

**IKF BOARD OF DIRECTORS  
PHONE BOARD MEETING MINUTES  
TUESDAY, JULY 25, 2006**

The IKF Board of Directors met via telephone conference on Tuesday, July 25, 2006, at 5PM (PST). The Meeting was called to order by President Lehmann. Present at roll call were Directors Mr. Jim McMillan, Mr. Jack Hoegerl, Mrs. Debbie Kuntze, Mr. John Motley, Mr. Jack Lehmann, Mr. Bill Hilger, Director Mr. Tye Smith, Director Mr. Wayne Brown, Mr. John Pence and IKF Office Manager, Pat Eldridge.

**Region 7 Sprint Event Incident**

Recommendations of Grievance Committee members received by Board prior to meeting. Discussion by Board regarding incident at Region 7 Sprint event in June 2006 involving Mr. Ty Matta and Mr. Tim O'Leary. Board agrees that this matter should have been handled at the track.

Motion by Pence: Place Mr. Ty Matta on probation until September 2006 Board Meeting, pending further action at the meeting.

Second by Brown.

In Favor: Brown, Hilger, Hoegerl, Kuntze, Motley, Pence, Smith

Opposed: McMillan

Passed

**Pre Grid Items**

Brown states that pre tech does not catch items and the last place you want to catch them is in post tech. If not caught on pre-grid, not any good on post race tech. Motley states that it DQ's them if we find a violation. Regarding the weight retention, the whole argument is to try and catch the weight before it has the opportunity to come off during the race. Brown states that they have no procedure to monitor weight retention after pre-tech. Hilger states that at speedway events the drivers are told at the pit meeting that they are going to stop the heat race on the track and check for weights and anybody who does not have a clip in place, they are DQ'd. Hilger states there are no problems with this method but it is almost impossible to police it all. McMillan states that the organizations do not have the manpower to police every item. Motley asks for clarification of situations they are talking about i.e. Speedway, Road Race or Sprint. Hoegerl asks how the weight attachment is different in any of the divisions. Motley states that it is the policing of the weight attachment. Lehmann states that if they go through pre-tech, a lot of them will have the weights properly retained, but if they go from light weight to heavy weight during the event for another race, they will add or delete weight as needed and clips may be missed. Kuntze states that they may not have been pre-teched for weight at all if running a lighter class first. Lehmann states that the officials always checked the weights at the races and National he has attended. Pence agrees with the premise and agrees with McMillan that the organizations do not have the manpower to police this issue. Brown states that they are not making it mandatory. Brown states that in post race tech, you can tear the motor down but they know at regional races that nobody has the manpower to do post race tech like it needs to be done most of the time. Brown asks to put in the Rulebook a rule that states that as soon as the competitor knows, if he rolls up on the pre-

grid, looking at the numbers, also look at weights. Brown states that he wants to paint the weights white. They can be told that they don't have their weight keyed, you aren't going to race. They don't have to stop the race. Hilger clarifies that they do not stop the race, they bring them on the track before they start. Brown states that they give the officials, if they want to do it, an out to tell the competitor if you want to push up to the pre-grid or line up, if they check the weights and they are not keyed, you are not going to race. Lehmann states that it can be put in next rulebook. Hilger states that it is already a rule. Brown states that if they are on the pre-grid and somebody walks up there and tells them that their weight is not keyed, the rulebook does not say that you can keep them from racing. McMillan states that it is the Race Director's discretion at that point. Hilger states that anything that is unsafe can keep them from racing. Brown asks that it be put in black and white so no one can argue with it. Does not understand why they will not give the race director or pit personnel gridding it, the opportunity to say, or say at driver's meeting, you roll up to pre-grid and your weights are not properly attached, they can be checked in post tech, but he is trying to catch it and they are missing the point, they can be checked before they have the opportunity to come off. Hilger states that they do that all the time in Speedway, prevent people from racing for that reason, for any kind of clothing issue. Brown asks that it be put in the rulebook. Lehmann states we could add wording to the current rule. Brown states that there will be no argument or debate if clarified in the rulebook. Motley states that they are specifying the penalty so there is no question that they can be stopped from racing. Brown agrees.

Brown states that anything that is illegal in post-tech, you can't grid or go out on the grid with anything that is illegal. Same thing as the Comer deal. The competitors will know that they cannot go to grid with tape and suddenly rip it off right before they go out, it is illegal. Pence agrees with Brown; says that they did add language to Section 105.2.1. that all pre-tech items must pass the same inspection after the race. Pence states that they should add in the same paragraph that pre-tech items may be checked in pre-grid or anytime. Pence thinks that is all they need to do; Brown agrees.

Brown asks that the weights be painted white. Would be in line with other organizations. To be effective January 1, 2007.

Motley states that there is also issue with running the karts for long periods of time under covered grids. Feels that this issue also needs to be discussed. Brown agrees. And he feels that the karts need to be pushed outside. Hilger states that it will be division specific. Brown states that in sprint and road racing, there is frequently covered areas. Brown wants to make a Motion that karts cannot be started under a covered area or inside a garage unless instructed by race personnel. Kuntze states that we should say covered pre-grid area. Motley states that it cannot be the Race Director, must be grid steward. Brown states whatever track official. Motley states that there are events with 25-30 competitors in a class and they run their karts between 8-10 minutes under these enclosed conditions. Feels that is extremely unsafe situation. Lehmann states that in Region 6 they must start their kart up on the ground against the fence; no starting on the kart stands. Brown states that the proper way to start it is outside. Motley does not feel that this will solve the problem that he sees – then you will have the Junior I's and the Kid Karts trying to push

it outside. Feels that once the kart is in a controlled area, that the kart cannot be started without direct instructions. Brown states that they can add into a rule. Pence agrees with Motley. Brown states that once the kart is in pre-grid, it cannot be started at all. Motley and Brown to work on verbiage regarding these matters for the rulebook and submit to Board for approval at Fall Meeting.

Brown to send the new style rear bumper information, that is being run in Europe, to the Road Race Committee so they would know that they would be coming in the future and for their feedback. Motley sent the information to entire Board earlier in the week.

### **Safety Apparel**

Discussion by Board regarding neck collars. Motley asks if there are SFI approved neck collars. Board to research this and address at Fall Meeting.

### **2006/2007 4 Cycle Speedway Grand National**

Board discussed the 2006 4 Cycle Speedway Grand National and the relocation of 2007 4 Cycle Speedway Grand National, pending further options.

Director McMillan exits the Meeting.

### **Rolling Starts in Road Race**

Pence states that there was an interesting situation at the Road Race Grand National; several classes, for awhile now, have been starting with a rolling start. Problem is that there are no rules in Section 300 governing a rolling start at a Road Race. Section 200 rules don't really work because it is sprint. But on a sprint track, you have a nice short little ½ mile track and you can get around it in less than a minute. You ask karters to do another parade laps on a 3, 4, or 5 mile course, you waste time. Generally in Road Race, you are running different groupings/classes and if you start with the first class in the group, you have to start the second class in the group and can't ask them to do a parade lap because you have got people racing at speed on the track. Pence suggests to Brown that this needs to go to the Road Race Committee. Lehmann states that the only ones that need a rolling start are the 250's and the Open. Brown says that TaG's in his area use a rolling start. Brown says it worked very well in SWRA; it was not a pure rolling start but started with a parade lap and then everyone got in line for a short few seconds and the flag was dropped. There is an official behind and the flagman in the front of the karts on the track, everyone was lined up and the green flag was dropped. Kuntze states that she has been doing rolling starts for over three years. Pence states that NCK has also been doing rolling starts. Lehmann states that at the Nationals there were guys that were starting fourth and someone hadn't started their motors up, so he thought that he should be on pole and was gone. Kuntze states that these are basically 20 minute heat races and she tells the drivers how many laps they get in that time frame. She tells them at driver's meeting that they have 20 minutes and does not care if they do it under yellow in parade formation or if they want to do it under green, it is up to them. There has never been a go around yet with 100 karts at Fontana. Pence states that there are no rules to this effect, especially not for a National situation. Kuntze agrees. Discussion of the incident at National had no ruling in the Rulebook or local option rule to prevent the problem.

### **Other Grand National Issues**

Lehmann states that there were also no exhaust rules: In National Cup Class rules in Section 676 of the Rulebook, it shows nothing other than a header and the pipe. He reverted back to the TaG engine rules, which is header and pipe must be used as supplied by manufacturer. No plating or ceramic coatings permitted. Exhaust system must start and complete racing race intact as intended for use by the manufacturer. The exhaust connector pipe must be flex tubing (except PRD which will use OEM solid connector pipe). He went back to those two rules. Brown states that in Road Racing, you run solid flex; they had that rule last year. Lehmann states that it is not in the rulebook. Brown states again that they ran solid flex last year. Motley states that there was an update for one event. Not a permanent rule. Lehmann states that he interpreted that if it is not listed under National Cup, it reverts back to stock rules, which is a flexible pipe. Brown assumed that it was a permanent rule. Motley states that there are a lot of National Cup rules that are not necessarily printed. Lehmann clarifies that IKF goes by the rules in the Rulebook. Motley states that the flex was not mentioned in the clutch/header/pipe. Pence states that the reason it was not mentioned in there is that they did not want to force people to buy a \$12 piece of flex. Motley states that he has a note to review for 2007; needs to be clarified. Pence states that, in trying to solve this, he called Ron Emmick and asked him, in National Cup, does it have to be flex or can you use solid pipe? Emmick said solid. Motley agrees. Brown asks if they are going to allow solid flex. Yes, in National Cup. Pence states that it needs to be updated in the National Cup section. The TaG classes need to be determined, Motley states that it has to be flex. Brown asks if they are willing to run solid flex. Motley states that they are mixing apples and oranges because we are talking about road racing as opposed to sprint. Brown states that he has never seen the difference. Hoegerl says that they are talking about National Cup and TaG. National Cup has different and distinct rules than TaG. Pence states that they are going to update the rules to allow solid pipe in National Cup.

Pence states that regarding TaG, road race and/or sprint. Motley states that there is confusion because last year they did allow it in road racing because there were issues. There was never another word said about the temporary rule after the Road Race Nationals in 2005. The Rulebook clearly says exhaust connector pipe must be flex tubing, except PRD. Lehmann states that this is the rule he was going by. Motley says that Lehmann used the rule in TaG, which is not National Cup. Lehmann states that there is nothing in National Cup that states that so he reverted back to TaG for the exhaust system. Brown asks Motley that in Road Race, they cannot run solid flex. Brown does not feel that this is right. Lehmann states that it is a crossover class. Motley says that it is not a question in the Enduro's, only the crossover classes. Brown asks if TaG E has to run flex or not. Motley does not believe so. Brown states that he has told everyone that they can run solid flex in road racing in the IKF. Lehmann states to put in Section 300. Motley states that there is no provision for doing it in the regular TaG class.

Lehmann states that they lowered the VX motor down to the same weights as the Rotax and Leopards, they were 3 seconds a lap faster. Brown asks Lehmann if the 15 pounds made a difference. Lehmann states that other organizations have added 50 pounds to that

motor. Browns states that he has run the TX and the VX. The TX is faster, why would you have both motors the same. Lehmann states a lot less horsepower. Discussion by Board. Sonix is coming. Brown states that flex rule needs to be adopted. Kuntze suggests that this go through the Road Race Committee for submission at the Fall Meeting.

### **Grand National Waivers**

Motley states that he feels that this should be an administrative matter, should not have to go to the Board for ruling. Clarification of the handling of the waivers. Discussion by Board. This matter to be discussed at Fall Meeting.

### **RFP**

Motley states that the status of the RFP is that it is being reviewed by an attorney at this time. Board will be advised after review. Hoegerl asks if there is a time frame on this. Motley suspects that people that would be interested in this or respond to it, probably already have inventory. Discussion by Board. Clarifies that the RFP is for Sprint tires.

### **CIK Rear Crash Protection**

Motley states that it was never his intention to discuss this at this point about Road Racing. Brown states that this is not just for Road Race, but for the whole sport. Brown states that it is coming, whether for Road Race or Sprint. Motley states that they don't know whether or not it is coming. They know that the CIK is running it this year in the European and World Championship. States that there are probably six manufacturers. Motley sent this out for information, does not mean that they have to allow them into IKF. Just did not want the Board to get caught not knowing anything about the new rear protection. Motley states that he does not know if other organizations are going to allow the new body work or not. Perhaps IKF will have a "take a look" position to see if there are any issues. Brown states that they are coming, the IKF is always behind, and at some point, the importers are going to say that they have to go with these bumpers because that is what they are sending us. Motley states that they are not bumpers; they are crash structures that are attached like the bumpers. Brown states that he wants the idea out there that, down the road, this is what the manufacturers are going to send the new karts with. They will need to let everyone know that this is what is going to happen over a time frame. The American manufacturers will probably need to follow. Motley does not know how many on the Board is aware of this, which is why he sent it out. Brown states that he was not aware of this. Comparison to front plastic noses issue. Brown states that the Board needs to be prepared for whatever it is going to be because he thinks that they are going to be here in the next two years. Lehmann agrees. Motley states that the importer can specify where he has them or not. They will show up next year because another organization is mandating them next year. Motley spoke with Pence re: cadet ones. They are similar. Motley has seen cadet ones, but they are not a CIK deal. As of a week ago, none of the importers of the manufacturers that have these approved, have yet to bring them in the United States. There may have been a kart that came in with them but none of the aftermarket importers..... Pence states that he received a call from a local kart shop that has a cadet kart with one of these bumpers. Pence contacted Motley regarding this phone call. Kuntze states that it is bodywork, a tail. Motley states that it is a component of bodywork. Brown feels that they will start showing up in 2007. Discussion by Board

re: break away nose cone. Pence worried about the front nose cone getting hooked on one of these things and then have a front plastic piece hooked on a back plastic piece. Brown states that they don't have to do anything now but there will be no choice and does not want to be the last one to try to convert over while other people are going someplace else to race because that is what the karts are coming with. Pence backs Brown 100% but they have to lead not follow. Brown states that they need to stay on top of it. Pence thought that the little y clips were a requirement on the nose pieces. Hoegerl feels that the Board is not saying no, but feels that they do have a choice, feels that the manufacturers need to approach us with the dimensions. Hoegerl asks if they have all of the dimensions for items that came out last year; Motley says that all they need is the sheet with the list of approved bodywork. Hoegerl asks if the legal list is available today. Motley states that only three of the bumper covers are approved, two are pending, and is sure that the list is available today. Lehmann asks if this is for all sprint karts, not just cadets. Motley states that he saw cadet karts 8 months ago that came in with them on but they are not CIK approved. Brown wants the Board to be prepared for when this hits and what is going to happen. Motley states that other organizations get the information sooner. Lehmann states that they may be coming on all CIK approved karts. Brown states that the Board must be prepared to say that you can or cannot run it. Motley states that they will know a lot more in a few months.

### **Fees for TaG Engines**

Motley states that everyone should be aware that bills will be sent out to all of the importers of the TaG engines. Concerned about Rotax; thinking they are being singled out. Also issue with WTP engine, importer is in British Columbia. Motley is very uncomfortable with approving engines with no US importer. Brown states that the point they have to consider is that they have a US importer – that is 100% mandatory. If they don't want to do that then the Board does not have to approve the motor. Brown states that the classes that are working really well are the classes that have real importers. Lehmann agrees. Brown states that the parts are available and the people can call the importer. Motley states that is his point. Lehmann states that the engines with no US importer needs to be removed from the approved engine list. Motley states that the engine will be removed from the list automatically if there is no US importer; Board agrees.

### **Region 4B Speedway Matters**

Smith states that he overturned a DQ by the tech director at an event at Huffman Motorsports Park. Motor was protested by another go kart. According to Section 507, it says that the protestor must leave his kart in tech. The protestor took the kart back to their trailer. Later on, it was decided to take the motor, box it up and send to Syd White. They took the motor into the tech room, sealed it up, taped it up to mail to Syd on Monday. Smith received a call on Monday morning from an engine builder, telling him that the motor that they had sealed and put in the box was at another motor builders shop and they were tearing it down to do tech on it Monday morning. They had taken the motor out of the sealed box and were looking at it. The original motor builder called Smith and told him to get the motor out of there or he was going to sue him. Smith called the motor builder and clarified that they did have the motor out of the box. Said he was told to take the motor out of the box to see if it had an air vane on it. Clarified that he had opened the

box that had been sealed and signed for. Said he was told to do it. Smith says that he is coming to get the motor, send it back to the owner and is overturning the DQ. He is told that he cannot overturn the DQ. Smith states that you cannot open the box and work on the motor after it has been sealed to send to California.

Go Karters are telling Smith that he cannot not DQ the competitor, Smith says that he cannot DQ the karter. He did three things wrong; he did not leave the protesting karter's go kart in impound, when he was tearing the motor down and it did not have an air vane on it when he pulled the cover off the side of the engine, the air vane was gone over by the coil. He should have stopped right there because that was enough to DQ him, but he kept going because they are on a witch hunt over these eyebrows that Terry Nash found in Pipestone MN. Terry had found that the guys were working the eyebrows so they could see what was in the engine. So at Huffman they kept tearing it down. Smith says that when they got to the air vane being gone, they had to stop. Karters feel that Smith is biased to the karter because he overturned his DQ. Motley states that they are mad at the wrong person. Hilger asks about a Section 700 rule that he protested on and then went back to Section 507 rule. Smith states that they were protesting the eyebrow on the engine. Protestor wanted the engine torn down. Clarification of procedure by Board. Tech director seals the box and signs the tape. Motor was left in Houston. Bottom line is that the correct procedure was not followed; therefore, the DQ was overturned. Board agrees that Smith handled this correctly.

### **2007 Tech Book Advertising**

Hoegerl reminds that the Board had made a decision that they would approach advertisers for the 2007 IKF Rulebook. Emailed an advertisers list to the Board prior to the meeting. Discussion by Board.

### **Grand National Expense Reports**

Eldridge discussed with the Board the expense report for the Director in Charge and Tech Director for Grand National events. Feels that there should be changes to the expense report. Eldridge will prepare verbiage for Grand National Agreements and Expense Reports for consideration at the Fall Board Meeting.

Motion to Adjourn by Lehmann.  
Second by Motley.

Meeting Adjourned at 7:25pm.