

# IKF BOD Meeting Minutes

April 9 & 10, 2005 \*\* Albuquerque, NM

Directors in attendance: Jack Hoegerl, John Pence, Debbie Kuntze, Jim McMillan, Bill Hilger, Jack Lehmann, Sydney White; absent: Ty Smith, John Motley

Introduction of members and guests: Lee Caplin, Rob Niles, Gary Robinson, Adam Mollenkopf, Randy Baden, Tracy Baden, Lee Miller, William & Candace Rieken, Felton Stroud, Dwight Schild Judy Pence

## **2006 Grand National Bids**

Ballot votes were taken on each division

### *2-Cycle Sprint*

Los Angeles Kart Club / CalSpeed / Fontana CA (no presentation)

\*Tri-C Karters / Moran Speedway / Beaumont, CA (no presentation – fax read)

\*Mr. Rob Niles presented re: Karting Ventures / CalSpeed / Fontana, CA

**Awarded to: Karting Ventures**

### *4-Cycle Sprint*

\*Mr. Mike Schorn / McMinnville Track – PKA / Salem, OR

Motion by White to award 4-Cycle event to McMinnville Track – PKA; second – Lehmann

In favor: Hoegerl, Pence, Kuntze, Hilger, Lehmann, White

☞ **Passed**

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

Bill Rieken presented re: Delaware Speedway / Marion, IA

\*Mr. Adam Mullenkopf presented re: Harvey Caplin Memorial Spdwy / Albuquerque, NM

Ms. Pam Lile / Lasoski Speedway / Warrensburg, MO

**Awarded to: Delaware Speedway**

### *4-Cycle Speedway*

\*Mr. Randy Baden presented re: Pipestone County Speedway / Pipestone, MN

Ms. Pam Lile / Lasoski Speedway / Warrensburg, MO

\*Mr. Mike Stofferan / Allendorf International Raceway / Sibley, IA

Mr. Bill Rieken / Delaware Speedway / Marion, IA

**Awarded to: Pipestone County Speedway**

### *Speedway Pavement*

Mr. Bill Rieken / Delaware Speedway / Marion, IA

No vote at this time; McMillan and Hoegerl will work with Rieken re: a possible program for 2006

### *Road Race*

SCK / Streets of Willow / Rosamond, CA

### *Shifter*

SCK / Willow Springs / Willow Springs, CA

Motion by Lehman to award both the Road Race and Shifter events to SCK; the events will be run as back-to-back events. Second – White

In favor: Hoegerl, Pence, Kuntze, Hilger, Lehmann, White

☞ **Passed**

Shifter

SCK / Willow Springs / Willow Springs, CA

\* 2005 IKF Premiere Tracks

### **Disciplinary Action**

Letter from Gary Robinson re: behavior of Michael Johnson at March Region 4 Road Race.

Motion by White to suspend Johnson, pending an investigation by the proper IKF committee; second -- Kuntze. (Phone meeting will be held to determine follow-up action)

In favor: Hoegerl, Pence, Kuntze, Lehmann, White

Abstain: Hilger

☞ **Passed**

Board recessed for Lunch. The BOD reconvened with McMillan absent; Hoegerl chaired the afternoon session

### **Proposals**

#### From White

- 1) In 101.3.4.1 Add as 5<sup>th</sup> paragraph: Only 3 Senior, non-Masters, classes in each of 207, 209, 251, 311, 402 and 403 may be replaced by participation in any one year.  
**Seconds: Kuntze, Pence**
- 2) In 101.3.4.1, add as 6<sup>th</sup> paragraph: When a class is added to the Grand National schedule, through participation, it may not be removed for 2 years.  
**Seconds: Hoegerl, Lehmann**
- 3) In 104.17.6 and 104.17.7, change "400 miles" to "200 miles"  
**Seconds: Kuntze, Hilger**
- 4) In 110.9, 212, 213, 256, 317, 404, 405, 453 change "3 entrants" to "5 entrants"  
**Seconds: Lehmann, Pence**
- 5) In 105.1.4.1, add "accessible in their pit and" after ... A, B and C type fires.  
**Seconds: Lehmann, Pence**
- 6) In 110.1.2, change first sentence to: Due to unforeseen local conditions identified....  
**Seconds: Hoegerl, Pence**
- 7) In 110.1.2 add at the end of the second paragraph: "nor alter any entrants' competitiveness."  
**Seconds: Lehmann, Kuntze**
- 8) In 110.1.2, in the third paragraph change "local option" to "local procedures"  
**Seconds: Kuntze, Hilger**
- 9) In 201.8.1.3 change all to: Maximum height of any part of nose, including anything attached to the nose (number panels or data acquisition devices for example) is 14" for Junior Classes and 18" for Senior Classes. *Change dimensions in drawing above 201.8.1.3*  
**Seconds: Lehmann, Kuntze**

10) Drop Animal Sportsman from the 4-Cycle Sprint Grand National classes if current production tolerances (September) do not make new motors competitive with the old motors.

**Seconds: Hoegerl, Lehmann**

11) 211.1.2 Change all to: Race distances for Senior Classes shall be a minimum of 8 miles for Pre-final and a minimum of 15 miles for the Final. Race distances for Junior Classes shall be a minimum of 6 miles for Pre-final and a minimum of 12 miles for the Final. All race distances shall be a convenient multiple of the track length, i.e. a full lap.

**Seconds: Lehmann, Kuntze**

12) 211.2.2 Change all to: Race distances for Senior Classes shall be 8 miles for Pre-final and 8 miles for the Final. Race distances for Junior Classes shall be 5 miles for Pre-final and 8 miles for the Final. All race distances shall be the nearest multiple of the track length, i.e. a full lap.

**Seconds: Kuntze, Lehmann**

#### From Kuntze

13) Change 312.8.6 Air Box from: Must be used as supplied from the manufacturer with motor or a CIK air box with maximum 2, 22mm tubes may be used. To: 312.8.6 Air Box/Air Filter: Any air filter or CIK air box may be used. The air box is to be approved CIK air box with two inlet tubes not to exceed 22mm inside diameter and 95mm length.

Reason: #1 to align with the TAGUSA rules of January 12, 2005 adopted by IKF

#2 Use of an air filter as almost no road race track has noise restrictions requiring the use of an air box

#3 to allow ease in installation with the bodywork

**Seconds: Lehmann, White**

#### From Pence

14) Move Section 312.7.4.9 to Section 311.1 and change as follows:

Section 311.1 For all classes using the 2 – 20 minute heat format

311.1.1 Scoring: Both heats scored equally; First place = 0 points; Second place = 2 points, Third place = 3 points, etc.

311.1.2 DQed drivers will receive last place +1 point for the heat in which they are DQed. In the event of a tie, the DQed driver will place behind a driver that did not receive a DQ

311.1.3 All other ties will go to the driver with the better second heat finish

311.1.4 The order of line-up for the start of the second heat is determined as follows:

1. Order of finish
2. Karts receiving Mechanical black flag
3. DNS (Did Not Score, took the Green Flag but did not complete first lap)
4. DNG (Did Not Grid, passed pre-race tech, but did not appear on the starting grid)
5. DQed in post race Tech
6. DQed for driving misconduct

**Seconds: White, Kuntze**

15) Eliminate “Season points schedule” from Section 312.7.4.9 and instead use the Regional points schedule from Section 800.12

**Seconds: Kuntze, White**

16) Adjust the Points Schedule in Section 800.12. Our current points schedule is heavily weighted to a win. While the point of racing is to win, the current points system allows for a driver to “clinch” the series sometimes as early as the 4<sup>th</sup> or 5<sup>th</sup> race of a 7 race series. In order to make a series more exciting through the entire series, I propose changing the points schedule as follows:

1<sup>st</sup> = 200 +\*; 2<sup>nd</sup> = 190 +\*; 3<sup>rd</sup> = 180 +\*; 4<sup>th</sup> = 174 +\*; 5<sup>th</sup> = 170 +\*; 6<sup>th</sup> = 165 +\*; 7<sup>th</sup> = 160 +\*; 8<sup>th</sup> = 155 +\*; 9<sup>th</sup> = 150 +\*; 10<sup>th</sup> = 145 +\*; 11<sup>th</sup> = 142 +\*; 12<sup>th</sup> = 139 +\*; 13<sup>th</sup> = 136 +\*; 14<sup>th</sup> = 133 +\*; 15<sup>th</sup> = 130 +\*; 16<sup>th</sup> = 127 +\*; 17<sup>th</sup> = 124 +\*; 18<sup>th</sup> = 121 +\*; 19<sup>th</sup> = 118 +\*; 20<sup>th</sup> = 115 +\*

\* Points equal to the number of entries in the class.

**Seconds: White, Lehmann**

17) Change the last sentence in 211.4.6 to read: Failure to pass minimum weight shall result in the racer receiving last place points.

Reason: This is to bring the parity with 211.4.7

**Seconds: White, Kuntze**

18) Eliminate Section 211.4.8 IKF Motocross Heat Point System and replace as follows:

Section 211.4.8 For all races using a Multi Heat Points System and replace as follows:

Scoring: All heats, or qualifying and heat scored equally: First place = 0 points, Second place = 2 points, Third place = 3 points, etc.

211.4.8.1 DQed drivers will receive last place + 1 point for the heat in which they are DQed. In the event of a tie the DQed driver will place behind a driver that did not receive a DQ

211.4.8.2 All other ties will go to the driver with the better second heat finish

211.4.8.3 The order of line-up for the start of the main heat is determined as follows:

1. Order of finish
2. Karts receiving Mechanical black flag
3. DNS (Did Not Score, took the Green Flag but did not complete the first lap)
4. DNG (Did Not Grid, passed Pre-Race tech but did not appear on starting grid)
5. DQed in post race Tech
6. DQed for driving misconduct

211.4.8.4 Any driver receiving a DQ in the main will receive last place points for the event, **unless** the reason for the DQ is egregious enough to warrant penalties as outlined in Section 114.7

**Seconds: White, Kuntze**

#### From Motley

19) Adopt the following standard for blade widths on no-go gauges:

No Go gauges will be used for chord widths of ports, exhaust systems, carburetor air horn, venturi and flanged end (throttle bore). Pin gauges for metering holes. Plug No Go gauges must be blade type with blade made from tool steel, heat treated, ground and clearly marked., All plug No Go gauges up to .361" blade must have a minimum thickness of .060" and maximum thickness of .125". All plug No Go gauges .362" and up, blade must have a minimum thickness of .125" and maximum thickness of .250". All chord No Go gauges must have a minimum thickness of .060" and maximum thickness of .125". No Go gauges may not enter or pass through the opening or gap of a measured part. On chamfered or angular openings, the No Go gauge may not be self-supporting when part is turned 90 degrees; i.e. tool cannot support itself at any angle. No Go gauge is to be used without holder.

A No Go gauge is a nonadjustable tool that is inserted into a specified opening. A part is illegal if the No Go gauge enters the opening being measured. When measuring a chamfered or angular opening, the No Go gauge may not be self-supporting when the part is rotated at any angle. Note: A dial caliper is not a No Go gauge and may not be used to tech any opening where this manual specifies a No Go gauge.

No Go gauges are defined as follows:

Plug gauges – plug gauges are used to measure round openings. Plug No Go gauges must be made from tool steel, heat treated, ground and clearly marked. Plug gauges up to a diameter of .361" are to be round. Plug gauges larger than .361" are to be machined on each side to achieve a blade thickness of 1/8" minimum and 1/4" maximum. The tolerance on plug gauges up to .750" is +.0001"/-0". The

tolerance on plug gauges over .750" is +.0003"/-0". It is recommended that plug gauges be held in an aluminum handle to reduce the total gauge weight.

Chord gauges – these gauges are used primarily to check port widths. All chord No Go gauges must have a blade thickness of 1/8". The tolerance for chord gauges (width) is +.0002"/-0". Note: Fractional dimensions for blade thickness of chord gauges are nominal dimensions with a tolerance of +.015"/-.015".

Reason: Since we use the LAD gauges at National Tech and most Tech Inspectors purchase gauges from LAD that are these dimensions, it should pose no problems. I have had several instances through the years that having this rule in place would have been very helpful.

**Seconds: Lehmann, White**

20) Include a statement in the Tech Manual, Section 617

*Any attempt to modify, change or defeat any of the basic design criteria of the Yamaha KT100 engine is illegal.*

**Seconds: White, Kuntze**

#### From the Board

21) Include a statement at Section 603.2.1.7

*Any attempt to modify, change or defeat any of the basic design criteria of any engine is illegal.*

**Seconds: White, Kuntze**

22) 408.6.2 Change 75 points to 200 points

**Seconds: Kuntze, Hilger**

23) Section 616.3 Delete oil seals from list of non-tech items. Add at Section 616.8: Seals must be installed in designed position, unaltered, and with springs.

**Seconds: White, Lehmann**

24) Section 402: Class #6 add: 3-disc wet engine class per 207.7; also add Burris tires only. Class #13: No remote carb adjusters.

**Seconds: White, Pence**

25) Section 207, Classes #2, #5, #8 and #9: Replace the current SSX-V with the SSQ pipe and header; flex length to be determined before vote

**Seconds: White, Pence**

26) Section 311, Class #4: Replace current SSX or SSX-V with the SSQ pipe and header; flex length to be determined before vote.

**Seconds: Pence, White**

#### Bids for 2007 Grand Nationals

The June issue of Karter News will have the notice of acceptance of bids for the IKF Grand National races (approximately 24 months away). The bids for the IKF Grand Nationals must be in the IKF Office prior to September 1, 2005 (approximately 21 months before the race).

#### Director Issues

Kuntze: suggested plan to break up rule book to be Division Specific. General information and Engine Tech would be printed as one issue. Offered schedule to print each Division monthly for a period of months. Estimated this plan would save IKF approximately \$11,000. Discussion: problems include that some division changes affect other divisions; members would have to carry more than one book; confusing for members who join and which issues they would need. Lehmann commended Kuntze on her ingenuity.

Hoegerl: Parilla Reedjet has received replacement parts for 2005. Will be discussed at phone meeting when the rest of the Board is present.

White:

Motion to change:

715.8.1 and 716.8.1 to read "Minimum length 2.870". Second - Lehmann

In favor: Hoegerl, Pence, Kuntze, Lehmann, White, Hilger

☞ **Passed**

Motion by White Section 103 Change paragraph to: All grievances must be in initiated in writing, not e-mail, sent to the IKF office, and accompanied by a \$50 grievance fee. Grievance must state member's number, place, date and circumstances from which the occurrence has arisen. Second – Hoegerl

In favor: Hoegerl, Pence, Kuntze, Lehmann, White

Abstain: Hilger

☞ **Passed**

Clarified An entrant must provide either an IKF card, or a receipt showing payment, to enter an IKF race; if neither proof of membership can be provided by the entrant, that entrant must purchase an IKF membership to enter the event.

### **October 8 & 9 Meeting**

Tentatively set at the Golden Nugget in Las Vegas, NV.

Motion by Hoegerl to adjourn for the weekend

In favor: Hoegerl, Pence, Kuntze, Lehmann, White, Hilger

☞ **Passed**