger  
Kansas Governor: Open  
North Dakota Governor: Brad Gilbertson  
South Dakota Governor: Doug Norgaard

#### Region 6

Coordinator (Road Race): Open  
Coordinator (Sprint): Open  
Coordinator (Speedway) Open  
Coordinator (Speedway Pavement): Open  
Idaho Governor: Ray Smith  
Oregon Governor: Mike Schorn  
Washington Governor: Bob Thompson

#### Region 7

Coordinator (Sprint): Open  
Coordinator (Speedway): Open  
Coordinator (Road Race): Open  
Arizona Governor: Bernie Lacotta  
Hawaii Governor: Tim Hultquist  
Southern CA Governor: Open  
Southern CA LT Governor: Open  
S. Nevada Governor: Open

#### Region 8

Governor / Coordinator: Stan Crocker

Region 9

Governor / Coordinator: Open

Region 10

Coordinator / Governor: Gabe Kadjy

Region 11

Coordinator (Sprint): Don Durbin Sr.  
Coordinator (Road Race): Roger Miller  
Coordinator (Speedway): Open  
Northern California Governor: Roger Miller  
Northern Nevada Governor: Open  
Utah Governor: Open

Region 12

Coordinator (Sprint): Don Durbin Sr.  
Central CA Governor: Roger Miller

**2018 Advisory Committees**

National Tech Director

2-Cycle: Jack Hoegerl

Committee: Terry Ives, John Motley, Don Durbin Sr., Terry Nash, George Shear, Frank Jimenez.

National Tech Director

4-Cycle: George Shear

Committee: Mike Schorn, Terry Nash, Roger Cathey, David Snyder, Steve Vermeer, Mark Alton.

Shifter Tech Committee

Chairman: John Motley

Committee: Terry Hegar

Road Race Committee

Chairman: Roger Miller

Committee: Chris Hegar

Sprint Committee

Chairman: Don Durbin

Committee: Glenn Araki, Josh Veloz, John Motley, Terry Nash

Speedway Committee

Chairman: Doug Norgaard

Committee: David Snyder, Ralph Woodard

TaG Committee

Chairman: John Motley

Committee: Terry Nash, Jack Hoegerl, Jesus Vasquez, Don Durbin

Motorcycle Committee

Chairman: Roger Miller

Committee: Mike Schorn

Motion by Hoegerl to approve the above 2018 Appointments.

Second by Shear.  
In Favor: Durbin, Hoegerl, Miller, Shear  
Absent: Araki  
Passed

Motion to Adjourn by Hoegerl.  
Second by Miller.  
Meeting Adjourned at 6 pm.

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President Roger Miller called the October 19<sup>th</sup> Phone Conference Fall Meeting to order at 4:20 pm.

Directors present at Roll Call were Don Durbin, Jack Hoegerl, Roger Miller and George Shear. Glenn Araki was not present at the Meeting.

2018 IKF Grand Nationals

Lengthy discussion by the Board regarding the **2018 IKF Grand Nationals**.

Motion by Hoegerl to award the 2018 IKF 2 / 4 Cycle Sprint Grand National to North Texas Karters, pending receipt of an IKF Grand National Questionnaire.  
Second by Durbin.  
In Favor: Durbin, Hoegerl, Miller, Shear  
Absent: Araki  
Passed

Motion by Shear to award the 2019 IKF 2 / 4 Cycle Sprint Grand National to Phoenix Kart Racing Association, pending receipt of an IKF Grand National Questionnaire.  
Second by Hoegerl.  
In Favor: Durbin, Hoegerl, Miller, Shear  
Absent: Araki  
Passed

Motion by Hoegerl to award the 2018 IKF 4 Cycle Speedway Grand National to Poplar Grove Speedway, pending receipt of an IKF Grand National Questionnaire.  
Second by Shear.  
In Favor: Durbin, Hoegerl, Miller, Shear  
Absent: Araki  
Passed

Board agrees to send a 2018 IKF 2 Cycle Speedway Grand National Questionnaire to Delaware Speedway.

**2018 Committee Reports / IKF Class Structures / Rule Updates**

Motion by Durbin to accept the following 2018 4 Cycle Sprint National Championship Classes in Section 209. Class parameters and technical details will be included in the 2018 IKF Rulebook and published in the near future.

	SLIDE/RESTRICTOR	WEIGHT	Fuel	AGE GROUP
**Junior 1				Attained 7- Comp 13



LO206 Light	Blue Slide .520	240	gas	
LO206 Heavy	Blue Slide .520	260	gas	
Animal	.309/ ref. 700.3.7.5	260	gas	
<b>**Junior 2</b>				<b>12-15</b>
LO206 Light	Yellow/Gold Slide .570	310	gas	
LO206 Heavy	Yellow/Gold Slide .570	330	gas	
Animal	Stock Black Slide	330	gas	
World Formula	Stock WF Slide	330	gas	
<b>Senior</b>				<b>16+</b>
LO206 Light	Stock Black Slide	360	gas	
LO206 Heavy	Stock Black Slide	380	gas	
World Formula Light	Stock WF Slide	365	gas	
World Formula Heavy	Stock WF Slide	390	gas	
Animal	Stock Black Slide	390	gas	
<b>Masters</b>				<b>40+</b>
LO206	Stock Black Slide	390	gas	
Animal	Stock Black Slide	390	gas	
World Formula	Stock WF Slide	390	gas	

\*\*Class structure, slides, weights etc. may be Modified for Regional's or Series Events with prior IKF Board Approval.

Second by Shear.

In Favor: Durbin, Hoegerl, Miller, Shear

Absent: Araki

Passed

Lengthy discussion on the 2 Cycle Sprint and TaG classes for 2018. Miller to send updated list to the Board for further discussion and consideration.

No changes to 2 Cycle Speedway and 4 Cycle Speedway Class Structures at this time.

Motion by Hoegerl to accept the following Rule Changes submitted by George Shear:

Section 701.27 (Delete existing wording and change to--) Flywheel: ARC Billet Flywheel part # 6620 will be the only flywheel allowed. Non adjustable, with minimum weight of 4 lbs. Any flywheel key or no key is permitted. Flywheel key slot and crank key slot must not be altered and must remain in stock location. The old Briggs Part # 555657 is no longer legal.

Section 717.11.4 (ADD) Push Rods: Must be stock. Diameter is .185"-.190". Length is 5.638"-5.658".

Section 719.11 Push Rods: (Change) 5.656" to 5.658".

Section 720.2.4.4 ADD Tillitson CARB HL334 WX602 may also be used with the following

- a. Venturi Bore .820" No-Go
- b. Hi-speed needle seat .095" No-Go
- c. Low-speed needle seat .070" No-Go
- d. Inlet needle .095" No-Go
- e. Carb to be run in as cast condition and may be compared to a known stock part

Section 720.2.7 (ADD-) Air filter adapter to measure less than 1.00" long tapering to 1.070" small I.D., no radius allowed. May use air filter adapter EC-306 on Tillitson Carb ONLY.

Section 720.3.4 ADD- May use UNALTERED RLV HEADER PIPE part # 5506 with RLV MUFFLER part # 4106.

Section 720.8.9.2 (Change) 5.656" to 5.658"

Section 720.14.6 (ADD-) Inspect for unaltered Wiseco #4839 series piston or B&S Animal piston or Burris Animal BSA-202 series piston.

Section 721.3 Air Filter: Add: Pre Filter allowed part # TBA on dirt speedway classes ONLY!

Second by Durbin.

In Favor: Durbin, Hoegerl, Miller, Shear

Absent: Araki

Passed

Motion by Durbin to accept the following Road Race Rule Changes submitted by Roger Miller:

1. FKE 1, 100cc Open - up to 100CC - including 80 shifters (laydown or otherwise) and TAG Enduro under current rules
2. FKE -2, 125/150 Open - Up to 150CC (and 300cc for 4 strokes) - includes FKE-1 and then all engines up to 150CC (Shifter, etc.)
3. FKE -3, Unlimited - Up to 250cc (and 460cc for 4 strokes) - includes all of FKE-1 and FKE-2
4. Superkart 125 – Per MSA rules (Need to be adapted)
5. Superkart Intercontinental E (ICE, Division 2) - 250cc production singles (current IKF engine list) and 450cc singles (current IKF engine list per IKF rules) Honda CRF 450R (2004, 2005 & 2006) Yamaha YZ450F Z,A,B & D (2010 – 2013)
6. Superkart Super ICE - 250 bspoke singles - DEA, Viper, Wlwa, and their derivative engine

kits, etc. and *KTM SMR & SX-F (2010 -2012) per British rules*

7. Superkart Formula E (FE, Division 1) - 250cc twins
8. Super Stock CR125 (Stock Moto - 99 Cylinder)
9. Super Stock 2001 CR125 (Stock Moto - 99-02 Cylinder)
10. Formula 125 - Open engines - bore and stock to be maintained
11. Yamaha LTD Heavy
12. TAG Heavy
13. World Formula Heavy -
14. Junior TAG – per current weights
15. Junior 4 Stroke – World Formula 330, LO206 310

Hosting clubs may add a "II" class for any of these for second entry opportunities without prior approval.

Hosting clubs may add the same classes (chassis and engine) with different weight rules without prior approval.

Hosting clubs are invited to add Regional Option and Local Option classes as desired to their programs by submitting requests to the IKF office per normal procedures.

Second by Shear.  
In Favor: Durbin, Hoegerl, Miller, Shear  
Absent: Araki  
Passed

Motion by Shear to accept the following Rule Change submitted by Jack Hoegerl:  
Section 601.2.1 Digatron Gasoline Meter Test: Set meter to -45.  
This will put IKF in line with other organizations.  
Second by Durbin.

In Favor: Durbin, Hoegerl, Miller, Shear  
Absent: Araki  
Passed

Discussion on Section 601.2.6.3 Digatron test. Miller asks 2 and 4 Cycle Tech Committee Chairmen to discuss this further and bring back a recommendation for a change to the 2018 IKF Rulebook.

### **Directors Items**

George Shear: No action at this time on the Ignition Coil and Chassis for Junior / Cadet LO206.

Tire RFP Tabled for discussion by the Board at the Phone Board Meeting next week.

Motion to Adjourn by Shear.  
Second by Hoegerl.  
Meeting Adjourned at 6:36 pm.

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President Roger Miller called the October 26<sup>th</sup> Phone Conference Fall Meeting to order at 5:20 pm.

Directors present at Roll Call were Glenn Araki, Don Durbin, Jack Hoegerl, Roger Miller and George Shear.

Lengthy review and discussion of Tire RFP's received. More discussion to follow.

Board again discusses the 2018 4 Cycle Sprint Class Structure, including slides.

Board discussed the proposed combined 2018 2 Cycle Sprint / TaG Class Structures and Rules. Motion by Hoegerl to change Section 601.1.2.6.1.– 6.3.3 to read:

6.3 Digatron test - A sample of the Spec Fuel will be used to set the Digatron meter at zero. The sample will be maintained throughout the day out of direct sunlight, but at ambient temperature for resetting the zero on the meter. Any fuel that tests more than plus 5 or minus 5 units will be deemed incorrect.

6.3.1 Fuel will be tested by inserting the clean Digatron test head into the fuel tank. Any fuel that tests more than plus 5 units or minus 5 units from the spec fuel will be deemed incorrect.

6.3.2 The entrant may request that the fuel be retested once, after the Digatron meter is reset at zero. Any fuel that during the second try tests more than plus 5 units or minus 5 units will be deemed incorrect.

6.3.2 For the second test the entrant may request that fuel be tested out of the kart tank. The entrant's fuel will be drained from the tank through the carburetor end of the fuel line into a suitable container provided by the tech inspector and retested with the Digatron meter. In this second testing any fuel that tests more than plus 5 units or minus 5 units will be deemed incorrect.

6.3.3 Any Digatron meter test that tests the entrant's fuel to be within plus or minus 5 units will result in that fuel being declared correct and there will be no penalty.

Second by Shear.  
In Favor: Unanimous  
Passed

The January 2018 Board Meeting will be on January 19 & 20, 2018.

Motion to Adjourn by Durbin.  
Second by Shear.  
Meeting Adjourned at 6:17pm.