

IKF Board of Directors Meeting Minutes January 26 & 27, 2008 ** Ontario, CA

Directors in attendance: Jack Hoegerl, Don Holmboe, John Motley, Gary Richter, Bill Hilger, Rick Scribner, Art Verlengiere. Absent: Mike Schorn absent for Saturday session, in attendance on Sunday

At the roll call, a moment of silence was observed in memory of IKF President Wayne Brown who recently passed away.

Members and guests in attendance: (Saturday): Cynthia Enriquez, Carmen Carranza, Janet Scribner, James Russell Jr., John Brown, Don St. Ours, Lloyd Mack, Sharon Barros, Chris Villarreal; (Sunday): Janet Scribner, Shirley Hilger

Election of Officers

For President:

Hilger nominated by Verlengiere; second – Hoegerl
In favor: Hoegerl, Holmboe, Motley, Richter, Hilger, Scribner, Verlengiere

☞ **Passed**

For Vice-President:

Verlengiere nominated by Hilger; second - Richter
In favor: Hoegerl, Holmboe, Motley, Richter, Hilger, Scribner, Verlengiere

☞ **Passed**

For Secretary:

Holmboe nominated by Verlengiere; second - Hoegerl
In favor: Hoegerl, Holmboe, Motley, Richter, Hilger, Scribner, Verlengiere

☞ **Passed**

For Co-Treasurer:

Hoegerl nominated by Motley; second - Verlengiere
Scribner nominated by Richter; second - Verlengiere
In favor: Hoegerl, Holmboe, Motley, Richter, Hilger, Scribner, Verlengiere

☞ **Passed**

Treasurer's Report

Presented by Hoegerl.

Accounts receivable: balance is as expected this time of year due to recent publication of tech manual and billing cycle for advertising in that publication.

Income comparison / 3 years: pit pass sales were down, as were entries in 2007. Income for 2007 was less than 2006, about even with 2005.

Review of expenses, including bad debt and periodic purchases. 2007 net income less than in 2006, higher than 2005. IKF did show a profit in 2007.

Balance Sheet: Hoegerl reported money was added to the reserve account in 2007; this account could be accessed if IKF had a financially negative year.

Donation Made in Memory of Wayne Brown

Hilger announced that IKF has made a donation to the American Heart Association in memory of Wayne Brown.

2007 Top 5 Tracks / Pit Pass Sales

Hilger read list of tracks, acknowledged that they will have their sanctioning fees waived for 2008.

2009 Grandnational Bids

Board reviewed bids for the 2009 Grandnational bids; these bidders will have opportunity to present at the Spring meeting, with voting to follow.

2-Cycle Sprint

Portland Karting Assoc @ McMinnville Raceway, McMinnville, OR
Shasta Kart Club @ Shasta Kart Track, Redding, CA*
Northern Nevada Kart Club @ Desert Park Raceway, Reno, NV

4-Cycle Sprint:

Shasta Kart Club @ Shasta Kart Track, Redding, CA*
Santa Maria Karting Assoc @ Santa Maria Kart Track, Santa Maria, CA

2-Cycle Speedway / Speedway Midget

Albuquerque Spdwy Karting @ Harvey Caplin Memorial Spdwy, Albuquerque, NM
Huron Kart Club @ Rolling Thunder Speedway, Huron, SD**

4-Cycle Speedway

David / Carrie Snyder @ I-20 Speedway, Winona, TX
Huron Kart Club @ Rolling Thunder Speedway, Huron, SD

Road Race

Reno-Fernley Track @ Fernley, NV***

* Wishes to combine 2-Cycle Sprint & 4-Cycle Sprint Grandnational

**Wishes to combine the 2-Cycle Speedway & 4-Cycle Speedway Grandnational

***No questionnaire has been submitted by this track as of January 25, '08. IKF office has contacted them with no response; Richter will call his contact with this track. Discussion re: possibility of Portland hosting the event. Also discussed IKF hosting the event, or opening the bids until the April meeting.

Discussion re: rotation system outlined in the tech manual. St. Ours asked Board to consider the current economy (ability for competitors to travel distances, etc.) and how strictly they adhere to the system when considering 2009 Grandnational sites. St. Ours proposed a system to give entry fee discount for those who travel more than 200 miles to an event.

Holmboe suggested that others use a system similar to one they use in his area: drivers “buddy up” and put karts / equipment all in one trailer to transport, with each driver contributing money to pay for transportation.

2008 Grandnational Personnel

4-Cycle Speedway @ Rolling Thunder Speedway, Huron, SD July 7-11

Tech Director: Chuck Sloggett

Director in Charge: Bill Hilger

Road Race @ Portland International Raceway, Portland, OR July 15-18

Tech Director: tabled

Director in Charge: Rick Scribner

2-Cycle Sprint @ Santa Maria Kart Track July 30-August 3

Tech Director: John Motley

Director in Charge: Gary Richter

2-Cycle Speedway / Speedway Midget @ Delaware Speedway July 28-August 1

Tech Director: Jack Hoegerl

Director in Charge: Mike Schorn

4-Cycle Sprint @ McMinnville Raceway July 1-4

Tech Director: Terry Nash

Director in Charge: Don Holmboe

101.3.4.6 Allows a Grandnational host to drop a National class from the program based on entries in their area. Discussion that Santa Maria has dropped IAME Cup, a class which is heavily participated in Region 11; some competitors from Region 11 are not attending the 2008 Grandnationals because this class is not on the schedule at this event. IAME Cup was not a National class when schedule for 2008 Grandnational schedule was approved by the BOD.

Verlengiere contacted Santa Maria re: addition of IAME Cup to the schedule, and the class will be added to the Grandnational schedule.

Verlengiere noted that Kid Kart Class as listed on Sprint Grandnational schedule is not within parameters of IKF Kid Kart class; this will be resolved prior to the event.

Director Appointment

Letters of recommendation will be accepted by the IKF office thru February 8, 2008 to fill the open position of Director Brown. The appointment will be for a 1 year term. John Brown expressed interest in being appointed to this position, and shared his thoughts about the current state of kart racing.

IAME Cup Challenge

Proposal by Jim Russell Jr.: Russell Karting will provide for the winner of IAME Cup class at the race of IKF BOD's choice, an all expenses paid entry to the IAME International Challenge (approx. \$10,000 package). Verlengiere thanked Russell for "putting back" into IKF and its membership for support of the IAME program.

Motion by Motley to have this awarded to the winner of the IAME Cup class at the Grandnationals in Santa Maria in 2008; second – Verlengiere

In Favor: Hoegerl, Holmboe, Motley, Richter, Scribner, Verlengiere

☞ **Passed**

Question re: if winner declines opportunity, who will receive the opportunity? Russell said this has not been discussed.

Director Issues

Motley

Re: "Green" Karting, i.e. converting to an unleaded or ethanol fuel program. Many racing organizations are switching to unleaded fuels due to health issues. Motley presented letter from Alan Hillier making the case for the conversion. Motley also reviewed the history of why leaded fuels were initially used in karting, noting that the classes dependent on leaded fuels no longer exist.

Lloyd Mack reported that unleaded fuels are being successfully used in karting.

Russell reported his experience is that in the lower compression motors, and with today's better oils, there is not an issue in using unleaded gasoline. Pump gas with ethanol does attack carb diaphragms, etc. It is a bigger issue with the higher compression engines.

Motion by Scribner: IKF recommends that all clubs, as soon as possible, convert to an unleaded fuel program. Second – Holmboe

In favor: Hoegerl, Holmboe, Motley, Richter, Hilger, Scribner, Verlengiere

☞ **Passed**

Motion by Verlengiere to mandate use of unleaded fuel for IKF events, effective June 1, 2008. Second – Motley.

In favor: Motley, Verlengiere

Opposed: Hoegerl, Holmboe, Richter, Scribner

☞ **Failed**

Motion by Scribner to mandate use of unleaded fuel for IKF events, effective January 1, 2009. Second – Holmboe
In favor: Hoegerl, Holmboe, Richter, Scribner
Opposed: Verlengiere, Motley

 **Passed**

Verlengiere and Motley stated their “no” vote was due to time frame being too long.

Note: Motley composed the following letter explaining / promoting use of unleaded fuels in karting:

To: IKF Members / Clubs

The IKF Board of Directors at its recent meeting in Ontario, CA, adopted a policy that effective January 1, 2009, all IKF competition fuels will no longer be allowed to contain lead.

Additionally, the Board of Directors strongly recommends that the unleaded fuel policy be implemented at every IKF track and region as soon as possible.

601.1 Update

Effective January 1, 2009, leaded fuels may no longer be used at IKF sanctioned events. All parties are encouraged to convert to an unleaded fuel program as soon as possible.

Scribner

275.1.8.1 – this rule was eliminated last year (January '07), and was inadvertently printed in the 2008 Tech Manual. This paragraph should be deleted.

Motley addressed problem of draft for Tech Manual; draft was started in September '07, but Directors did not receive a draft to review until just a few days before the deadline. More time would allow for better review by the Directors.

Motley

Motion by Motley, change first sentence of 202.5.4.2.2 to read: The clutch will have no more than 4 friction surfaces and no less than 2. Second – Scribner
In Favor: Hoegerl, Holmboe, Motley, Richter, Scribner
Abstain: Verlengiere

 **Passed**

Letters from membership

Tri-C Karters / Brian Phillipson. Sharon Barros, on behalf of Tri-C Karters, reported Mr. Phillipson was already on probation for some issues when he drove at a high rate of speed off the track and through the pits. Tri-C has suspended Mr. Phillipson from participating in races hosted by Tri-C for 2008, including IKF Regional races; Phillipson may appeal to the Board to return to Tri-C in 2009. Board supported this action.

Runyan Grievance Letter: Motley reported his findings in this matter, and reviewed grievance letter from Mr. Runyan. Mr. Runyan is asking that Mr. Halbasch be removed as race director in Region 11. This is a Region issue, and should be addressed to the Region. BOD took no action at this time. Verlengiere reinforced policy that IKF supports its officials and their decisions. Motley comments on the importance of the image of sportsmanship at races by all involved, both participants and officials.

Yanez Letter: Richter has researched this issue. Because the disqualification occurred after the engine was released from tech, Richter recommended that the disqualification be overturned. Hoegerl asked if this was an IKF Regional race; it was not. Motion by Scribner to overturn this DQ based on procedures not being followed. Second – Motley

In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere

☞ **Passed**

Paul Clifton re: 302.15.1.1 Motley recommended that list of engines be corrected to include PRD 2008, Cheeta and Vortex RokTT. Engines that were not renewed under our 2008-2010 TaG engine approval (Vortex Rok, Italsystem, original PRD) may run only as an exception for classes (Section 300) 6, 16 & 17 only. These engines will be allowed for 2008, with a possible extension based on participation.

Motion by Verlengiere to adopt this recommendation. Second – Holmboe

In Favor: Hoegerl, Holmboe, Motley, Richter, Scribner, Verlengiere

☞ **Passed**

4-Cycle Updates

Submitted by Syd White:

- 1) 701.5 Add as second sentence: Resistance in new style coil, part #379358, must be checked from the kill switch terminal to the spark plug connector.
- 2) 717.16 in first line, change “heat” to “head”
- 3) 717.22.2 place a period at the end
- 4) 717.25.1 place a comma after shim(s)

Motion by Richter to accept tech updates submitted by White; second: Motley

In Favor: Hoegerl, Holmboe, Motley, Richter, Scribner, Verlengiere

☞ **Passed**

Open Discussion

Expert Plates / Sprint Division

Sharon Barros asked about the Sprint Expert Plates and the appropriate color? Is this product to be made exclusively by a single manufacturer? BOD clarified the panels / numbers can be made by any manufacturer.

Motion by Verlengiere to make the Expert plate red with a gold number (this is for sprint division only). Second – Holmboe

In Favor: Holmboe, Scribner, Verlengiere
Opposed: Motley, Richter
Abstain: Hoegerl

☞ **Passed**

This action was reversed at the Sunday session of the BOD.

St. Ours re: Option Year from Jr. to Sr.

Questioned if BOD would consider changing rule to allow Jr. II to move up to Sr. competition a year earlier? Discussion / review re: policies of other karting organizations on this issue. No action taken on this request.

Discussion also about rules re: pregnant women, and about rules re: handicapped drivers.

Insurance Pass rates

Sharon Barros asked if BOD has looked at program to give discounts for specific tracks / programs for insurance passes. No current plans are in place, though the Board has looked at this, and will continue to do so.

Verlengiere commented that primary insurance was a better benefit for IKF members, but most tracks / promoters are more concerned about the bottom line than about whether the insurance provided was primary insurance.

Barros stated that Tri-C appreciates the benefits of IKF membership, use of the IKF rules and IKF insurance. She also stated that it does sometimes appear that programs not as loyal to IKF are able to reap the same benefits. Verlengiere agreed there should be a means of rewarding a track's / club's loyalty to IKF. "We lose more than we gain every time we award a Grandnational event," stated Verlengiere re: the feelings of those who were not awarded the event. "We need to rethink how we do business."

Holmboe compared IKF Road Race Grandnational system (1 Grandnational race) vs. another organization that has a Grandnational series, with 1 Grandnational race in the series where higher points are awarded. Russell explained that system, including geographic travel range, year long schedule and bonus points offered through the program.

John Brown asked about distribution of entry fees, and how much of the entry fee goes to IKF. Carmen explained that entry fees are kept in a separate fund for that Region; these funds are used by the Region to purchase awards, contingencies, etc. A portion of the entry fee is also put into a "jacket fund" to pay for Regional jackets. In short, entry fees to IKF are returned to the members through the Regional program. Explanation of this program was written by Mike Shorn and published in the July 2007 issue of Karter News.

Expert Number Panels

Motion by Verlengiere to revert back to platinum for the Expert number panel.

Second – Holmboe.

In Favor: Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere

Abstain: Hoegerl

☞ **Passed**

Verlengiere offered apologies to the Board for wasting their time on this issue at the Saturday meeting.

2008 Road Race Grandnational Fees

Motion by Scribner to accept request from PKA to raise the entry fee for the 2008 Road Race Grandnationals:

	From	To
Pre-Entry, First Class	\$140	\$175
Pre-Entry, Additional Class	\$100	\$125
Pre-Entry, 3 rd or more classes		\$100
After Pre-Entry deadline, First Class	\$160	\$195
After Pre-Entry deadline, Second Class	\$120	\$145
After Pre-Entry deadline, 3 rd or more classes		\$125

Request due to increase of track rental fee for Portland International Raceway in 2008.

Second – Verlengiere

In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere

☞ **Passed**

TaG Engine Renewal Fee

IKF will open a re-approval period to consider minor changes or omissions found after the recent TaG approval period. Importers of engines on the 2008-2010 approval list may submit these changes during the period of February 15 thru March 30, 2008. If approved, the importer will be notified by April 15, 2008. Only non-performance changes, omissions or minor technical adjustments will be considered. No performance improvements will be considered. The administrative fee for a submission will be \$200.

Motion by Motley to implement this procedure. Second – Schorn

In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner

Abstain: Verlengiere

☞ **Passed**

Director Issues

Motion by Verlengiere that IKF embark upon a program to re-evaluate all fee structures for the future. Second – Motley

In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere

☞ **Passed**

Motion by Schorn to replace the current verbiage for 80 Laydown (Section 658) with the following:

659: 80 Laydown

Spirit and Intent: IF THESE PARAGRAPHS DO NOT SAY YOU CAN, YOU CAN'T!

659.1 Allowed Engine: Honda CR80

659.2 Stock Defined: All displacements will bear a tolerance that will be defined by specifications deemed as "OEM", in specifications from said manufacturer. All post event technical inspection will rely on factory specifications and may be compared to known stock parts.

Neither the OEM engine nor any of its auxiliary components may be modified in any way, unless an exception and / or exclusion is specifically known in the rules. This includes the addition, deletion and / or omission of and / or adjustment to parts and /or materials.

Note: Adjustments to components that are specifically designed for that purpose shall not be construed to be a modification (i.e. Carburetor Jets, needles, slides, adjustment screws, Spark plugs, exhaust flange spacers, etc,)

659.2.1; "OEM" Defined: For purposes of defining allowable engine components, OEM will mean parts produced by the manufacturer.

659.3 Top end: Cylinder, head, and all components must be OEM CR80. There will be NO grinding, sandblasting, or any treatment of any port. There will be no addition or deletion of ports, and addition of material is prohibited. Pulse fittings allowed.

No "o-ringing" of head

Piston/Rings: OEM with stock finish on piston. Spiral locks allowed.

Head/ combustion chamber volume minimum 8.0 cc using LADD tool. Head Gasket must be stock OEM. Base gaskets of varying thickness may be utilized to obtain the target 8.0ccv

Total base gasket shall be a minimum of 0.015 inches and maximum of 0.025 inches.

659.3.1 Cylinder may be honed, but may not be repaired (replated) if damaged.

659.4 Bottom End

Cases must be, stock CR80 with no Modification. Exception: to allow for larger drive gear.

Removal and plugging kick start allowed.

Rod and Crank must be stock CR80. Polishing is allowed on crankshaft journal only to achieve slip fit in bearings.

Bearings stock OEM, Exception Crank, main, rod, wristpin bearings non tech but must be same style dimension as stock. No ceramic bearings.

659.5 Intake System. Carburetor must be stock Keihin PE, Mikuni TM, or Keihin PWK with maximum bore 28.5mm. Float bowl type only, no pumper type carbs allowed. Carburetor air horn must be stock from air horn to face of slide.

Fuel pump. Must be pulse type only. Pump around systems allowed.

Intake/reed block: OEM CR80, no modification allowed.

Reeds OEM only

Catch containers and /or alternative plumbing are mandatory, to deal with potential carburetor overflow.

659.6 Ignition system: CDI box, stator, rotor, key, and flywheel and all wires and connectors must be stock CR80. Stator, trigger, and rotor must be installed in stock location. Repair with aftermarket connectors allowed.

659.7 Pipe And Silencer: Open. Must comply with current exhaust noise suppression requirements. Silencer “muffler can” must be a minimum of 2.5” O.D by a minimum of 8” long, excluding the end caps and fittings. For oval shaped silencer, the average of the wide and narrow sections will be used for the diameter measurement. The perforated noise suppression section of exhaust tubing must be a minimum of 6” in length.

659.8 Clutch and transmission: OEM CR80 part and gear ratios only. Aftermarket 3rd gear is allowed. Clutch Basket assembly, Clutch Plates, friction discs, and springs, OEM

659.9 Other: OEM water pump must be retained without modification.

Second – Holmboe

In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere

☞ **Passed**

Motion by Holmboe to close meeting; Second – Verlengiere

In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere

☞ **Passed**

Respectfully submitted,
Sharee Hoegerl