

# IKF BOD Meeting Minutes

October 8 & 9, 2005 \*\* Ontario, CA

Directors in attendance: John Pence, Syd White, Jack Lehmann, Jack Hoegerl, John Motley, Tye Smith, Debbie Kuntze; Absent: Jim McMillan, Bill Hilger

Hoegerl announced Hilger had notified the Board in advance he would not be in attendance due to a prior commitment. McMillan notified the Board Friday that he would not be attending due to his business commitments. Recognizing the absence of two Board members (lack of a super majority), Hoegerl announced that the Board has already scheduled a phone meeting to address any issues that cannot be dealt with at this meeting. The Board has also agreed to have a regular phone meeting the second Wednesday of each month in the coming year to address issues in a timely manner.

Hoegerl spoke of death of long-time member David Cliff last week and asked for a moment of silence in his memory.

Vice President Hoegerl opened the meeting, welcoming all members and guests: Randy Baden, Candace & Bill Rieken, Wayne Brown, Gary Richter, Rick Scribner, Janet Scribner, Rob Niles, David Moffitt, Dwight Schild, Julie Kuntze, Dee Wood, Carmen Carranza, Felton Stroud, Adam Mollenkopf.

## Financial Report

Presented by Co-Treasurer Kuntze. Showed Profit & Loss comparison for the last three years. Noted growth of savings for the organization. Rulebook expenses down. "We're holding our own and doing well. We are also working on new ideas and increased pit pass sales in the coming year."

## 2005 Rex & Dorothy Hays Volunteer Award

<b>Nominated By:</b>	<b>Nominees:</b>
Director Kuntze	Mr. Don St. Ours Mr. Tim Doll
Director Hoegerl	Mr. Adam Mollenkopf Mr. Chris Omar
Director Lehmann	Mr. Tom Halbasch Mr. Mike McNamara
Director White	Mr. Jim McMillan Mr. Rod Verlengiere
Director Motley	Mr. Don Morbitzer Mr. Robert Brooks
Director Pence	Mr. Gary Richter Mr. John Valerio
Director Hilger	Mr. Mike Stofferan Ms. Tracy Baden
Director Smith	Mr. Charles Wood Mr. Doug Day
Director McMillan	Mr. Syd White Mrs. Sharon Barros

The Board also presented special Rex & Dorothy Hays Award to Mrs. Patti Nelson for her hard work and dedication to making the 2005 IKF Shifter Grand National happen.

## 2005 Grandnational Reports

\*2-Cycle Sprint @ Moran Raceway: Pence reported as IKF appointed rep to this race. Commended the Moran team on a job well done. Addressed three letters received after the event: Stephen & Jordon Bianco, Steve Kutzner, Mike Speed. Hoegerl thanked tech inspectors John Motley, Don Mormeister and Larry Lake for a job well done in 2-Cycle engine tech.

\*4-Cycle Speedway @ Pipestone: Randy Baden reported first two days were a bit rough; some call clarifications cleared things up for the remainder of the event. Baden expressed frustration with IKF rep overturning decisions made by track officials in the first two days. Had 537 entries; down 100 entries from last year. Good racing / competition. Baden was personally disappointed with engine tech; very little communication from IKF appointed personnel to track prior to the event, and not enough help at the event. White reported additional personnel has been secured for the coming year to address this issue.

Baden asked for the Board to consider three rule changes:

- not to require pre-tech each day of the event; do it the first day only
- to allow "warming of the tires" on the track – safety in terms of cleaning off tires
- eliminate three punch rule

Discussion followed all three suggestions. No motions at this time re: Baden's requests.

\*Road Race: Motley reported as the Engine Tech rep at the race. Reported the help that was there was good, but that there was not enough help. Porta Potty pumping and trash collection were problems. Body work in ICE classes was an issue; commended Lehmann on his solution to this problem. Top three TAG Leopard engines were DQ'ed in post tech; researched and discovered NorCal specs vary from IKF and there has been a production change. Motley reported that while all tech officials agreed to the DQ's, the Duffy and top awards were later given to the DQ'ed competitors. Motley suggested Leopard owners check serial numbers to determine if they have an illegal engine due to the production change. Rule changes for 2006 will be presented later in the weekend.

Board reviewed letters re: this event: James Ingram, David L. Moffitt, Patrick McElroy, Mark Mann (Tyler Mann).

\*2-Cycle Speedway / Speedway Midget: Hilger sent letter to recap event. Complimented Adam Mollenkopf and the Albuquerque Kart Club on a well run event. Suggested researching mechanics of combining 2-Cycle & 4-Cycle Grandnationals in the future to make kart counts high enough for an affordable venue for the track to stage. Smith noted kart count might have been higher if 4-Cycle Grandnationals had not been so close to this event on the calendar.

\*4-Cycle Sprint: Lehmann reported change of location was a challenge. Reported event went well. Thanked White for good engine tech.

\*Shifter Nationals: Lehmann reported it was a poorly attended event. Gave special recognition to Patti Nelson who came in and organized the event late in the game. Motley noted that for the competitors it was a well run event. Recognized those who helped with tech help and mechanics of staging the race. Noted problems with behind-the-scenes issues. Pence reiterated compliments to Gary Richter for his work to make this event run well.

## **National Staffing Discussion**

Motley spoke to the need for an experienced appointed staff to run various Grandnationals in the future. This staff would need to be given appropriate authority. Feels Board needs to seriously look at this option for the future. "People expect a certain level of professionalism." Hoegerl asked about cost of this support. Motley noted this would have to come through a percentage of the paid entries; "there is no free lunch."

White noted that different teams would be required for different venues of racing due to the nature of the different types of racing, and the experience officials would have with that type of racing.

Wayne Brown commented that if a track has a past history of staging a good event, they would not need an IKF team; it would be available for tracks with demonstrated need, or with new tracks.

White suggested looking at how committees are appointed. Explained Committee should be comprised of people who can attend events, make decisions, etc. Availability and willingness to work should be taken into consideration when committees are appointed.

## **2006 Grandnationals**

Sprint Grandnationals: Rob Niles addressed the Board re: fees associated with the Grandnationals he was not aware of when he bid on and was awarded the event; had not requested a copy of the contract when he submitted his bid. He told the Board he is not able to offer the Grandnationals at the costs presented in his bid. (Board instructed that a copy of the contract be sent with the bid questionnaire in the future.)

“The changes I’ve requested are not significant”: Requested to raise 1<sup>st</sup> class entry from \$75 to \$100. Second entry would raise from \$70 to \$75.

Also requested a date change for the event. Some dates are pending at the facility; when these are finalized he would like to set new dates. Would like to hold the event in October.

☞ Motion by Motley to accept the revised fee schedule; second – white.

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

**Passed**

## 4-Cycle Speedway Grandnationals

☞ Motion by White to accept a request from Baden to raise his entry fee by \$5 for his upcoming Grandnationals; second – Kuntze.

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

**Passed**

Baden asked about changing the procedure for 4-Cycle Speedway Grandnationals to a qualifying event, then a heat and feature with line-ups based on qualifying. Proposed 1 round of qualifying; top karts would automatically go to the main. Remaining karts would run a heat to fill out the feature line-up.

White stated this would change the entire concept of Speedway racing and the requirement to pass. Suggested that if change would be to qualify instead of pea pick, that would be an option.

Discussion re: how committees run. Speedway Committee member in attendance voiced support of this suggestion from Baden. Concern that if a Committee Chairman does not support a decision or change, it does not go any further. Brown stated Committees should be run as a democracy; majority should rule on decisions or recommendations from the Committee to the Board. Motley noted Hoegerl runs the 2-Cycle Tech Committee as a democracy.

Hoegerl instructed Committee members to discuss and develop a proposed format. If the majority of the Committee is in favor, the proposal should be presented in April through the proposal system.

## 2-Cycle Speedway / Speedway Pavement

Bill Rieken spoke to Board re: maximum entry cost for the 2-Cycle Speedway / Speedway Pavement Grandnationals. Requested permission to raise entry fees, which include fuel and pit passes, by \$10 across the Board.

Motion by White to alter the contract, allowing the \$10 increase across the Board; second – Kuntze

In Favor: Pence, White, Lehmann, Hoegerl, Motley, White, Kuntze

**Passed**

## **Insurance**

Hoegerl announced that a committee met earlier in the week with two reps from insurance providers to look at options for 2006. Board needs to develop wording for pit pass sales to children under racing age. Discussion re: if a 3 year old is not issued/sold a pit pass, are they insured? Clarification that a minor release, if filled out properly (age filled in where pit pass # would be written), provides coverage for them. Intent of Board is to clarify this so all tracks will operate with the same procedure.

Board looked specifically at age, whether the child is in an infant seat or stroller throughout the event, or whether they are running free through the pit area.

☞ Motion by White that every person in the pits attained age of 3 years and up must purchase a pit pass; second – Lehmann.

Clarification: a pass may be purchased for a child 3 and younger. It should be understood that a Minor Release provides insurance under the spectator clause; it does not provide the coverage a pit pass does. In Favor: Hoegerl, Kuntze, Lehmann, Motley, Pence, Smith, White

**Passed**

## **License Fees**

☞ Motion by White to add \$10 fee for initial Novice Road Race license application to cover administrative costs (renewals will not be charged an additional fee); second – Kuntze

In Favor: Hoegerl, Kuntze, Lehmann, Motley, Pence, Smith, White

**Passed**

TAG and Shifter annual license fee will remain in effect.

Yamaha Sportsman Light in Road Race. Clarification: Are Experts allowed in this class? Board agreed Experts may compete in this class.

☞ Motion by Lehmann: To eliminate Expert restrictions in Road Race Yamaha Sportsman Heavy; second: Kuntze.

In Favor: White, Pence, Lehmann, Hoegerl, Motley, Smith, Kuntze

**Passed**

☞ Motion by Kuntze, at 112.16.2, add after first sentence, “No drilling or cutting into shaft is allowed except for the purpose of mounting the hub”; Second – Motley

In Favor: White, Smith, Pence, Motley, Lehmann, Kuntze, Hoegerl

**Passed**

☞ Motion by Lehmann to appoint Ray Knight as Governor of Oregon, effective immediately; second – White.

In Favor: White, Smith, Pence, Motley, Lehmann, Kuntze, Hoegerl

**Passed**

## **Premiere Track Program**

Board discussed this program at Friday session. Asked Baden his opinion of the program. He stated there is not a lot of advantage to being a Premiere Track; does include a 25 cent reduction in pit pass price. Takes freedom of awarding nationals to best qualified tracks when it becomes a major selection provision. White thinks it puts unreasonable restrictions on a track as currently written. Pence adds that there is no way to police the policy for those who sign up to be Premiere Track. Suggestion by Rieken to reward tracks with a rebate or discount based on volume of pit passes purchased.

☞ Motion by White to eliminate the Premiere Track program; second – Lehmann.

In Favor: Hoegerl, Kuntze, Lehmann, Motley, Smith, White, Pence

## Passed

White will develop a Rebate program to be presented to the Board at a later date. Focus will be to reward tracks with high volume purchases with a rebate paid back in pit passes.

## Kid Karts

Age and weight variances have not been approved for Kid Karts in the past. This will not change in the future. This statement will be added to the rule book at 104.6.

## 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**

☞ **Motion by Motley to accept Proposals 1, 2, 3, 5, 6, 7, 8, 9, 10, 11 and 12**

**In favor: Pence, White, Lehmann, Hoegerl, Motley, Smith, Kuntze**

**Passed**

☞ **Re: Proposal #4** – Discussion re: penalizing driver who travels to the Grandnationals because class didn't draw enough entrants. This is not the fault of the driver who did make the trip. Some classes are stronger in one region, weaker in another. Suggestion to allow the Grandnational host to drop three classes from their Grandnational schedule at that specific event based on participation in that area; classes should be designated when the Grandnationals are awarded.

In Favor: White, Smith, Pence

Opposed: Hoegerl, Kuntze, Lehmann, Motley

**Failed**

#### 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**

Discussion: Motley stated if approved as is, most common air box has been eliminated. Would have to designate which air boxes would be approved. Engine parity has been established with the engine package including that air box. When an air filter is allowed, this eliminates that parity.

☞ Motion by Kuntze to fail Proposal # 13; second – Motley

In Favor: Pence, White, Lehmann, Hoegerl, Motley, Kuntze

#### 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 DQ'ed drivers will receive last place +1 point for the heat in which they are DQ'ed. In the

event of a tie, the DQ'ed 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. DQ'ed in post race Tech

6. DQ'ed 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 DQ'ed drivers will receive last place + 1 point for the heat in which they are DQ'ed. In the event of a tie the DQ'ed 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. DQ'ed in post race Tech
6. DQ'ed 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**

 **Motion by White to accept Proposals 14, 15, 16, 17 and 18**

**In favor: Pence, White, Lehmann, Hoegerl, Motley, Smith, Kuntze**

**Passed**

#### From Motley

19) Adopt WKA standard for blade widths on no-go gauges. 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**

☞ **Motion by Pence to accept Proposals 19 and 20**

**In favor: Pence, White, Lehmann, Hoegerl, Motley, Smith, Kuntze**

**Passed**

*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**

☞ **Motion by White to accept Proposals 21 and 22**

**In favor: Pence, White, Lehmann, Hoegerl, Motley, Smith, Kuntze**

**Passed**

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**

☞ Recommendation from Hoegerl / 2-Cycle Tech Committee that this Proposal fail.

Opposed: Pence, Lehmann, White, Hoegerl, Motley, Smith, Kuntze

**Failed**

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

**Seconds: White, Pence**

☞ In favor: Pence, White, Lehmann, Hoegerl, Motley, Smith, Kuntze

**Passed**

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**

Lehmann reported flex length is 13-1/2". Proposal based on noise levels are quieter with SSQ pipe and header. Motley said he has not seen this pipe, and is not comfortable voting on this. Pence suggested rather than changing exhaust across the board, fail this Proposal and then consider a motion that would allow tracks in an area with noise restrictions to implement the quieter pipe. Motley also asks if the Board wants to increase the horsepower in these classes with the SSQ pipe and header configuration.

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**

☞ **Motion by White to defeat Proposals 25 and 26**

**In Favor: White, Pence, Hoegerl, Motley, Smith, Kuntze**

**Opposed: Lehmann**

**Passed (this means proposals 25 and 26 did not receive approval)**



## Participation Stats for 2006 Grandnational Classes

2-Cycle Speedway: No changes

4-Cycle Speedway: Discussion re: Junior Champ and allowing other engines in this class; tabled to the phone meeting

2-Cycle Sprint: 125 cc National Cup replaces 100 Yamaha KT100S Heavy

Motley says he has a problem creating a National class when the class has only been successful in one Region.

4-Cycle Sprint: Junior II Animal Super Sportsman replaces Super Junior II Heavy

Road Race: Rotax Max will replace 100cc Controlled

Formula 80 Jr. Heavy will replace Jr. Sprint Sit-Up Light

Speedway Pavement: No changes

Shifter: No changes

## Dates for 2006 Grandnationals

2-Cycle Sprint @ Fontana: No dates at this time

Road Race @ SCK / Streets of Willow:

Shifter @ SCK / Willow Springs:

4-Cycle Speedway @ Pipestone Raceway: July 4-8, 2006

4-Cycle Sprint @ PKA / McMinnville: July 19-22, 2006

2-Cycle Speedway / Speedway Midget: July 31-August 4, 2006

## Local Options at 2006 Grandnationals

2-Cycle Speedway / Speedway Midget requests:

a. Kid Kart demo race (to run Friday)

b. Yamaha Ltd. Heavy: Yamaha KT100S, spec header & pipe, 400 lbs, 3-disk wet clutch, Burris tires (to run Tuesday)

☞ Motion by White to accept these local option classes; second – Lehmann

In Favor: Pence, White, Lehmann, Hoegerl, Motley, Smith, Kuntze

**Passed**

4-Cycle Sprint request

a. IKF Briggs World Formula Extra Heavy at 415 lbs, age 16+

b. Jr. II Briggs World Formula Heavy at 340 lbs.

☞ Motion by Pence to accept these local option classes; second – Motley

In Favor: Pence, White, Lehmann, Hoegerl, Motley, Smith, Kuntze

**Passed**

4-Cycle Speedway

a. Blue Wazoom Medium, 345 lbs, age 16+

b. Stock Super Heavy at 390 lbs (driver must weigh 200 lbs), age 16+

c. Junior I Animal at 270 lbs, age 8 to 11, with Rookie restrictor

d. Junior II Stock Animal at 330 lbs., age 12 to 15

☞ Motion by White to accept these local option classes; second – Smith

In Favor: Pence, White, Lehmann, Hoegerl, Motley, Smith, Kuntze

**Passed**

Request from Rieken to change Groups the Midget karts run in, based on success of changes in 2004.

Day 1: Midget Super Stock

Day 2: Midget Junior

Day 3: Midget Open

☞ Motion by Smith to accept this change; second – Motley

In Favor: Pence, White, Lehmann, Hoegerl, Motley, Smith, Kuntze

## **Passed**

Director Tye Smith left Saturday evening, and did not attend the Sunday session of the Board meeting.

## **Sunday Session**

Directors in attendance: John Pence, Syd White, Jack Lehmann, Jack Hoegerl, John Motley, Debbie Kuntze;  
Absent: Jim McMillan, Bill Hilger, Tye Smith

Hoegerl repeated the announcement re: a scheduled phone meeting to address items from this meeting which require a super majority vote.

Members and guests were welcomed: Candace & Bill Rieken, Wayne Brown, Gary Richter, Rick Scribner, Janet Scribner, David Moffitt, Dwight Schild, Dee Wood, Carmen Carranza, Felton Stroud, Adam Mollenkopf, Glenn Arako, Raul Martinez, Don St. Ours.

## **Member Issues Discussed**

Question re: allowing / submitting a different clutch in Super Sportsman (Sprint & Speedway). Procedure would be to submit proposal to the Sprint and Speedway committee. Committee would then make recommendation to the Board. Concern expressed that manufacturer needs to be interested in change to assure there is an adequate supply for competitors to purchase. Also noted that testing would be required, and should start soon to implement a change in 2007.

Bill Rieken spoke to the Board re: Speedway Pavement and options to make this division grow. Feels lack of Grandnational opportunity directly correlates to lack of growth in this division. White would like to see more tracks around the country before again implementing a Grandnational. Rieken expressed interest in being on the Speedway Committee in 2006; White endorsed this. Hoegerl suggested Rieken present the Board with a written proposal re: plans for a Speedway Pavement event.

Adam Mollenkopf addressed the Board re: working with the Arizona group to make the Holiday Classic an IKF event. Also asked about running a Regional Championship Series between the two tracks. Board encouraged both of these ventures. Arizona track needs to become IKF sanctioned; would also need to request Local Option classes for any classes slated to run which are not current IKF classes. White stated that if the track submits now for 2005 Holiday Classic, the Board will waive their 2006 Sanction Fee.

## **2007 Grandnational Questionnaires**

Copies of the contract, with schedule of fees, will be sent with all questionnaires.

### 2-Cycle Sprint:

Buttonwillow Raceway Park (Les Phillips)  
Desert Park Raceway (No. NV Kart Club)

### 4-Cycle Sprint:

Shasta Kart Club (Nancy Wright)  
Atwater Kart Track (Atwater Kart Track)

### 2-Cycle Speedway / Speedway Midget:

Harvey Caplin Memorial Speedway (Adam Mollenkopf)  
Hilltop Raceway Park (Dwight Schild)  
Newton Kart Club (Ed Peterson)  
Delaware Speedway (Bill Rieken)

### 4-Cycle Speedway:

Harvey Caplin Memorial Speedway (Adam Mollenkopf)  
Hilltop Raceway Park (Dwight Schild)  
Huffman Motorsports (Doug Day)  
Newton Kart Klub (Ed Peterson)  
Delaware Speedway (Bill Rieken)  
Kart Wheels Speedway (Jerry Pospisil)

### Speedway Pavement:

Hawkeye Downs (Bill Rieken)

### Road Race:

Northern California Karters (track to be determined)

### Shifter:

CalSpeed Kart Track (Karting Ventures)

Desert Park Raceway (No. NV Kart Club)

Discussion re: combining Shifters with Sprint or with 4-Cycle Sprint. Also discussed moving TAG and Shifters into one event. Suggestion from floor re: adding Jr. TAG to allow those drivers one more opportunity to run.

## **Membership Letters**

From Raul Martinez & Team PKS: re: a) creating a competition committee that will address “option” rules for IKF Region 7, and b) the same committee selecting the classes to be represented in the Series. Sees this committee as a means for brainstorming and expressing ideas to Region Coordinator; Region Coordinator would still have final say. Concern expressed that two National classes have been eliminated from the Regional Program to make room for two non-National classes. Region Coordinator Don St. Ours told Board he does have a committee; he also does go to members for information prior to making decisions. Martinez is concerned that St. Ours committee is not an organized committee, and most in the Region do not know there is a committee. Martinez stated members asked for two lap qualifying for races prior to Grandnationals to follow GN format; St. Ours stated this was not possible due to length of day. St. Ours: “I try to cater to the kart shops.” His perception is the kart shops drive the participation. Hoegerl noted there is a committee, he hopes those in attendance can work with the committee. The Board chose to take no action. Did suggest better communication; encouraged use of Region mailing through IKF office.

Lengthy discussion re: air boxes. Hoegerl agreed to have diagram in tech book cleaned up. St. Ours stated there are currently 10 available on the market. Discussion re: availability. Expectation is also that the K&N Air Box will be advertised with a full page in Karter News. St. Ours will not run or distribute the air box until January, when more are available on the market.

St. Ours provided a copy of Kid Kart rules used in Region 7. Suggested they might be considered for the National rules. Motley stated attempt is to keep rules in line with other sanctioning organizations.

St. Ours asked that in Super Box clutch Board consider allowing both wet and dry clutches. Testing will be done prior to a decision.

## **Committee Reports**

### Kid Karts

\*John Motley presented a proposed set of rules for Kid Kart division. Intent is to bring the organizations in line with one another. This format has been run in Region 7, with “relatively few incidents”. Motley clarified that no incidents took place on the track. Before anything can progress, Board must decide if this class is to remain a non-competitive class, or to provide a competitive venue. Another organization does provide both formats in Kid Kart – competitive and non-competitive – and suggested IKF may wish to follow suit.

“Before we ran it I had a lot of reservations. Now that we’ve run it, I don’t have any reservations.” No insurance claims resulted from this division.

White feels this needs vote of full Board to determine competitive vs. non-competitive. Motley suggested proposed set of rules be included in the Tech Manual as a Regional class.

Proposed rules are as follows:

Comer C51 Rules

Effective October 8, 2005 V.3

**Engine specifications:** All engines to remain stock, as supplied by the manufacturer. No grinding or aftermarket accessories (*including fasteners*) except as specifically noted. The intent of this class is to allow

beginning drivers (and their parents) the opportunity to learn driving and mechanical techniques. The only changes permitted are those that will promote equality among competitors rather than increasing performance.

**Combustion chamber:** OEM shape. CC: 7.3 minimum using IKF method. The cc measuring plug shall not be used. Combustion chamber to remain as manufactured. All threads to be intact. If a thread insert is used it must be full length. Any attempt to bypass the intent of this rule is illegal.

**Port height check:** Install dial indicator onto cylinder and zero. Insert 3mm rod, no longer than 3.00" (76.3mm), approximately ¼" (6mm) into appropriate port. Rotate piston until gentle contact is made. Release 3mm rod, it is to remain unsupported. Read dial indicator.

**Exhaust:** 1.1XX" minimum. **Intake:** 0.3XX" maximum

**Exhaust port visible light check:** .9XX

**Cylinder:** Liner and aluminum cylinder "as cast". No grinding allowed at any time.

**Ignition:** Timing shall be checked with a dial indicator as per published procedure.

**Piston:** Must be OEM and stock appearing. Both skirts must be same length +/- .015" both sides. Minimum piston length from bottom of ring land to bottom of piston 1.210".

**Rings:** Must be OEM rings, max. Gap .040". Rings cannot fall through cylinder.

**Seals:** Must be installed as OEM. Seal brand is non-tech, but no attempt to reduce sealing or drag is allowed. Evidence of a leaking seal is grounds for disqualification.

**Main bearings:** Brand is non-tech, but must be of same size and type as OEM. Exception: dual row *permitted*. Ceramic ball or any type of exotic design *are* not permitted.

**Crank pin, wrist pin:** OEM

**Plug Boot:** Non-tech.

**Plug wire:** OEM

**Plug reach:** Plug, non-tech. Reach to be OEM.

**Air filter:** K&N #RC-1250 or equivalent. Flange inside diameter 57mm. Filter base diameter 89mm. Filter top diameter 51mm. Filter length 102mm. Flange length 16mm. Flange style centered. Filter must remain unmodified.

**Carburetor:** Model SHA 14-12L Dellorto. All parts "as cast". 475" No-go venturi. Jet size #54-#58. No-go for these sizes will be posted. No repairs to broken carb bodies. Stripped bolt holes may be repaired with thread inserts or next size bolt installed.

**Muffler:** OEM C51 only. Holes as per IKF Rule Book Section 622.50.15. Exhaust gasket, one OEM. Bolts must be tight, if safety wired tech inspector must remove bolts. It is recommended that a "sniffer" be used to determine exhaust integrity. Among acceptable "sniffers" are Robinair Model 14970 (low range), TIF Model 5500 and Snap-On Tools Model ACT5600.

**Clutch:** See IKF Rule Book Section 622.50.17

**Shroud:** No taping of shroud allowed. *Replacement fasteners allowed.*

**Base gasket:** Must be in place, no maximum thickness.

**Chain & Gearing:** Comer 10T #219 chain. Rear sprocket 89T

**Tires:** 450 X 5 YHC, maximum circumference 33 ¾". Maximum tire pressure

20 PSI at end of race, designated event pressure gauge to be used. Note that Rule Book section 107.5 has specific regulations regarding warming of tires, competitors should be familiar with these provisions.

#### **Timing check procedure:**

- A) Remove spark plug
- B) Remove starter cover
- C) Install dial indicator in spark plug hole
- D) 0 dial indicator to TDC
- E) Rotate flywheel in anti clockwise rotation until the first magnet is exposed to the left of the coil
- F) Observe mounting lug of coil. Note the bottom of the lug is machined to match the curve of the flywheel. The left hand edge of the lug (nearest to engine center) is the edge we will use to determine ignition timing.
- G) Rotate the flywheel clockwise to align the right hand edge of the magnet with the left hand of the mounting lug and take a reading. Leading edge (RH) should be .050" to .060"

Any readings outside these dimensions are illegal.

☞ Motion by White to approve these rules for the 2006 Tech Manual; second – Motley.

In Favor: Pence, White, Lehmann, Hoegerl, Kuntze, Motley

**Passed**

#### 4-Cycle Tech

By Syd White

#### 4 CYCLE SPRINT RULES

200.1 4 Cycle Sprint Tires, **Change** brand and compound to tires specified for 2 Cycle Sprint

200.1 4 Cycle Group 3, **Move:** IKF Briggs World Formula, IKF Briggs World Formula Heavy and IKF Spec Ltd to Group 2.

201.8 4 Cycle Sprint Bodywork, **Add Note:** "Bodywork specified in 201.8 will not be allowed after 3/1/07. All 4 Cycle Sprint karts must, thereafter, use bodywork as specified in 201.9.

209 **Delete** Class 10 Animal Sportsman from GN class structure per Proposal 10 from White at 4/9/05 BoD meeting. Current motors being produced will not be competitive without modifications illegal in this class.

**Replace** Sec 715 with: See Karter News, December 2004 for Animal Sportsman rules.

**Add:** Animal Sportsman (715) to 850.2

209 **Change** Classes 1 and 2 to Jr 1 Animal Super Sportsman (718) Light and Heavy. This was done for 2005 and should be continued as Sportsman is being eliminated due to unavailability of competitive motors.

209 **Add second note under chart:** Note: Clutch required in all classes.

**Change** 202.2.3 to: Engine clutches required in all 4 Cycle Classes.

202.2.4: **Delete** all

202.3.3: **Delete** all

209 **Delete:** "no direct drive (see 715)" from classes 1 and 2

209 Class 16, Masters **Delete:** Flathead/Methanol/ 350 and Animal Sportsman (See 715)/Gasoline/ 350.

213.1 **Change** schedule to:

Day 1: Practice, all classes.

Day 2: Qualify and race:

Stock Animal Heavy

Jr 1 Animal Super Sportsman Light

Masters

Jr 2 IKF Briggs World Formula

IKF Spec Ltd

Day 3: Qualify and race:

Animal Super Sportsman

Jr 1 Animal Super Sportsman Heavy

Stock Heavy (flathead)

Jr 2 Stock Animal

IKF Briggs World Formula

Local Option Class - IKF Briggs World Formula Super Heavy @425

Day 4: Qualify and race:

Stock Animal Medium

Super Jr 1 Heavy (flathead)  
STAR  
Super Jr 2 Heavy (flathead)  
IKF Briggs World Formula Heavy  
Local Option Class - Jr 2 IKF Briggs World Formula Heavy @340

#### BLUE WAZOOM RULES

**Add:** 712.4.10 Check for (1) head gasket present

712.7.1 **Change** last sentence to: No alteration to flywheel screen.

712.7.1 **Add** additional sentence: Tape is permitted.

712.8.1 **Change** all to: Check for unaltered stock rewind clutch if used. Check for stock, straight key. Aftermarket starter nut allowed.

712.9.1 **Add** second sentence: Port finish as cast

712.9.2 **Add** second sentence: Port finish as cast.

#### ANIMAL RULES

716.5.1 Intake manifold length, **Add** 2nd sentence: Machining of gasket surface to meet dimension is allowed.

716.8.1 **Ignore** Update

716.8 **Change** all to: Must be stock as from the factory, except minor deburring is allowed to meet max length specification. Check for compliance with minimum length carefully.

716.9 **Change** number at end of 1st paragraph to: .255"

716.4.6 **Change all to** "Holes in screw-in jets are non tech. Needle jet shall have overall length of 1.680" min to 1.690" max. Taper on needle must remain stock. Needle diameter must not be smaller than .070" at .500" from the tip of the needle."

716.4.3 **Add as 3rd sentence:** When Sox tool # AT331 - .602" gauge is inserted horizontally, it may not pass into slide area at the narrow point formed by the overlap of the two venturi circles.

**Add:** 716.19.3 Shoulders of Sox tool # **xxx** may not touch head gasket surface when tool is placed into combustion chamber.

716.32 **Change** UPDATE by inserting B&S before "factory ...".

716.21.1 **Add** as 2nd paragraph: .860" end of Sox tool # **xxx** must touch valve guide when inserted into intake port. .864" end of Sox tool #**xxx** must not touch valve guide when inserted into intake port.

#### WORLD FORMULA RULES

717.1 **Add, as last sentence:** Specifically, the recoil, shroud, etc may not be taped. See also 700.2.16.

717.2.1 **Add, at end of 1st sentence:** ..., must be run as supplied, factory paint or no paint allowed, may not be wrapped, coated, plated etc.

717.2.2 **Add at end:** Exhaust gas sensor fitting is not allowed, even if plugged.

717.3 **Add, as second and third sentences:** Starter motor must remain complete and intact as delivered. Strap or bracket to support clutch end of starter is allowed.

717.4 **Add at end:** Pre filter may be used, must not constitute a scoop.

717.5 **Add as 3rd sentence:** Removal of factory sealing washer is not allowed.

717.10.5 **Change all to:** Unaltered main jet required. Hole size required is .034" go, to .041" no-go.

717.11 **Change heading to:** Camshaft and ignition timing:

717.11.1 **Add as first sentence:** Install degree wheel, using positive stop method.

**Add 717.11.2:** Check ignition timing. With the right edge of the magnet (not the magnet holder) aligned with the right edge of the notch on the bottom of the right leg of the coil, the motor must be from 23<sup>0</sup> BTDC to 27<sup>0</sup> BTDC. See Fig. 717.11.2.

**Insert** Fig 717.11.2

717.12 Deck: **Change all to:** 717.12 Deck/Piston Clearance: Machining of deck surface is permitted. Piston pop up cannot exceed .020" above block surface in the center of the piston. When measuring piston pop up, set flat bar stock across piston parallel to wrist pin. Use dial indicator to check pop up on center of this bar.

717.16 Head: **Delete** the text

**Add,** as 717.16.1 Rocker Arms: Must be as produced. Length must be 2.761" minimum to 2.291" maximum.

**Add,** as 717.16.2 Rocker Ball: Must be stock. Diameter to be .590" - .610".

**Add,** as 717.16.3: Cylinder head gasket surface may be machined. Depth from gasket surface to head surface between valves must be a minimum of .319".

**Add:** 717.16.4 Shoulders of Sox tool #xxx may not touch head gasket surface when tool is placed into combustion chamber.

**Renumber** 717.16.1 and following appropriately

717.16.1.1 **Add as 3rd line:** Intake port has a machined chamfer where the bottom of the intake port intersects with the bowl cut for the valve seat. Chamfer does not reach iron seat. May be checked against a known stock part.

**Renumber** 717.17.4 Valve springs as 717.16.8, and renumber the following sections appropriately.

**Add:** 717.18.5 Spark plug wire may be wrapped to protect from rubbing.

717.22 **Change** UPDATE by inserting B&S before "factory ...".

## ANIMAL SUPER SPORTSMAN RULES

718 **Add at end of title:** - for gasoline fuel classes

☞ Motion by Lehmann to accept White's recommendation as listed above; second – Hoegerl

In Favor: Pence, White, Lehmann, Hoegerl, Motley, Kuntze

Absent: Smith

**Passed**

### Shifter Committee Report

Committee Chairman Gary Robinson was not in attendance. White provided tech book re-write / updates to the Board for the 2006 Tech Manual.

Motley reported working with Shifter racing in his area. Recommends changing IKF rules to fall in line with SKUSA. Feels should put together a TAG/Shifter program and adopting the SKUSA rules would work well with

this. Discussion re: how this would affect current drivers/equipment, Road Race classes. Motley will work to put this information together ASAP.

### Regional Championship Program

Submitted by White

*A Scheme to make Regional Championships more valuable and worth racing for, endorsed by Smith, Baden, Swiggart. This would be worth forming a series to guarantee the position in Speedway GN. Scheme stolen from Road Racing.*

#### 407.11 Special Rules for IKF Speedway Grand Nationals

##### 407.11.1 Guaranteed position for Regional Champions - Sec 800

All IKF Regional Champions are guaranteed a starting position in the Final of the class of which they were Champions the previous year, provided that they have the required 3 punches.

A Regional Champion is guaranteed a starting position only in the class for which they were awarded a Regional Champions Jacket. See qualifying criteria in Sec 800.9.

##### 407.11.2 Position

A Regional Champion may earn his position by racing in the heats.

If a Regional Champion does not earn a better position, the Regional Champion will start ahead of the transfers from the B Main.

If two or more Regional Champions are seeded in this manner, their starting positions, relative to each other, will be determined by the number of entries against which they competed in winning their Regional Championship. For example, a Champion who raced against 75 entries will start ahead of a Champion who raced against 60 entries.

If there is a tie in the number of entries used to determine starting position, a coin flip will determine the starting position.

A list of eligible Regional Champions, with their series entry numbers, will be supplied by the IKF Office with the punch list and this will be THE OFFICIAL NUMBER, and may not be challenged at the track.

*Additionally, what about this to kick off the program for next year?*

##### 407.11.3 Additional Guaranteed Positions - **For 2006 ONLY**

Regional Championship Class points leaders in Grand National classes as of June 1, 2006, will be guaranteed a starting position in the class in which they are leading in points as of June 1, provided that the total entries in their class in the Regional Series has reached 25 entries and they have the required 3 punches.

2006 Regional Championship points leaders will be seeded ahead of the transfers from the B Main, and behind any Regional Champions seeded from 407.11.1, above.

If two or more Regional Championship Class points leaders are seeded in this manner, their starting positions, relative to each other, will be determined by the number of entries against which they competed in leading their Regional Championship Class. For example, a Points Leader who raced against 32 entries will start ahead of a Points Leader who raced against 27 entries.

*Could be applied to Sprint also, but, at this point, the classes are not so big that a Regional Champion will not make the Final, are they?*

☞ Motion by Lehmann to accept Syd's scheme as presented; second – Kuntze

In Favor: Pence, White, Lehmann, Hoegerl, Motley, Kuntze

**Passed**

### Road Race

Lehmann reported Committee has discussed use of 2-way radios in this division.

Will be discussed when a super majority is present.

White submitted a re-write of the Road Racing section of the Tech Manual to the BOD.



Tech Manual Rewrite Submitted by White

Directions are in **Bold**.

Words added are in ***Bold Italic***

Deletions are indicated by ~~strikethrough~~.

101.3.4 **Stop** first paragraph after 2nd sentence.

**Start** new paragraph as follows: ***To be considered for National Class status***, all classes not listed in Section 850 must apply in writing for Regional Championship Class status. A copy of the proposed rules and specifications must be submitted to the IKF Office with the application.

***a. Classes that are modifications of existing motors, for which IKF has specifications, may be submitted only by the Original Manufacturer, the Importer of the motor, or the appropriate Tech Committee.***

***b. Classes that use existing motor specifications and deviate by weight only may be submitted by anyone.***

***c.*** Applications for Regional Championship Class status must be received, with all rules and specifications, at the IKF Office by January 1 of the year for which Regional Championship status is requested.

***d.*** The rules and specs will be maintained at the IKF Office ***and may not be changed until the class has achieved National Status and changes are recommended by the National Tech Committee.***

Upon acceptance by the IKF President and approval of the respective ***Tech*** committee, the class will be added to Section 850. ***Approval may be denied only on the basis of safety or insufficient rules and specifications necessary for the National Tech Committee to determine legality of an appeal filed under Section 508.***

☞ Motion to accept White's recommendation by Kuntze; second – Motley

In Favor: Pence, White, Lehmann, Hoegerl, Motley, Kuntze

**Passed**

Presented by White:

101.3.4.1 **Change as indicated:**

The Grand National and Regional Championship classes will be reviewed by: ~~the following criteria:~~

1) Over all participation statistics and/or...

2) Average participation per class.

3) When a Regional Championship class, with participation from 2 or more regions, exceeds the third lowest participation class on the Grand National schedule, it will replace the lowest participation on the Grand National schedule.

**4)** The class replaced will remain a Regional Championship class.

~~Junior classes may only replace Junior classes, Senior classes may replace only Senior classes, Master classes may only replace Master classes, only 4-cycle will replace 4-cycle and only 2-cycle will replace 2-cycle classes on the Grand National class schedule.~~

**5)** Junior I ***classes*** (ages 8-11) can only replace Junior I ***classes***. ***A Regional Champ class must exceed the lowest participation Junior 1 National Class by 30% in order to replace the lowest participation National Class. Participation must come from at least 2 Regions.***

**6)** Junior II ***classes*** (ages 13-15) can only replace Junior II ***classes***. ***A Regional Champ class must exceed the lowest participation Junior II National Class by 30% in order to replace the lowest participation National Class. Participation must come from at least 2 Regions.***

**7)** Only one Junior I and one Junior II will be eligible for replacement in ***each Division in*** one year.

~~This will determine the addition, deletion, or replacement of Grand National classes for the next year. Only the least participated Jr. I and the least participated Jr. II will be eligible for replacement. The regional Junior class~~

that is eligible to replace a National Junior Class must exceed its participation by 30% (this also applies to Master classes).

**8) Masters classes may be replaced only by Masters classes. For a Masters Regional Championship class to replace an existing Masters class, Regional participation must exceed participation of the National Class by 30%. Participation must come from at least 2 Regions.**

☞ Motion to accept White's recommendation above by Kuntze; second – Motley

In Favor: Pence, White, Lehmann, Hoegerl, Motley, Kuntze

**Passed**

White also presented the following as "housekeeping" items (verbiage clean-up in the Tech Manual).

105.2.1.14 Steering, **ADD as second paragraph: "Check for proper secondary retention of clamp type sliding hubs. See 105.2.1.6."**

108.5 Disabled karts: **Add at beginning: "No driver shall continue on track if he must get out of his kart to restore it to the racing surface or to make a repair."**

108.5 **Add in existing first sentence:** ...unable to continue because of **dead engine (karts with onboard electric starting capability excepted), inability to drive onto track without assistance, inability to drive onto track without getting out of his kart,** mechanical failure or lack of fuel,...

108.5 above are for Sprint and Roadrace only.

109.7 Blue Flag, **ADD At end: "See 211.1.3 and 211.2.3 for special Blue Flag conditions at Sprint races."**

113.8 In first paragraph, **delete:** "pre-tech,"

Reason-IKF Appointed Dir-in-charge will settle all disputes arising out of pretech items and he should be in charge so the racer knows what he wants.

113.9 **Add,** as third paragraph: **"IKF Appointed Director-in-Charge shall be in charge of Pre Tech."**

Reason- see above

115.1.3 Expert Driver Criteria, **CHANGE** all to: **Restrictions that accompany Expert status apply beginning January 1 of the year following the earning of Expert status.**

407.7.1 **Change** 1st sentence to: Should a race be yellow flagged, prior to all starting karts completing one lap, no **race** laps will be officially credited.

**Add as 2nd sentence: Total laps(see 407.10.2), for the 40 lap (30 laps for Juniors) count will start counting with the initial green signal.**

**Continue with:** A complete restart will be conducted...

507 **Add at end of 2nd paragraph:** Written protest must refer to specification or regulation contained in these rules by page number and section number.

507 **Add, as 3rd paragraph:** A competitor protesting another competitor's equipment must keep his equipment in the Tech / Impound area and may be subject to inspection of his equipment to the extent that he is protesting another competitor's equipment. Once a competitor's equipment has been removed from Tech / Impound, he has lost the right to protest another competitor's equipment. The protesting competitor's equipment must remain in Tech / Impound until the result of the protest is determined at which point Tech personnel shall determine whether or not to subject the protestor's equipment to a similar inspection.

### TAG

Motley provided chart with engine specs. Will provide to White for inclusion in the 2006 Tech Manual. Chart is attached.

### Shifter

Motley also provided a chart with criteria for Shifter classes. Chart is attached.

White submitted a re-write of this section for the 2006 Tech Manual.

### **Chest Protectors**

☞ Motion by White to adopt a requirement similar to other organization for SFI Certified chest protectors (SFI Spec 20.1) for all drivers under the competition age of 12, recommended January 1, 2006, mandatory March 1, 2006; second – Pence

In Favor: Pence, White, Lehmann, Hoegerl, Motley, Kuntze

Passed

### **Director Issues**

Kuntze requested making the 2006 Road Race Grandnationals a Road Race & Shifter/TAG event. Also requested waiving the punch rule for this event. No action following a lengthy discussion.

### **Dates for 2006 BOD Meetings**

Ontario, CA January 14-15, 2006

Sacramento, CA April 22 & 23, 2006

Seattle, WA September 16 & 17, 2006

Meeting Adjourned