

IKF Board of Directors

Meeting Minutes

September 20 & 21, 2008 Ontario CA.

President Bill Hilger called the Saturday Open Meeting to order at 8:10am. Directors present at Roll Call were Bill Hilger, Jack Hoegerl, Don Holmboe, John Motley, Gary Richter, Mike Schorn, Rick Scribner, Don St. Ours, and Art Verlengiere.

President Hilger welcomes the following members and guests in attendance: Chris LaTorre, Chris Koch, Terry Nash, Ralph Woodard, Janet Scribner, Carmen Carranza, and Cindy Enriquez.

Financial Report

Treasurer Hoegerl presented the Accounts Receivable Report and the Balance Sheet comparing current year and past two years. Assets have increased over the three years. Accounts Receivable same as two years ago. Reserve account has increased; account could be used for promotional events and help through lean years. Explains General, Regional and Reserve Accounts. Funds submitted by regions are protected in the regional accounts. States that the Total Liabilities & Equities have improved over the three years. Verlengiere explains how accounts were set up to impound the money in advance so funds were available when payables came due; system has worked well. Hoegerl states that this is more accurate accounting than in the past. Schorn discusses the Matching Funds account. Hoegerl discusses the Profit and Loss three year comparison. Regional income is up, maintaining membership numbers and track renewals, advertising and pass sales down. Hoegerl states that they hope to break even for the year. Board discusses past due receivables.

David Dimond, Jim Granger, and Rob Niles join the Meeting.

Hilger announces that the Board started off this year with a complete comprehensive review of IKF operations all the way down the line. A lot of changes have been done, saved a lot of expenses.

Spec Fuel

Motley states that the IKF has established a program of testing and approval to begin the use of unleaded fuel for all 2-cycle sprint races effective January 1, 2009. We are happy to announce the selection of a karting specific fuel that will be available through our National Fuel Supplier VP Racing Fuels to help us meet that goal.

While technical difficulties have prevented us from fully meeting our target, the fuel selected will result in a reduction of over 60% from the lead contained in the currently supplied fuel used in most IKF 2-cycle programs.

The fuel selected is **VP MS 98 Karting**. It will be available through VP distributors and local kart shops soon. Certain classes in other IKF programs may be granted a temporary exemption from this rule. All IKF clubs and regional programs are encouraged to begin using this fuel as soon as possible.

By selecting **VP MS 98 Karting** as its National "spec" fuel, IKF has struck the best balance, currently available between environmental concerns, fuel pricing and the maintenance of integrity of our racing programs.

We will continue to work with VP Fuels to eliminate the balance of lead in our fuel as soon as technically possible. Questions regarding this program may be directed to the IKF office.

Terry Nash comments that he feels this is a really good idea, having come up with something universally spread across the board will help the karter. They will know what they will have to have when they show up at the track.

Hilger states that the Board has been aggressively working on our insurance program for the last couple of years. Announcement will be made later, substantial reduction so we can be competitive. Has been the main goal of the Board to reduce expenses to make it more viable for the tracks to come back to the IKF.

2008 Grand National Reports

4 Cycle Sprint – Director in Charge - Mr. Don Holmboe

Entries: 181 total, just 3 short of last National at McMinnville.

Directors: Race Director - Doug Stevens

Doug is an experienced Race Director for hire who has worked many series, including Region 6 I.K.F. Gold Cups, and Club programs at Pat's Acres in Canby OR.

Tech Director - Terry Nash

Terry exhibited a calm and professional demeanor in carrying out his duties. He was complemented by help from the Hatch's and Mike Schorn.

IKF Director in Charge - Don Holmboe

No controversies to take care of, job was like a walk in the park.

General Overview: Pre race communication via advertising but in particular the PKA website was excellent and left little or no questions unanswered. Daily schedule, listing set times for all practice and race times, was adhered to except for two red flag situations and a prolonged tech on the first day. Printed schedules should be our standard for all I.K.F. Nationals.

All pertinent official jobs were filled with experienced and competent individuals with some problems arising with the Starter flagman. The flagman was familiar with oval track stock car racing but with little knowledge of karting idiosyncrasies. Flagman received on the job training when a few problems arose with alignment of pole and off pole karts.

PKA maintained a friendly and cooperative atmosphere throughout the event and I heard no major complains about the running of the event. Some grumbling about the Starter flagman's miscues were voiced but corrections were a work in progress.

I would give a subjective grade for this event of a B+.

Refinement Recommendations: First, it is imperative that the host club give the Starter flagman full instruction as to starting races, watching for pushing, bumping and blocking. Other race experience is not the same as spending 15 minutes explaining how we do things in karting. PKA missed on this instruction process and it showed a few times during the event.

Second, in an effort to add a more professional feeling to our events, I feel we should do the award presentation shortly after the last race. The downtime between the last race and the finalization of post race tech is tedious at best to boredom. The momentum of excitement is completely lost. The logistics of awards if there is a DQ are arguably simple.

Verlengiere suggests that it be mandatory for the next year's promoter to attend the previous years Grand National. Board agrees to add this verbiage to the Grand National Agreement.

Discussion by Board re: award presentation before tech is completed and time spent on tech at events.

4 Cycle Sprint – Tech Director – Mr. Terry Nash

Being in the Tech Director position at a Grand National Event did not scare me as much as filling the big shoes that Syd White has when he is in charge. Lucky for me, Syd was willing to be on

site and guide me with the nuances that he has developed over the years. To say the least, he was a great help and support with judgments and interpretations throughout the week. The Portland Karting Association was well organized and set up for this event, which did not surprise me as this was my third trip to a National event put on by them. Mike Schorn has all of his ducks in a row so to speak and there was plenty of help in line for me to tap into. Pre-tech each morning went smoothly with few infractions. Those that were found were quickly taken care of with no grumbling evident. Most competitors brought the kart back to show the repairs and receive the days class sticker. After race tech was handled in an organized manner and all competitors complied with the wishes of the tech officials. The tech barn was open and had enough tables to conduct a thorough inspection. The tech arena for kart storage of the top five in each class was a big tight and congested. Maybe a confined yard twice the size we had would be a suggestion for next time. The word around the pits was that tech was strict but fair. One in my position can only help for such a comment and receive it – well it was a compliment to say the least. Four cycle sprint racing is quite a different animal in comparison to other divisions in the IKF. They seem to be quite laid back and willing to have a good time. The racing was quite competitive throughout the week, yet after the races the competitors were complementing each other on the great racing that was experienced. Some new names came to the front of the pack and won praise for their expertise and racing skills, and this added to the enjoyment of the week. Overall, I would have to say that the Four Cycle Nationals were a success. Only an increase in the kart count could have made it better.

4 Cycle Speedway – Director in Charge – Mr. Bill Hilger

The total number of entries for the week was 421 and the largest class was Briggs Stock Medium (45) and the lowest class was Stock Super Heavy at 8.

The week started off with practice that gave everyone at least 5 rounds of practice. The track held up well for the number of laps that this track saw all day long. At 5 o'clock the track was closed for the free meal to everyone there that was provided by Jack Link's. After the meal the track was reopened for more practice so that participants could have setup for daytime racing and evening racing if needed.

A couple of new items for the participants were portable hand wash stations and the concrete grid was covered to protect the drivers from sitting in the sun. The covered grid was greatly appreciated by everyone there. The track was made a little larger coming off of turn 4 and the fence, scoring tower was moved back further from the track for more run off. A special entrance to the track was put in for the emergency vehicles for easier access to the track if needed.

The weather was pretty consistent all week with the exception of Friday when the winds picked up and dusty conditions prevailed. A few EZ-ups were turned over but everyone survived and showers felt good that evening. One weather day out of five is not bad.

The facility itself was top notch as they carried forward from last years' successful event. The racetrack on race day was prepared flawlessly and tremendous credit goes to the staff and especially Calvin and Donnie who worked hard each day. The track was prepared the same each day and racing proved it. New track records were set as racers broke the 10 second barrier. The racers really complimented on how great the racing surface was each day and how consistent it was from day to day as well.

The main goal each day was to start everything on time. This goal was met as racing started early afternoon and completed each day early enough that everyone could get downtown for dinner and socializing. This also is a must as the community sponsors can see the benefits of having a Grand National in their community. Money is spent with merchants when schedules are met. I had the luxury of working with some great people which made the Director job easy.

The racing officials that I worked with had plenty of experience as this group of officials had worked together for many races, which included at least 2 prior Grand Nationals and numerous

regional races. This made officiating easy as everyone knew what to do and how to handle all situations.

Registration was not a problem either, as they were experienced and very organized.

Pre-Tech went well but we needed more personnel and this needs to be organized better for 09. Somehow people that were supposed to show up did not and this put the burden on those that did.

Of the Duffy's received we had some bad castings. The trophies that the Huron Kart Club gave to the top ten had problems with the front cover peeling off. The Pole Award is a great addition as this was started last year.

The track had one problem with the PA system that failed, so communication with the pits was a little strained. But by the next day a complete new system and a back up was installed. Other than this item everything went according to plan.

The track had a professional announcer and kept everyone informed. Plenty of pictures were taken and a video of the racing action was offered as well.

As stated the racing was excellent all week, as there was plenty of side by side action. Banner Engineering corporate personnel flew in to watch the racing one day. The National Guard was on hand for the National Anthem the same day. Other sponsors were on hand to give out trophies each day as well.

All in all this was one of the best IKF 4 Cycle Speedway Grand Nationals that I have been associated with and the credit goes the Huron Kart Club and the community of Huron, South Dakota who knows that the race track is an asset to the community. The Huron Kart Club and the community knew that you have to provide amenities for the racer and they did it first class.

After this Grand National I had more participants come up and thank the club, officials, myself and IKF for such a great event then ever before. I had a great time working with the Huron Kart Club and the community of Huron, South Dakota. They worked very hard the past two years to provide a great place for the Grands and they accomplished that goal and once again raised the bar.

4 Cycle Speedway – Tech Director – Mr. Chuck Sloggett

The 4 Cycle Speedway Grand National tech went without a hitch. There were no DQ's in post race tech. I would like to thank Doug Norgaard for his assistance with pre-race tech inspections. I would also like to thank Lee Miller, David Snyder and John Hatch for their help in completing post race engine inspections.

Road Race – Director in Charge – Rick Scribner

Mike Schorn, John Wood and I had a pre-race meeting on Monday night; it was expressed that with the long straightaway and the start/finish line so far down, it will be difficult to keep the racers lined up and even for the rolling starts. I suggested we have a "pace kart" pace the field much like other professional forms of motorsports. Mike Schorn and John Wood procured a World Formula kart and elected me as the pace kart driver. I laid out a procedure as follows: I would lead the race group out onto the track from the grid. Once on the back stretch, I would raise my arm to signal that I have reached the speed that would be considered the "pace speed". The front row participants were instructed to hold this pace until the green flag was waived. They were also warned that if they changed this pace prior to the green flag it would be considered "jumping the start and subject to penalties". Once I was fully on the front straight away, the Bridgestone Bridge was about 1/3 down the straight; this was my acceleration point to speed away from the race group. I would pull off at the start/finish line and would be well out of the way prior the start of the race.

Tuesday July 15, 2008

Tuesday was a paid practice day followed by a 4:00pm Pro Race. Practice was well organized and supervised. All SCCA corner workers were in place and in communication with John Wood, the Race Director. There was a couple of bumping incidents. When John Wood approached the offending drivers, they were already apologizing. It was good to know that they remembered my warning in the drivers meeting. The pro race was scheduled for a 4:00 pm start. This would be the first race using the "pace kart" procedure. It worked extremely well, as it was a good and fair start with a tightly grouped field. Based on the success of this start it was decided we would utilize the "pace kart" for all of the rolling starts for the remainder of the event.

Wednesday July 16, 2008

TAG Light and TAG Junior was the first race of the day. I explained the "pace kart" procedure to the first two rows (four drivers). They acknowledged to me that they understood the procedure. As I pulled low after the Bridgestone Bridge, the entire field passed me like I was standing still. I talked to the pole sitter after the race and asked him what part of "do not accelerate until you see the green flag" did he not understand. The very young TAG Light driver just looked at me and said "all of it". John Wood and I decided there would be no penalty this time but we would change the "pace kart" procedure. I would stay in the center of the track until the point that I would turn off the track at the start/finish line.

There was a DQ in this same race, a competitor, that will go nameless as per Don Holmboe's request, used the WRONG slide in a Rotax Carburetor.

There was some confusion as to the finish line location. PIR has a painted black and white checkered line about 100 yards prior to the scoring loop which is located directly in front of the scoring tower. A competitor celebrated early at the painted line and was passed prior to the scoring loop and did not win the race like he thought.

Thursday July 17, 2008

In the drivers meeting, John Wood pointed out the rule book states in 110.5 "The finish line shall be located at scoring area."

There was a "cutting the track" black flag issued in race group three. The competitor was very angry about being taken out of the race, said he was only trying to catch up!!

David Koomjan filed a protest against Ray Bobo for rough driving. Incident said to have taken place in turn 1. Corner workers did not see the reported incident. I had inspected Mr. Koomjan's kart in tech and did not observe any damage nor did Mr. Koomjan point out any damage. Mr. Koomjan finished second and Mr. Bobo finished fourth. Protest was rejected.

A competitor in Race Group 1B was prevented from entering the track as per rule 306.6.6.4. His kart would not start until the race had begun and the entire field had completed one green flag lap. This rule might need clarification for the future.

Two other issues were called to my attention. A possible fuel issue, only one competitor reported so it was dismissed. A laydown driver was wearing fingerless gloves, rule for gloves is vague.

Friday July 18, 2008

The last day!!! This day went really smooth. There was one bumping incident that resulted in a retaliation bump (FKE Karts) but both drivers responded well to warnings from the Race Director and raced clean in their second final. One kart in the laydown class did not have a transponder but was hand scored and won the Duffy.

Conclusion

Portland Karting Association, Mike and Cindy Schorn as well as John Wood did an excellent job of assembling a great crew, David Cole with ekartingnews.com was on site and filed daily reports to the e-karting web site and photographed a lot of the action as well as the close finishes. Chris Scribner was the announcer and called all the action over the PA system. Terry Ives, the Tech Director, assembled a well qualified crew of four helpers which allowed tech to progress in a timely manner. Thank you trophies were handed out to all the sponsors as well as a lot of door prizes raffled off to the racers. Wednesday night's appreciation barbeque was a great hit. The

race officials discovered that announcer Chris' margaritas were being served in the Scribner motor home nightly, so you can guess where they were every night. Every sponsor had a banner that was provided by Portland Karting Association prominently displayed along the front straightaway. There were NO RED FLAGS during the event as well as no ambulance rolls. The "No Punch Rule" did add some drivers to bring the three day total to 292 entries. The "Pace Kart" was a success as I received many thank you's, one Junior Rotax driver's dad thanked me for the best start he had ever seen, I do not know how many he had seen prior to this event but he at least liked the one I paced. This event was a success and a bench mark for future events to follow.

Road Race – Tech Director – Mr. Terry Ives

Tech Personnel: Terry Ives, Mark Bray, Tristan Woods, Keith Delaney

Scales & Tech were in close proximity to each other and worked out well together. The host club had a well located tent so all personnel could get out of the weather and do their jobs. Results from scoring were prompt and on time with all issues taken care of in a timely manner.

John Woods, the Race Director Scales, tech and race direction were handled very well with radios and overseen by Rick Scribner.

There were 3 Tech DQ's.

The host club – Mike Schorn and many volunteers made the 2008 Portland Road Race Grand Nationals a well run IKF National.

Hoegerl states that he thanked Terry Ives for being the Tech Director at the event. Maybe not quite as competitive as Sprint but it is very hard to find someone with tech ability to handle Sprint, Road Race, Shifter and TaG karts all in the same event. 4 Cycles also.

2 Cycle Speedway/Speedway Midget – Director in Charge – Mr. Mike Schorn

The 2008 IKF 2 Cycle Speedway Grand Nationals held at Delaware Speedway Delaware, Iowa was a returning experience for me and I was looking forward to the event. Upon first impression, the track was good and some improvements were made. All of the grass areas were freshly mown with adequate pit areas for the event. A larger water tank was added for tire clean up. The grid areas and tech areas were the same. An additional 2 PA speakers were added but unfortunately worked intermittently. A Sound person was called into the track and by the 2 last days the speakers were working. A gas station with a mini mart is next door with easy access from the major Highway. I was checked for credentials as I entered the facility as well as all of the other entrants.

Tents were set up for the pre tech and post tech areas. Spec fuel system worked well but could have used second pump for pumping fuel into racers tanks. The siphon pump worked well and was used to pump gas out of the karts and when the larger classes came up for fuel was used to pump gas in karts also to speed up the line.

Racing went well on Tuesday as the driving was good with minimum contact. I was impressed as well as others on how well the first day went. The surface was good and there were 2 grooves to race on. There were no memorable incidents on the first night.

Wednesday Track was good in good shape and we were hopeful for another good night of racing. We had issues with the JR 2 class as they ended up with only 4-6 laps of green flag racing. Several issues arose from that race and were addressed after the evenings racing was completed. The class was unable to get a good start after 3 tries and was then given a single file line up. Even the single file start took 2 tries to get started and then racing went to yellow after only one lap of racing.

The racers didn't pay attention to the flag persons nor the corner workers, in trying to get the line ups during the caution period and were burning up laps in a relatively quick pace not slowing down enough to read the line up board when it was presented on the track. After several attempts of the red flag was thrown and line ups were given. Some of the issue were persons causing the yellow flag were not penalized and unfortunately not all of the incidents were not witnessed by the officials. After many laps of yellow the race was red flagged and then the line ups were given.

Lesson learned is if a line up can't be given out or followed in a quick amount of time, red flag the race, get the lineups and give strong warning to the drivers and access penalties as per Section 407.9 allows.

Thursday started out to be a good day. The track was well prepared and the program was running well. Then the rain came in after all of the heats were completed. The rain only lasted for about a ½ hour but we were unable to continue for the evening. . It was general consensus that a double show should be ran on Friday, but unfortunately a curfew was in place and we couldn't run past midnight. After much discussion with officials and the racers, it was determined that the track will be prepped to start an hour earlier on Friday. The Thursday Mains will run on Friday and the Friday Jr classes will be ran as a normal show Friday after the Thursday mains were ran. Then finish the adult classes on Saturday, running a day show starting at 4:00 PM.

Friday was a good day and the rained out mains went as scheduled without incident. The JR. classes went well with the mains running Green, White, Checkered.

Saturdays classes and races went well. The track was a bit dry due to the daytime conditions but everyone adjusted and the racing was great.

The post tech crew assembled by Jack and Sharee Hoegerl was some of the best that I have seen. Any question would arise, all 4 inspectors along the Chief tech discussed and made the appropriate calls. While this is a repeat of last year, I can't emphasis enough on how well the post tech crew work with each other and get post tech done in a minimal amount of time.

Special Thanks goes to Sharee Hoegerl as she took care of the inventorying all of the spec pipes and headers for the whole event along with keeping the Director and Tech Directors fed every day.

Some thing that I observed that I was happy about is that most of the issues were handled by the Race Director and our biggest issue was the Junior 2 Class on Thursday evening. Other issues and/or complaints were discussed in a sane and professional manner.

However, it was observed that the track was struggling to have enough corner workers for the event.

The Pizza Party hosted by Delaware staff and its sponsors on Thursday and Friday were well received after the racing which included pizza and drinks for all contestants and pit crews. In addition, the Delaware crew passed fresh grown watermelon Thursday and Friday to the racers and spectators. This year the PKA Margarita cooler did make it to the event.

This years Race Director team of Jerry and Susie Janssen did a great job in keeping things flowing and handling the any issues that arose. Jerry had brought leaf blowers and the track surface was blown off after the heats and prior to the mains giving the racer a better race track and allowing several extra minutes of time for the racers to work on their karts.

All in all it was a good event with lots of great racing. The staff and crew did a great job and got along well with everyone. The concessions were clean and neat and the food was good. There were approximately 201 entries, up 27% from the 2007 IKF 2 Cycle Speedway Grand Nationals. While the facility is able to handle an event of 200-300 entries, several items will be needed to handle a larger event but I believe it could be done.

Some of the items would be:

1. Larger post tech area and a backup or a second set of scales would be needed to ensure smooth flow off of the track after a race. This would be needed to keep the races flowing and on time.
2. A larger Pre Grid would be needed to facilitate at least 2 full grids.

3. The pit PA system will need to be upgraded to ensure all of the racers can hear the call ups for hot laps and races.
4. Scoring. There would be an absolute need to have at least 4 scorers for a larger event as the fields will be full. The chief scorer was on top of things throughout the event but it is tough job and there would be a need for additional help to ensure no errors.

2 Cycle Speedway/Speedway Midget – Tech Director – Mr. Jack Hoegerl

The IKF 2-Cycle Speedway, Speedway Midget Grand Nationals were held July 28th thru August 2nd. The event was held at Delaware Speedway in Delaware Iowa Hosted by Tri County Karters, promoters Bill and Candice Rieken.

The Tech personal was George Clausen, Larry Killam, Tom Krause, with assistance from Mike Schorn and myself as Tech Director in charge. This was a well experienced crew. With just over 200 entries we only had two disqualifications. One was for piston inlet timing duration and a minimum cc requirement.

The fuel pump around system was used with the support of the competitors. A drive on digital scale was used throughout the event.

Box mufflers were provided by RLV. This increased entries and made Tech procedures easier. In the Yamaha Limited class the mufflers and headers were provided by Buller Built. This also increased entries for the event.

Mike Schorn headed up the Pre Tech inspection daily with the help of Dave Odean and Dennis the flagman. Two Champ Kart classes were run during the event. I would ask the Speedway Committee to review the 420 Section to incorporate the 400 Section safety rules into the Champ Section. One example of a needed safety rule is the need for a kill switch.

Several classes required the use of Burris tires only and in these classes a free set of tires were given away daily by a random drawing.

I believe this event went well on the Tech side of the event and wish to thank all those that made my job easier.

Discussion by Board of a kill switch on the Champ Karts.

2 Cycle Sprint – Director in Charge – Mr. Gary Richter

2-Cycle Sprint Grand National July 30-August 3, 2008 Santa Maria, California

The Santa Maria Karting Association (SMKA) did an outstanding job in hosting this year's 2-Cycle Sprint Grand National for the most part. From the sign up people, food vendor, track side displays, exhibitions, through to the pump around fuel system, pre-printed practice and race day schedules, a very informative race packet with directions to restaurants, food stores, home centers, etc; it was obvious that a lot of pre-planning had been invested by the SMKA in this years event. Trash pick up and pumping of porta-a-potties occurred twice a day. The track, hot pit-grid, scale area, post race tech area and some of the pits where swept everyday with a mini street sweeper. The cooperation afforded me by the SMKA was outstanding. Frank Lowers and Rod Verlengiere both deserve a public thank you on behalf of the I.K.F.

The kart count increased from the prior year's just over 300 to 348.

One area I found troubling was during pre-tech 5 (3 kid-kart and 2 adults) entrants presented helmets that did not meet the requirements of rule. These 5 entrants or their parents were surprised to find out their helmets did not pass, using the statement I have been using this exact helmet at regional races all year. One driver even stating he had been using that exact same helmet for over 2 years. There seemed to be a high incidence of lack of safety wired steering

components and lead weights. With one driver arguing endlessly that doubling nutted weights were legal.

After one person tried to enter the race requesting an on site waiver, which I rejected, all most all waivers granted for this race were instantly challenged by various parties. Even the fact that Cole Nelson was an Expert and did not need any punches was challenged, with the claim Cole won all his Duffies as Junior and not a Senior. From that point forward it seemed like everyone in the pits had their own interpretation of the rules and who should race and who should be disqualified. For example one parent could not understand how I let a kart with a very small chip-ding in the rear brake rotor pass pre-race tech and wanted the driver not only disqualified from the class they were racing, but from the entire event. There were other rules misunderstandings that would be too numerous to report.

On the official practice day, there were several instances of drivers practicing in the wrong race-class group. When they were appropriately black flagged off the track, most argued vehemently they could not understand what the big deal was and they should have been allowed to continue.

John Motley, Tech Director in Charge, will cover the controversy of the fuel-oil ratio issues in the IKF TaG class in his report.

There were issues with the Starting stand and disagreement between the Starter and the Grid Marshall. Confusion to drivers and crews as to when they started their first lap of qualifying. Discussed the corner workers and blocking incident. Richter asked by Race Director to observe areas of track that he (RD) could not see. Race Director covers the issue of blocking at 3 drivers meetings and states that it will not be tolerated. Parents and crews arguing about rolled black flags.

Scoring crew was best he had ever worked with. Handled transponder problems, hand scoring and keeping the Flagman informed at all times. Scale person was not the same person every day and he had to deal with scale issues many times. Tire disposal was discussed at the opening drivers meeting but a huge amount of tires, even tires not used at IKF races, were left at the track. Rod Verlengiere did point out and wanted it publicly stated that he was concerned that the Kartel pit was going to have a huge mess; but when he returned to the track on the morning after the race, their pit area was left so clean you could not even tell they had ever been pitted where they were and wanted their excellent effort in the report.

Issues with quality of the Duffys. Bridgestone banners around the facility. Favorable comments on the attendance by IKF President, Bill Hilger.

Improvements recommended:

- A.) I fully realize that the host organization of the IKF 2 Grand Nationals selects, arranges, and determines the course workers. On larger tracks there needs to be a requirement for an Assistant Race Director.
- B.) The qualifications of the corner workers needs to be improved dramatically.
- C.) With vacation scheduling and year round schooling, ending the race on a Sunday, put an undo burden on people who were required to drive long distances so they could return to work or be in school Monday morning.
- D.) Though a Tech issue, and not within my scope of responsibility, the fuel-oil ratio needs to be addressed for Rotax engines if we expect them to race competitively at future 2-Cycle Grand Nationals in the IKF Tag Class.
- E.) Keeping with the Green theme of unleaded fuel for 2009, proper tire disposal by competitors needs to be addressed in the rule book.

Hilger states that this was the first 2 Cycle Sprint Grand National event that he has attended and thanks Richter and John for educating him. Felt that the officials were put into some very difficult

situations with the competitors. Officials handled these situations well. States that he had a good time. Agreed with Richter's assessment of the corner workers. Thanks competitors for input.

2 Cycle Sprint – Tech Director – Mr. John Motley

Overall this event was very successful as this type of event goes. SMKA is to be congratulated in running a first class show. I'll give individual credit later in the report.

The basic report of tech is simple; there were no questionable post-tech decisions.

Two cc disqualifications, one on HPV, one on Kid Karts.

One intake tract length disqualification - One airbox disqualification (rubbed hole in bottom)

One HPV clutch disqualification for non-Horstman branded disc and drum. Note that this requirement was in the 2008 RuleBook since last November and I reminded everyone about it at each drivers meeting.

One HPV end cap broken

Every Kid Kart was taken down to the crankshaft and at least the first two in every other class was torn down to that extent. Cranks, rotors and clutches were also weighed.

For several weeks prior to the event I had discussions with Frank Lowers (SMKA fuel person) and Rod regarding fuel, specifically pump around. Frank was insistent that we have it at the event and both Rod and I were concerned about the personnel requirements as well as having the proper pumps. About two weeks prior to the event I gave Frank an ultimatum:

- 1) Have sufficient personnel, with the same people there each day.
- 2) Have the correct pumps and the ability to move the barrels.

Frank did the above and simply stated, did the best job with the pump-around I have ever seen. Frank and his staff did an outstanding job. He certainly raised the bar on this process.

On Sunday I received a call at home, from Jim Masters regarding not having 98 octane fuels available for TAG entries. After calling Rod Verlengiere (SMKA go to person) I determined that no provision had been made to supply 98. Rod got on the problem first thing Monday, obtained 98 octane by the afternoon and solved the problem. At this point I mention that Rod had received a comment on Monday from Jim Masters that the oil was OK.

The only real tech problem of the event follows. On Thursday morning, just a few hours prior to TAG qualifying, a controversy erupted regarding the amount of oil to be used in Rotax engines. While some series (such as Region 7) do run a separate oil for Rotax this was never mentioned by anyone during the four days since the issue arose of the 98 octane. This issue affected 3 people, originally 4 but one of those (the eventual winner) chose to change to Leopard earlier in the week, explaining "the Rotax just won't get the job done". After reading and re-reading the Rulebook I verified that no provision existed in the National rules to accommodate a special Rotax fuel mix in TAG. The 675 Section does mention using the RMC (Rotax Max Challenge) rules, but that is just for engine rules. I also explained that the RMC rules specify 93 octane with synthetic oil and said if we adopted one standard we could be held to task for using Burris castor. In any event I did not allow a special mix, one competitor was refunded his money, one crashed out and one withdrew after running 8th.

It is truly unfortunate that the issue did not surface until the day of the race. I feel that two things could have helped minimize the problem.

- 1) A printed information sheet given to each competitor at sign-in outlining thing such as this. I will include a sample at the end.

- 2) Competitors verifying the spec fuel to be used at the event rather than assuming.

This pretty much concludes the tech portion of the report.

At this point I must comment on the outrageous behavior of Cory Pollock. After his name being called four times to determine attendance at the mandatory drivers meeting, he was placed at the back for the heat. A few minutes later he appeared, driving suit to his waist, jumped the fence and began yelling at Lloyd Mack the Race Director. He went away, came back and repeated his ranting. This continued to be repeated in front of a packed grandstand. I frankly am astonished that the only penalty employed was exclusion from racing. I honestly feel he should have been escorted off the property as his ranting did continue. I witnessed him verbally assaulting Gary Richter as well as other distasteful comments. So much for doing him a favor: granting a waiver and waiving the fee.

As well as Rod and Frank, other volunteers doing a great job as tech volunteers were Bruce Jackson, Ron Anzalone and Phil Rockwell. We did have some help from both Donnie Davis (TNR) and Josh Robertson (Pitts) but honestly, to do the level of tech expected of this caliber of event using engine builders in attendance is very difficult. They have their own customers to attend to and usually cannot get to tech until 4 or 5 o'clock. This is unacceptable. My recommendation is to require a minimum of 3 fulltime tech inspectors for this event.

Hoegerl asks for explanation of the pump around system. Personnel and equipment intensive states Motley. Used at Buttonwillow previously and worked well there also.

Dave Dimond asks if they do not use pump around, is there an enormous objection? Schorn replies that pump around at Delaware was really good; at McMinnville they used spec fuel. Everyone was checked coming off – used several tests. Dimond states that they now provide them with a can. Verlengiere states that the best fuel was used in 98/99/2000 when the IKF provided tanks. Hilger states the use of tanks now could be a liability problem.

Chris LaTorre states that this was his first time to attend an IKF Grand National event. Noticed an abundance of bad sportsmanship on the part of the racers; not a little bit, it seemed overwhelming. States that they get the same thing at his club, LAKC. They have been trying to crack down on this behavior; implementing some of the rules in the Rulebook, putting people on probation and holding people accountable. Feels that the bulk of the racers are kids. Parents and teenagers that want to fight it out with the little kids seeing this. Does not think that there are enough repercussions for bad behavior. St. Ours states that it stems back to dollar bills. There is so much pressure and everything is so escalated. Opinion that because of the stress and the money, a lot of folks may not and should not be out there because of the financial situation. Verlengiere states that we fail when we cater to the few individuals that are so out of line (Cannot pick up verbiage from the tape). States that St. Ours point is well taken. Chris LaTorre states that they are trying to bring people into the sport from the outside. Motley states that he was astounded that action was not taken right when it happened. Feels that it went on way too long and was way too tolerant. St. Ours feels that Chris's point is well taken. You can find it at more and more races and now it is at the club level. (Cannot pick up verbiage from the tape). Dimond states that it is happening at every race. St. Ours states that it is the same cast of characters. Feels that it is not always the parents, it is the kids. Dimond explains his go kart school. Believes that the clubs today, his operation, cultivates some of the behavior. Authoritative figures get a little bit of power. Feels that they have to serve as the example. Say to the parents that there are little children getting freaked out. Explains that it is about values. Already a lot of pressure with the economy. Hilger states that there is a difference between 4 cycle speedway and 2 cycle sprint. In 4 cycle speedway, there are more individual parents and kids that are racing. Sprint seems like Team A against Team B, with lines drawn. Verlengiere states that physical violence and attitude has migrated all the way up the coast. Motley states that this is not unique to karting. Rob Niles states that Region 7 is not recreational karting, it is high end, high competition, high dollar karting. Also pertains to clubs. Feels that people adept to the environment. Feels that they need to identify that there are different levels of the sport. Feels that it is structured by volunteers

and how much headache and stress is the volunteer going to take when they are there to help put the program on. Versus the guy who is getting paid a salary to deal with this. Scribner states that, on a national level, with a paid staff, situations are diffused quickly. Niles states that there were no issues at his Grand National because it was clear from the beginning how the event would be run. No outside influence and were aggressive. This is not a recreation karting program, has spun around to high level karting. Wants to see the sport grow. St. Ours wants to see it grow at the club level. Verlengiere states that the Region 7 clubs need to work together again. St. Ours agrees. Verlengiere states that the clubs drive the sport. St. Ours states that kart shops drive the sport. LaTorre asks how do they get the average guy involved in karting. St. Ours states that there are programs in the works. Motley states that he supports events in non traditional locations to expand the potential base and showcase karting to some who might not otherwise see it. There used to be street races. St. Ours states that the clubs need to do exhibitions at local car races. LaTorre states that they need to get to the indoor karting centers and tie in with that crowd. It is advertised directly to the average guy. Schorn states that they are working on this in his Region. Dimond states that every club is going after the same customers. States that there are customers out there and it needs to be a coop effort. Need to be pro active and work together to put people in seats. Schorn states that they have their club meetings at the indoor track.

Sharon Barros and Felton Stroud are introduced at the Meeting.

Don St. Ours left the Meeting.

Proposals From Hilger

Proposal 1: 104.6.1 Competition Age: IKF competition age is the highest age of a driver during the calendar year (January 1 thru December 31). Also a driver with an attained age of 15 may move to a competition age of 16.

Change to:

104.6.1 Competition Age: IKF competition age is the highest age of the driver during the calendar year (January 1 thru December 31).

104.6.1.1 Sprint and Road Race only: A driver with an attained age of 15 may move to a competition age of 16.

Reason for change: To eliminate the confusion on specifying the competition age rule, then having an exemption to the rule. This would apply to Speedway racing only.

Note: If approved, need to add to the beginning of the National classes where age is listed stating to refer to Section 104.6 for description of the age rule.

Seconds: Verlengiere, Hoegerl

One response from membership. Hilger states that the Speedway Committee has no problem with the change. Need to add changes to Section 400. Lengthy discussion by Board.

Hilger to rewrite and submit to the Board for approval.

From Scribner

Proposal 2: Replace 201.6.1 to 201.6.3 to:

201.6 Rear Bumpers

Full width rear bumpers will be required starting January 2010. Plastic CIK style or steel tube rear bumpers. **Minimum width: The bumper shall extend to at least the center of the rear tires. This was not part of the vote at the Meeting. Ok to add?** Maximum width: The ends of the bumper shall not extend beyond the outside of the rear tires, exception rain.

Seconds: Motley, Schorn

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

Absent: St. Ours

Passed

Proposal 3: 207 Class # 4,5,6: Change IKF competition Age 12 to competition age 11.
Seconds: Holmboe, Verlengiere
No Action Taken - Failed

Proposal 4: Change 275.5.2 to read "age 13 to 15."
Seconds: Motley, Verlengiere
No Action Taken - Failed

From Motley

Proposal 5: Section 603
Add: In any class that has intake or exhaust restriction, any test deemed appropriate test to determine seal/crankcase integrity is permitted. Both pressure and vacuum tests may be used not exceeding 5PSI / 5inhg. The engine should not lose more than 1 PSI or 1 inhg within 60 seconds.
Seconds: Schorn, Richter
In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere
Absent: St. Ours
Passed

Proposal 6: 620.53
Add: It is the intent of the clutch rules to ensure that the components are left stock. Grinding or machining to reduce contact areas on the fixed plate, lining or pressure plate is not allowed.
Seconds: Scribner, Hoegerl
In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner
Absent: St. Ours, Verlengiere
Passed

From Hoegerl

Proposal 7: Add to page 87, Section 622 Comer K-80, 2008 Tech Book.
Piston: Bottom ring must be left on piston. Piston and ring must be installed into cylinder and must not fall through cylinder under it's own weight. Rings to be of magnetic material and can not drop through cylinder, maximum end gap to be .040".
Seconds: Verlengiere, Schorn
Opposed: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere
Absent: St. Ours
Failed

Sharon Barros asks the Board about Kid Kart bumpers. Richter states that they cannot make a decision today without looking at other manufacturer's go karts. Discussion about toes sticking up above the bumper. Was in the 2004 Rulebook. Former Board made the decision to make it the same dimensions as the adult kart. Sharon states that some are fabricating their own homemade solutions. Scribner asks if they need to change the dimension. Sharon was in contact with Mike from Grand Products because it directly affected his chassis. Sharon states that the rule is 7-3/4", which is identical to the adult kart. LaTorre says that the Emmick comes in at the right dimension. Motley says that they need to move ahead on this. Sharon states that WKA has no rule. Richter asks Motley what the disadvantage is of having no rule. Motley states that the rule has been in there since 2004 and he does not know why we cannot move along on this. Hilger says to send to the Committee for action.

Participation Stats

2 Cycle Speedway, 4 Cycle Speedway, Road Race and Shifter classes to remain the same for 2009. Hilger states that a proposal will be submitted for a new class structure for Speedway Pavement.

Motion by Schorn to remove the following 2 Cycle Sprint classes for 2009: Formula Y, Formula Y/C Heavy, Masters Formula Y/C.

Second by Verlengiere.

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

Absent: St. Ours

Passed

Motion by Schorn to remove the following 4 Cycle Sprint classes for 2009: Star, Junior I Briggs Animal. Add the following class for 2009: Junior I Briggs Gas Animal Medium at 250#.

Second by Holmboe.

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

Absent: St. Ours

Passed

2009 Grand National Dates & Classes

2 Cycle Sprint – Northern Nevada Kart Club – Reno NV – July 22-25, 2009

4 Cycle Sprint/Shifter – Shasta Kart Club – Redding CA – June 21-26, 2009

4 Cycle Speedway – I-20 Speedway – Winona TX – July 6-11, 2009

Hilger is in discussion with possible hosts for the 2 Cycle Speedway/Speedway Midget Grand National.

Motion by Schorn to accept the 2009 Grand National dates for 2 Cycle Sprint, 4 Cycle Sprint and 4 Cycle Speedway.

Second by Motley.

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

Absent: St. Ours

Passed

Hilger states that details will be forthcoming for the 2009 Road Race, 2 Cycle Speedway/Speedway Midget and Speedway Pavement Grand Nationals.

Motion by Schorn to add the following Local Option Classes for the 4 Cycle Speedway:

a. Briggs Animal Super Heavy

b. Open 4 Cycle.

Second by Motley.

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

Absent: St. Ours

Passed

Motion by Schorn to add the following Local Option Classes for the 4 Cycle Sprint/Shifter:

a. Formula 80/85 Limited Heavy

b. Formula 80/85 Limited Masters

c. Stock Moto 125 Light

d. Stock Moto 125 Heavy

e. Junior II Briggs World Formula Heavy @ 370#

f. Briggs Gas Animal Heavy @t 340#.

Second by Motley.

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

Absent: St. Ours

Passed

Discussion by Board re: the following seven local option classes submitted for the 2 Cycle Sprint Grand National.

Kid Kart

Kid Kart Heavy

Junior I Heavy

Junior Super Sportsman Heavy

TaG Cadet
TaG Junior
TaG Masters

Verlengiere states that they should add weight to the National classes, not add local option classes. Discussion by Board. Promoter needs to resubmit classes for approval by Board. Too many classes.

Troy Adams and Shirley Hilger join the Meeting.

Discussion by Board re: Kid Kart and Kid Kart Heavy classes as Sprint National classes. Motion by Verlengiere to add the Kid Kart and Kid Kart Heavy Classes as Sprint National Classes.

Motion rescinded by Verlengiere.

Tabled until the Sunday Board Meeting.

2010 Grand National Bids

Bids have been received for the 2010 Grand Nationals (21 months away). The Board selected the tracks listed below to complete a Questionnaire, pursuant to Section 101.3.6. The Questionnaire must be completed and returned to the IKF Office by January 5, 2009. This Questionnaire will become part of their Grand National Agreement. An evaluation of the fee schedule for the Grand Nationals will be conducted in terms of price per entry per level of participation.

2 CYCLE SPRINT

Region 7 Willow Springs Kart Club	Willow Springs Kart Track	Willow Springs CA
Region 7 EP1K ProMotions	CalSpeed/Temp Las Vegas	Fontana/Las Vegas
Region 6 Portland Karting Association	McMinnville Raceway	McMinnville OR

4 CYCLE SPRINT

Region 6 Tri City Kart Club	Horn Rapids Kart Track	Richland WA
Region 7 Santa Maria Karting Association	Santa Maria Kart Track	Santa Maria CA

2 CYCLE SPEEDWAY/SPEEDWAY MIDGET

Region 5A South Dakota Kart Club**	University Plains Speedway	Brookings SD
------------------------------------	----------------------------	--------------

4 CYCLE SPEEDWAY

Region 5A South Dakota Kart Club	University Plains Speedway	Brookings S.D.
Region 5A Huron Kart Club	Rolling Thunder Speedway	Huron S.D.

ROAD RACE

SPEEDWAY PAVEMENT

**Wishes to combine the 2 Cycle & 4 Cycle Speedway Grand National

Motion by Verlengiere to accept the bids above for the 2010 Grand National.

Second by Richter.

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

Absent: St. Ours

Passed

Motion by Verlengiere to reserve the right to award the Road Race, Shifter, and Speedway Pavement Grand National at some time in the future, at least a year in advance of the race. Second by Richter. .

In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere
Absent: St. Ours
Passed

IKF Governors, Coordinators and Committee Appointments

National Coordinator: Rick Scribner
Rule Book Coordinator: IKF Office
Rule Text Editor: Open
Track / Club / Promoter Relations: IKF Office
Sprint Waiver Chairperson: Gary Richter
Road Race Waiver Chairperson: Mike Schorn
Speedway Waiver Chairperson: William Hilger

Region 1
Coordinator (Sprint): Joan Cressi

Region 3
Coordinator (Speedway): Andy Bear
Wisconsin Governor: Mark Alton

Region 4A
Coordinator (Speedway): Open
Coordinator (Sprint): Jay Jacobellis
New Mexico Governor: Jeff Miller

Region 4B
Coordinator (Road Race): Jim McMillan
Coordinator (Speedway): David Snyder
Coordinator (Speedway Pavement): Francis Rougeou
Louisiana Governor: Francis Rougeou
Texas Governor: David Snyder

Region 5
Coordinator (Sprint/Spdwy Pavement/Spdwy): Sharee Hoegerl
Iowa Governor: Corey Kemp

Region 5A
Coordinator (Speedway): William Hilger
Nebraska Governor: William Hilger
Kansas Governor: Frank Merando
South Dakota Governor: See Vote Below.

Region 6
Coordinator (Road Race): Open
Coordinator (Sprint): Bill Hettick
Idaho Governor: Larry Kurpiewski
Oregon Governor: Ray Knight
Washington Governor: Bob Thompson

Region 7
Coordinator (Sprint): Art Verlengiere
Arizona Governor: Dan Maracle
Hawaii Governor: Tim Hultquist
South California Governor: Sharon Barros

Region 8

Governor and Coordinator: Don Choquer

Region 10

Coordinator / Governor: Gabe Kadjy

Region 11

Coordinator (Sprint): Gary Richter

Coordinator (Road Race): Roger Miller

Northern California Governor: Roger Miller

Northern Nevada Governor: Ed Dietrich

Motion by Schorn to accept these appointments.

Second by Scribner.

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

Absent: St. Ours

Passed

Explanation by Felton Stroud re: responsibilities of the Rulebook Text Editor.

Motion by Richter to retain Loren Zomer as the South Dakota Governor.

Second by Hoegerl.

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

Absent: St. Ours

Passed

Advisory Committees

National Tech Director

2-Cycle: Jack Hoegerl

Committee: Lynn Haddock, Terry Ives, Ron Emmick, John Motley

National Tech Director

4-Cycle: Terry Nash

Committee: TBD by Terry Nash

Shifter Tech Committee

Chair: John Motley

Committee: Terry Hegar, Don Holmboe

Road Race Committee

Chairman: Don Holmboe

Committee: Debbie Kuntze, Chris Hegar, Roger Miller

Sprint Committee

Chairman: Gary Richter

Committee: TBD by Gary Richter

Speedway Committee

Chairman: Bill Hilger

Committee: Andy Bear, Dan Koopman, Adam Mollenkopf, David Snyder, Ralph Woodard, Brad Swiggart Will add one later.

TaG Committee

Chairman: John Motley

Committee: Debbie Kuntze, Terry Nash, Rick Scribner Will add one later.

Motion by various Board Members to accept these appointments.

Second by various Board Members.
In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere
Absent: St. Ours
Passed

Motion by Verlengiere to change 400 miles to 200 miles in Section 104.17.6.
Second by Richter.
In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere
Absent: St. Ours
Passed

In Sprint, Hilger states that the bolts coming over on the CIK/FIA frames going to nylock versus drilled and pin. Motley states that all of the CIK approved karts, initially fastened on nylock nuts. When those karts are sent to the US, they either have special fasteners, are drilled, cotter pinned, safety wired and/or some other method. Many come from the factory that way; some of them do not. The ones that do not, the dealer typically has to drill. We are caught in a problem where we are combining two different sets of rules. Does not like the mixing of the two safety requirements. Does not think that there is any safety value one way or the other. Sees a tremendous value in keeping all of your nuts tight in the CIK as well as the US. Lengthy discussion by Board and members. Motley states that all pre tech items become post tech items.
Motion by Motley to accept the safety requirement for fasteners for the CIK/FIA Sprint chassis, with actual wording to follow.
Second by Richter.
In Favor: Hoegerl, Holmboe, Motley, Richter, Schorn, Scribner, Verlengiere
Absent: St. Ours
Passed

Sharon Barros asks the Board for clarification on items voted on earlier in the year to see what the status is primarily the pipes with the end caps. States that she contacted Horstman a couple of weeks before the Grand Nationals to ask them about availability on the welded end caps. She was told that, as far as they were concerned, it was not going to happen because the WKA had not adopted it. Motley gives update that Wednesday night the WKA did approve going to welded end caps. Motley says that they will probably move the deadline back to the Nationals of next year. She asks about more phase in time.

Sharon Barros asks about the Q pipe/Superbox cams. Motley states that they did testing on the Q pipe. That program is ready to be implemented. A proposal was put forth, which did not come from Horstman, to rather than manufacture another line of pipes, that we simply substitute the Horstman pipes in there, which would give increased performance for those classes and give us a pipe that is already designed, tech on it, pictures on it. Sharon asks if they will be putting HPV pipes on the Yamaha. Motley says that is correct. Absolutely untrue that Horstman manipulated us. This came as a result of a discussion between Motley and Verlengiere. Motley states that the point is that we would not be requiring a large number of our competitors to buy a new pipe. Sharon asks if there are any changes to the clutches and the pipe. Motley replies no, Richter agrees. Discussion by Motley, Richter and Sharon. Discussion of Yamaha classes.

Chris LaTorre thanks Sharon Barros for inviting him to the Board Meeting. He thanks the Board for being so welcoming. States that some club Board members are not enthusiastic about hosting races because they feel that the time and effort does not equal the money. Some of the confusion added to that are the costs that they are not aware of. They set a budget and the reality is that there is a big difference from the contract, such as feeding the workers, putting up people in hotels, hire corner workers to be paid cash. Verlengiere states that they are not going to go anywhere near that stuff, that they are going to work out a contract with them and that will be the contract. LaTorre states that this has happened for three years. Asks who can they complain to? Verlengiere says that they could appeal to the Board. LaTorre says that he did not know that they could do that. They want to set a budget, be able to look at their budget, know what they would

spend. States that they did not want to have the Pro race. LAKC wants to host the best race. Schorn states that, in Region 6, the contracts are written by the coordinator and clubs together. Discusses expenses on trophies, no guidelines, no minimums to meet. Sharon Barros says that this is the product of Region 7 being run by one individual who chose to make all of the decisions. States that she has brought up in the last couple of years and it always seemed like it fell on deaf ears; they have allowed this to continue. They will now have a new coordinator and things will be done differently. States that LaTorre is correct. Said that Tri-C was not going to be allowed to hold their race where they wanted to. Verlengiere states that he has not heard these grievances. Sharon says that the Board has heard this before and not done anything. Verlengiere asks if there is a chance to keep their business. (Tape ended.) LaTorre says that they want a better contract. Sharon says that they can help write the contract, with fees spelled out. Holmboe apologizes to Sharon and LaTorre that these things were not taken care of. LaTorre assumed that this was status quo. LAKC became involved with IKF when they moved to CalSpeed. Has been good for the club. In regards to the race, they felt that it was not worth the time and effort as a volunteer. Scribner says that they want long term stability. So should all of the regions. Hilger says that it comes down to the volunteers that we have in certain positions, doing certain things, that they, as the Board, assume it going ok. Verlengiere states that we have policies and procedures approved by the Board in the Rulebook about how these regions are to be managed in the future. Scribner and Richter give example of Nor-Cal. LaTorre appreciates the Board's time. Board thanks LaTorre for his time and input.

Meeting adjourned at 5pm.

Sunday Open Meeting

President Bill Hilger called the Sunday Open Meeting to order at 8:15am. Directors present at Roll Call were Bill Hilger, Jack Hoegerl, Don Holmboe, John Motley, Gary Richter, Mike Schorn, Rick Scribner, and Art Verlengiere. Don St. Ours was not present at Roll Call.

President Hilger welcomes the following members and guests in attendance: Felton Stroud, Ralph Woodard, and Janet Scribner.

Committee Reports

2 Cycle Tech

Jack Hoegerl states that he talked to his Committee Members and there was nothing to add. He has a couple of corrections/clarifications for the new Rulebook.

Motion by Motley to remove the following from Section 617.14 Ignition: Right hand flywheel on straight shaft ignition timing is illegal. Right hand flywheel on straight shaft ignition has machined side only.

Second by Scribner.

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

Absent: St. Ours

Passed

Motion by Schorn to add to Section 623.4.2.1 Restricted Manifold for Walbro WA55B Carburetor Add to (b) The minimum length of the inlet track measured from the carb mounting surface (remove carb base gasket) to the cylinder bore diameter 2.600 minimum 2.700 maximum.

Second by Motley.

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

Absent: St. Ours

Passed

Verlengiere requests to make the 2nd ring on the HPV motor non tech. States that he will make it a local option rule for Region 7. Hoegerl requests that this be addressed after the Lunch Break. Discussion by Board.

Verlengiere states that another issue that the Board will need to deal with is the cutting and shaving of Sprint tires. Suggests voucher system. Verlengiere asks for a statement that we don't have a solution today, don't buy any equipment because we are going to police it. Discussion by Board and Members present. Motley to work on statement.

Motley states that the problem with the Kid Kart class is that parents are way too involved.

4 Cycle Tech

Syd White

Recommended rule changes as follows:

700.2.25 in second sentence, Change "Briggs classes" to "Briggs flathead classes."

701.5 in first sentence, change 5000 ohms to **6000 ohms**.

701.5 add as third sentence: Two legged Animal coil without trigger between legs is legal.

701.8.4.2 change .059" to **.056"**.

At 705, 706, 709 replace all rules with: Please refer to 2008 IKF Competition Regulations and Technical Manual for these rules.

716.1 Delete: Stock kill switch ... it inoperable.

Add: 716.2.6 Wrapping the header with material to protect participants from heat is encouraged. For 2010 wrapping of header from just above flange to the point where header falls below top of rocker cover will be mandatory. Muffler may not be wrapped.

716.4 in first sentence, change Cart to Carb.

716.4 In second sentence, add, after "...non-tech items": with the exception of the fuel discharge nozzle height in the venturi. This is a tech item for height only. The end of the nozzle may be modified. The end of the nozzle may not protrude into the venturi area more than 0.060"

716.4 add second paragraph: Throttle cable housing and top of throttle slide are subject to inspection for combustible other foreign substances or on grid or pre grid. Light oil or grease on slide is allowed.

716.4.3 change to Venturi: Vertical dimension is **0.794"** No-Go, this measurement shall be made with the NO-GO held parallel to the bore of the carburetor. Horizontal dimension is **0.615"** NO-GO for top and bottom of venturi (widest part), and 0.602" NO-GO will be for the horizontal check for the narrowest part of venture, and this NO-GO may not enter slide area. No machining allowed.

716.4.4 change number to **.062**.

716.4.5 change number to **1.142**.

716.4.6 change 1.680 to **1.677** and 1.690 to **1.692**.

716.5.2 change .805 no go to .805" must go.

716.5.2 add as second paragraph: Fuel pump must be mounted on engine. Pulse line from crankcase to fuel pump not to exceed 15". Fuel pump pulse line must be standard 1/4" inch or smaller inside diameter fuel or braid reinforced plastic line. Single diaphragm type fuel pump only. No double or triple diaphragm pumps allowed.

716.6 add as second paragraph: Fuel line must be 1/4" inch or smaller id. Fuel lines must be run by the most direct route with no excess line. Fuel lines must be secured at all connecting points with approved fasteners such as safety wire or cable ties.

716.7.3 add as second sentence: However karts leaking fluid on to the track or following karts may be given the mechanical black flag and/or be penalized up to two position in the finishing order when violation is detected at the scale. Penalty to be determined by Race Director or his appointed representative.

716.8.1 add at end: no go.

change first para to: Maximum valve lift of **0.252"** taken directly off the valve spring retainer at zero valve lash. With motor at TDC and both valves closed, place dial indicator on valve keeper then tighten ball rocker until you see indicator move 0.001" to 0.002" this will assure that all the lash is taken out of the valve. Set dial indicator to zero and then check lift. When checking the lift off the valve keeper the indicator must move parallel to the valve stem, not at an angle.

716.9 change second para to: All cam profile readings must be taken with zero valve lash and degree wheel at top dead center (TDC) of compression stroke by positive stop inserted through the spark plug hole.. Readings shall be measured from push rods. Set dial indicator at zero and do not reset during the profile process. Only stock factory camshaft cores from Briggs & Stratton are permitted, part numbers 555532 and 555584. Lobes may be ground, but not to exceed 0.870 base circle. Mechanical compression relief is non-tech. Camshaft lobes must remain flat and of original width.

716.10.1 Change all to: Diameter 0.590" **no go** to 0.610" **must go**.

716.11.2 Change all to: Length is **5.638** no go to **5.658** must go.

716.14.1 Change number to **.060"**.

716.15 add at end: Studs must be installed as per the factory, 90 deg to the plate surface.

716.16 Valves: change all to: Stock valves only. Must be one angle. Valves may not be polished or lightened. If the valve is cleaned, no material may be removed from the valve. No alterations to surface finish or shape allowed. Tip of valve must be at 90 degrees to stem. Keeper groove location must remain stock.

716.16.1 change all to: 45 degrees face. Head diameter is 1.055" **no go** - 1.065" **must go**. Depth of dish in valve 0.099" - 0.119".

716.16.2 change all to: 45 degree face. Head diameter is 0.935" **no go** - .945" **must go**. Depth in dish in valve 0.084" - 0.104".

716.16.3 Change all to: Minimum intake and exhaust valve length 3.372" + or - 0.010".

716.17 Valve Springs: change all to: Maximum valve spring length is 0.930" **no go**. Wire diameter is 0.103" to 0.107", measured in three places on spring. Inside diameter of spring 0.615" minimum, 0.635" maximum. **Must be identical in appearance to factory part and have 4 to 4.5 coils in stack.**

716.17.1 delete all.

716.18 delete all.

716.18 Change all to: Valve Spring Retainers and Keepers: Stock as from the factory. Thickness of retainer lip must be **.055" to .075"**.

716.19 Change second sentence to: Heads with heat disperses are allowed.

716.20.1 change all to: Intake seat inside diameter, 0.966" must go - 0.972" no go.

716.20.2 change all to: Exhaust seat inside diameter, 0.8414" must go - 0.850" no go.

716.21 change all to: Ports: Must have stock configuration. No porting or modifications of any kind allowed. No machining of ports allowed, no sanding, buffing, bead blasting or alteration of surface finish or any port dimension. No de-burring anywhere inside intake or exhaust ports. Ports are to remain AS CAST.

716.21.1 paragraph 2 change all to: INTAKE PORT: 0.864" no go plug gage cannot touch the valve guide of the intake port. 0.860" plug gage will be used as a visual check of the eyebrow area. This is not a no-go but a visual assist tool.

716.28.3 change second weight to 4 pounds **1** ounce.

Add 716.28.4: PVL flywheel with ring gear attached is legal.

716.31.1 Change all to: Head of lifter 0.820" **no go** - 0.860" **must go**.

716.31.2 Change all to: Length of lifter 1.515" **no go** - 1.525" **must go**.

716.32 in the sixth sentence add after "Torx head or hex head rod bolts: (555654)

716.34 add as last sentence: Excessive gapping of rings is not allowed.

716.35 Add as second sentence: New style pistons with circlip on both sides is allowed.

716.35.2 change 1.768" to **1.762**.

716.36.2 change all to: Crankshaft journal diameter is **1.0983"** to **1.0991**.

716.38 Change all to: Engine mounted dry clutch is mandatory.

World Formula rule changes

717.2.1 replace second sentence with: Wrapping the header with material to protect participants from heat is encouraged. For 2010 wrapping of header from just above flange to the welded on braces will be required. Do not wrap silencer.

717.2.1 add as next to last sentence: If a bolt or bolts are used to attach header, bolts must be drilled and wired around the header.

717.3 add at end of last sentence: If battery is on kart, it must be of sealed AGM, gel or dry cell design. Battery must be securely mounted to frame or floor pan, no mounting to bumpers or nerf bars.

717.5 add after 10 mm thread: 3/4" reach,

717.6 Replace all with: FUEL PUMP and LINES: Fuel pump must be Briggs & Stratton part 557033/808656. Pump must be pulsed from intake manifold only. Pump must not be altered from stock. Pulse line must be 1/4" only and must not exceed 15" in overall length. Fuel line must

be 1/4" only. NO oversized lines or fittings, fuel system parts must be connected by the most direct route possible.

Fuel lines must be secured at all connecting points with approved fastener such as safety wire or cable ties. Fuel lines must be standard 1/4" or smaller. Return line from carb fuel inlet line back to tank is allowed.

717.10 change all to: Carburetor, Spacer, Manifold: Stock Walbro PZ Model 26 carburetor only, no alterations allowed. Stock, unaltered carburetor spacer only, Briggs & Stratton part 557130. Stock, unaltered intake manifold and pulse line only, part 557009.

717.10.2 Add as second sentence: Minimum Length: 1.310" measured from cutout to top of slide with dial caliper, or 1.309" no go tool.

717.10.4 add as second sentence: Maximum id is .0165" no go.

717.10.7 change all to: Idle air jet, left side, is .0495" no go. Main air jet, right side, is .0345" no go.

Add: 717.10.8 Brass fuel nozzle id is .1040" no go. Minimum length is .450".

717.12 Deck / Piston clearance: Change all to: Machining of deck surface is permitted. Hard carbon may be scraped from piston crown before measuring pop up. Piston pop up cannot exceed **0.025"** above block surface in the center of the piston. When measuring piston pop up, it should be accomplished with bar stock on a parallel with the piston wrist pin and, using a dial indicator, check the piston pop-up in this area.

717.16 replace "steel insert" with "heat disperser"

717.16.1 change all to: Rocker arms / Pushrods: Must be as produced. Rocker arm length must be **2.861"** minimum. Pushrod length is 5.638" **no go** to 5.656" **must go**. Pushrod diameter is .185" to .190".

717.16.3 add as last sentence: Hard carbon may be scraped off before measurement is made.

717.16.6.1 change all to: Intake valve seat diameter is .966" must go to .972" no go.

717.16.6.2 change all to: Exhaust valve seat diameter is .840" must go to .850" no go.

717.16.7.5 change all to: Intake and exhaust valve length is **3.372" + or - .010"**.

717.18.1 change all to: PVL flywheel: Plastic fan is required. Fan must be attached with 2 shoulder bolts. **Must have starter ring gear**. Minimum weight is **4 pounds 1 ounce**.

717.19 change all to: Crankcase cover: One or two crankcase gaskets are required.

717.20.1 change numbers to .953" no go to .995" must go.

Add: 717.20.2 Length of lifters must be 1.515" to 1.525".

717.21.1 add at end: as measured with caliper at narrowest point on jaws.

717.23 change all to: Piston rings: Three rings mandatory. Top compression ring must have chamfer or "O" toward top of piston. Second scraper ring must be installed with inside chamfer down and "O" toward top of piston. Oil ring must be installed as from factory. Rings must be self supporting in the cylinder bore of the engine being inspected. Ends of ring must remain flat. Excessive end gapping of rings is not allowed. Maximum end gap of 0.050". Rings must conform

to all listed factory specifications and be of stock configuration. Known, standards for piston/ring configurations are Briggs & Stratton factory approved parts. No alteration of rings allowed except lapping and end gapping. Rings must be in one piece when removed from block.

717.24 add at end: Arrow on piston must point to flywheel side.

717.24.4 Add as first sentence: On 1/1/10 this section will no longer be applicable, that is top of piston must not be altered.

717.25 add at end: Ceramic bearing are not allowed.

717.25.1 add at end: B&S part 555652.

717.25.2 change numbers to: 1.0983" - 1.0991"

Add: 717.27 Breather: Briggs and Stratton breather assembly 555688 from rocker cover to upper fill hole on crankcase cover is allowed. Aluminum tube may be replaced with a longer tube. Tube may be secured to rubber fittings with hose clamps, cable ties or double wire wrapping. Tube must be supported by bracket, any bracket allowed.

718.1 Add after...#34. no go .014", add after... #100, no go .040".

Motion by Holmboe to accept the 4 Cycle Tech items as submitted and amended by Syd White.
Second by Scribner.

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

Absent: St. Ours

Passed

Motion by Schorn to change the following in Section 720 Briggs Animal Blue Wazoom Rules.

Section 720.5 Fuel Pump Change to Inspect for one single fuel pump.

Section 720.7.2.3 Change to Exhaust, as valve is opening, is to reach 52 degrees BBDC before .100" lift.

Section 720.8.2 Change to Check for one head gasket. Gasket must be in stock configuration.
Gasket material non tech.

Second by Scribner.

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

Absent: St. Ours

Passed

Motion by Schorn to add the following to Section 200.1: The intent of our Sprint tire program is to provide stability, cost control and equality of competition for our members during the approval period, currently Bridgestone YHC during the years 2008-2009. No method of altering the tire is acceptable. This includes trimming, shaving or any chemical treatment. The IKF reserves the right to implement any test to determine conformance with this rule.

Second by Scribner.

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

Absent: St. Ours

Passed

Discussion by Board re: cloned engines. At the request of our membership, the IKF Board has decided to do some independent testing on the clone 4 Cycle engine **with a budget of \$20,000.** Testing to be done with results available at the January 2009 Board Meeting. Testing is also being done on the Intech.

Hoegerl asks about an animal engine cylinder head dimension issue from the tech seminar. Asks if it is addressed in Syd's tech items. Ralph Woodard says he thinks it is. Hoegerl states that when the numbers did not come out right, it was IKF's fault, not the manufacturer. Discussion by Board. Asked if change was made; reply was yes.

Shifter Tech Committee

I have had virtually no issues arise in IKF Shifter competition this year.

The only question that I recall was the controversy regarding 80cc airboxes. This needs to be clarified in the 2009 Rulebook and I will do so.

Since the overwhelming majority of 80cc racing occurs in Region 11 I suspect that many of the issues are handled there.

Since most IKF Shifter racing occurs in the Road Race arena and the rules were basically written by Region 6 and 11 Road Racers no questions seem to come from there either.

Most club-level racing probably simply uses SKUSA rules if they have a shifter program, that is what occurs at Buttonwillow, which is the closest track to me that has club shifter racing.

Only other issue was with the Nationals and has been resolved.

Scribner adds that he met with all of the Shifter drivers in Region 11. They insisted on taking a vote on the way that they wanted to run their air boxes; they let them vote on it and it was unanimous that they could run any air box as required in Section 603.1.4.1 and 603.1.4.2 and that is through the end of 2008. Verlengiere asks if they are forestalling dealing with the problem in his region. Putting it off for 4 months? Richter says three races. Verlengiere says that they do not want our rule; asks if that is correct. Scribner says that they are more concerned about making the change midseason. They wanted to do the change off season. They will go with the rules next year that John has clarified. John asks if that will be an issue; Scribner says no, until next year. Motley states that he is going to rewrite the whole thing and put a Shifter air box rule in. His intention is to write the rule as (cannot decipher the tape). Richter says that they have come up with a workable solution to get them through the next three races – is that a rub? Verlengiere states that at the first of the year, they will complain again. But you gave them 3 months. Discussion by Board.

Speedway

Hilger states that they are redoing the Speedway Pavement division and will forward to Board upon completion for approval. Adopt a WKA rule on bodywork. Adopt the same language as WKA for the wolf plate. There is no rule to address a competitor losing his gas cap being taken off the track – will add language to allow this. Richter refers to Section 210.8.1 in Sprint. Suggesting for 2009 and mandatory in 2010 that the header pipe has to be wrapped. Verlengiere states that this will radically increase pipe breakage. Hilger states that the clutch guards are not protecting the clutch from the seat or the chain – will address this also.

Road Race

Holmboe spoke to his Committee Members. Roger Miller comments that there are too many classes. Comments about airbox rule also. Discusses the 2009 RR GN; looked at Texas statistics. Verlengiere states that we currently have a well established program in Texas and we need to service our customers in Texas. Motley says to put the GN at the best place.

TaG

Since 2008 is the first year of a 3 year approval period for TAG engines I anticipated a lot of issues, fortunately with two exceptions I was wrong.

We did allow a brief period of re-approval at the beginning of the year to allow manufacturers/importers to make minor, non-performance changes and a few manufacturers paid the fee and did so.

We also were fortunate that the ROK TT problems did not affect the IKF program to any degree. Our program, from the sprint side appears to have good parity among the four most popular engines. Those popular engines are Leopard, ROK TT, Rotax and Sonik. Motori Seven has also begun to have some scattered success. The PRD is beginning to appear both because of its value and the fact that Region 7 has a PRD only class.

The two issues that occurred are:

Rotax fuel issues: As some of you know, there was controversy at the Sprint GN due to no provision being made for the special Rotax fuel. My opinion is that our Rulebook contains no provision for this accommodation. The issue is further complicated by some clubs and regions allowing a special Rotax mix in their programs. Keep in mind that the RMC fuel rules are very different from our regular TAG or 100cc rules. If we pick and choose to allow a different oil ratio, can we also be held to provide the octane and oil type as well? What if another manufacturer decides to specify another different fuel/oil/ratio?

Rotax jetting issues: Prior to the RRGN an issue of Rotax jetting came up. Section 300 does not deal with the subject and Section 675.3.2 clearly allows for optional (non-RMC) jetting. The basic argument was that only RMC jetting was allowed and that was how we have always done it and how it was done at previous RRGN. If that indeed is the case, the issue was never brought forth from previous GN's so that the RR and TAG Committees could resolve the issue. Note that the so-called "open" jetting seems to work just fine in sprint racing. I suspect that this issue would have surfaced much earlier if the post-race tech was based on the Rulebook in most regional races.

One additional point I would make is that we allowed non-renewed engines to run in RR TAG heavy and light for 2008 with a possible extension based on participation. It is my understanding that only one of these engines was present at the RRGN.

Holmboe asks what is Motley's resolution to the fuel octane issue in the Rotax and TaG class. He included his comments in his Sprint report. Second question is was the fuel the problem or the oil the problem or, as far as the competitor was concerned, were both the problem. Motley says that it was the oil ratio. Richter says not the type of oil, the ratio of oil. Holmboe says that fuel was not the issue. Holmboe says the issue is the quantity of oil and there is a problem with the Rotax engine dumping a lot of oil. Motley's resolution is to accommodate it and post it in advance. Holmboe asks if Motley has come to a resolution to the carburetor situation within the Rotax class now that only falls into road racing. Motley states that it has never been an issue. In sprint racing, it has never become an issue. Holmboe says to keep it as Motley was asked to do when the problem came up. When the issue came up, Motley did a lot of surveying of people and the perception that this open jetting is significantly faster with Rotax. He looked at this at an Inferion race but did not tech them. Holmboe would like a Rotax only class. Motley has no objection to that. Verlengiere says to submit the rules to the IKF office to run as a pure class. Says Motley to write rules. Motley uncomfortable voting for this. Discussion by Board regarding Rotax.

Motion by Schorn to add to Section 207 Rotax Max International Class, run by RMC Rules, 16+, 370#.

Second by Holmble.

In Favor: Holmboe, Richter, Schorn, Scribner

Opposed: Hoegerl

Abstain: Motley, Verlengiere

Absent: St. Ours

Failed

Hilger states that the track can bring the class in as a local option. Verlengiere states that he abstained because he is going to add the class as a regional championship class in Region 7.

Motion by Motley to add to Section 675.xxxxx Rotax Max engines used in IKF TAG classes or in Local/Regional option classes are to be run under Rotax Max Challenge (RMC) rules. If Rotax engines are used in either IKF TAG classes or in Local/Regional option classes, gasoline and oil to be used for these engines (should/must) be the same as all other TAG engines. Oil ratio for these engines only is to be per current RMC rules.

675.3.2 DELETE all after first sentence.

675.21 DELETE completely.

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

Absent: St. Ours

Passed

Motion by Verlengiere for approval by Board for John Motley to write fuel rule for Rotax Max engine.

Second by Holmboe.

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

Absent: St. Ours

Passed

Sprint Committee

There are issues that involve Sprint racing that are mentioned in the 2-Cycle Grand National Report. Some will be repeated here.

Sprint racing like other divisions has felt the slow down in the economy and raising fuel prices impact participation levels at clubs and regional racing. However this years 2 Cycle Sprint Grand Nationals participation was up approximately 10 percent over 2007. I do not have the figures for the 4 Cycle Sprint Grand Nationals.

There are multiple rulebook issues that I would like to address at this time. Some outside my scope of responsibility or the 200-250 section, that do impact Sprint racing.

Under Section 105.1.6.1 Head Gear. With the ever-increasing popularity of uTube and the decrease in size and cost of motion cameras, we need to consider returning the wording from the 2007 rulebook, which is:

Section 105.1.6.1.4 Modification: Any addition of devices, whether aerodynamic or other, to helmets is prohibited unless such devices have been certified (BY SNELL or SFI) with the helmets. It is the driver's responsibility to provide the helmet manufacturer's literature describing any added devices to the Pre Tech inspectors if requested.

Yes there is the constant issue of raising weights for various classes, with the argument that kids are bigger today. However committee member Glen Araki I believe has raised a valid argument to raise the Rookie Sportsmen class 10 pounds. The Rookie Sportsman class races at the same weight as Junior 1, yet the engine is slightly over 8 lbs heavier. There are drivers who are racing Junior 1 without any ballast at a weight disadvantage and would use the same kart in Rookie Sportsman. Under the current rules they might have a slight disadvantage in Junior 1. But if they race Rookie Sportsman, they have an additional 8 pound weight disadvantage.

Section 210.3.2 In the first sentence remove "by the draw"

Section 211.4.1 conflicts with Section 210.3 and raised concerns at the 2 Cycle Grands. Section 210.3 was created from issues at last years 4 Cycle Grands. Section 211.4.1 is the higher number and actually trumps Section 210.3.

In my Grand National Report I mention Section 210.3. The issue is not whether a competitor chooses to run with or without a Transponder in practice. The issue is the extra load it places on timing and scoring as again briefly explained below.

"The immediate impact on the scoring tower because they have no way of knowing if the driver intentionally left their Transponder off is; do they have the right transponder number for that competitor entered in their system? Did the Transponder malfunction? Did the Transponder get charged correctly? Rightfully so, this crew was concerned that it might be their mistake as to why the kart on the track is not showing up in their system, which at this point, is used to determine qualifying order."

Section 210.8.2 Black Flags

A.) We need to specify how big the pit board or chalkboard is. Plus there needs to be some verbiage regarding ignoring a black flag. Two different issues, but actually the same. I didn't see the pit board as it is too small or the writing is too small. Which are valid arguments based on some of the pit boards I have seen used. Or in the case of a driver who lost their side pod at the Grand Nationals, "I paid my money and I was going to get my laps, even if I knew I was going to finish last." 3 different times we had drivers ignoring Black Flags at the Grands for equipment issues, with the driver knowing the rulebook has no penalty clause for such action and or think they were going to be scored last. So what the heck, just keep going is their thought process. Even at regional racing, ignoring the Black Flag is becoming more and more of an issue as there is no specified penalty in Section 210.

Driver Fairing

Even if Section 208.3.8.3 applies to Kid Karts, crews or mechanics are trying to use Section 201.10.4 as their rule as they find it first and read no further. Somehow they are thinking they are exempt as a result of Section 201.10.4. Simple solution change Section 201.10.4 to read aged 5 to 11 instead of 8 to 11

Overall Junior class participation seems to be more solid participation wise. In Region 11 and at the 2 Cycle Grands, Junior classes were strong fields, with several of the Senior classes being very weak. In Region 11, many of the Senior drivers income source is related to the housing industry. In polling drivers who have raced the regional series for years and are not this year, they did not just get out of karting. Everyone I talked to said they can only afford club racing. When the housing market recovers they will be back at the Regional level too.

Toxic waste disposal, including tires, fuel, fuel cans, and engine oil from 4 Strokes needs to be addressed and this would apply to all divisions.

Motion by Motley to change weight on Rookie Sportsman class weight to 235# in Section 207.

Second by Schorn. .

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

Absent: St. Ours

Passed

Discussion re: chain guard rules.

Motion by Richter to add to Section 105.2.1.13: Section 200 karts will require a chain cover.

Remove "Some karts".

Second by Motley.

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

Absent: St. Ours

Passed

Discussion by Board re: TaG rule requires pre 2004 airboxes. Schorn and Richter say to leave rule as is.

Directors Items

Hilger: Discusses Grand National fees. Board is reviewing entry cost and Agreements. More later on this. Allow Expert stickers for Juniors at Grand Nationals.

Verlengiere: Reviewing all of the fee schedule for the IKF. Insurance issues.

Discusses Karter News as virtual magazine – eliminate the monthly printed magazine. Print a Grand National Yearbook, full color with pictures and the Tech Manual with an advertising program. Hire someone to do the advertising. Savings to the IKF. Felton to research this and submit a proposal. Need to restructure the ad rates. Banner ads will be available on the new IKF website.

Motion by Schorn: Anticipated that in January 2009, IKF will change to a virtual monthly magazine with a printed full color Grand National Yearbook and printed Tech Manual.

Second by Scribner.

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

Absent: St. Ours

Passed

Miscellaneous Items

Verlengiere – Asks Board about Insurance matters. Various coverages? Asks for Spectator Package? Offers umbrella package to cover all? Verlengiere explains insurance payment procedures & policies. Discussion by Board. Insurance Committee to contact insurance companies for coverage information.

Verlengiere gives history of the Matching Funds program. Asks Board to change the matching funds percentage or eliminate completely. Explains fund procedure. The program was set up as an incentive for tracks/clubs to run National classes.

Motion by Verlengiere to raise the sanction fee to \$4.00.

No Second.

Verlengiere withdrew the Motion.

Motion by Richter to eliminate the \$7.00 Membership Incentive Program effective January 1, 2009. Reason: Does not offset the cost of administration.

Second by Holmboe.

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

Absent: St. Ours

Passed

Tabled Item from former Board Meetings

May Phone Board Meeting – Licensing/Age Issue

Hilger states that they are going to adopt the WKA language, letting someone come in on a case by case basis. This will be a clarification; Scribner is working on this.

August Phone Board Meeting – Kid Kart Engine Warm Up

Richter will submit this by email within 36 hours re: Sections 105.1.6.1.4, 201.10.4, 208.3.5.1, 210.3, 210.8.2, and 254.4.

August Phone Board Meeting – 2009 Road Race Grand National Update

Still in discussion by the Board.

Letters from Membership

Board thanks all of the members below for their time to forward their communications to the Board.

David Jimenez – Richter to respond to his email regarding an incident at the 2 Cycle Sprint Grand National. See Board vote below.

Paul Clifton – Motley to respond to his email re: TaG E Rule Proposal

Gabor Kajdy – Section 700.2.10 Discussion by the Board, the rule stays.

Motion by Richter to suspend Cory Pollock for one year, effective September 21, 2008, for his actions and behavior at the 2008 IKF 2 Cycle Sprint Grand Nationals in violation of Section 114.1.2 Verbal abuse.

Second by Holmboe.

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

Absent: St. Ours

Passed

Motion by Richter to place Garrison Masters on probation for one year, effective September 21, 2008, based on the behavior and actions of his crew at the 2008 2 Cycle Sprint Grand National in violation of Section 114.1.3 Crews and Section 114.12 Verbal Abuse.

Second by Holmboe

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

Abstain: Scribner

Absent: St. Ours

Passed

Hilger wants to re-establish the rules for the IKF Lake Speed Award. Based on the January 2006 IKF Board Minutes; this is an IKF approved award through the IKF according to Wayne Brown. Award is to be given based on sportsmanship, willing to help others, kart appearance, kart chassis innovations if applicable and pit appearance and driver crew. Wayne Brown explained that the Director in Charge, Race Director, Tech Director and any other track personnel at the event can vote. Limitation that a competitor cannot win the award more than once in a specific time period (more than once in a three year period). Clarify confusion from the 2008 2 Cycle Sprint Grand National.

Schorn to re-establish the awarding information for the Troy Ruttman Award.

No action by the Board on membership and membership dues.

Richter would like to negotiate with the Reno club to not have practice as they have scheduled for the 2009 2 Cycle Sprint Grand National. This was an issue at this years event. Board agrees for Richter to work on this.

IKF Operating & Procedure Rules. Verlengiere asks that expenses be spread out over the year.

Verlengiere to work on the Kid Kart rules for the Grand Nationals. Motley to work on Kid Kart bumpers.

2009 Board Meeting Dates & Location

January 17-18, 2009 Ontario CA

April 18-19, 2009 Ontario CA

Sept 19-20, 2009 Ontario CA

Director Items:

Hoegerl asks about the status of the IKF Brochure. Hilger states that the Board was to submit input for specific divisions. Pictures need to be changed and added. Scribner suggests a two page flyer. Verlengiere states to cut our losses and have Scribner work on a flyer. Hilger states that the IKF needs a media package to hand out to perspective sponsors and advertisers.

Verlengiere suggests a monthly special on the upcoming new IKF website, i.e. a free motor, set of wheels, gift certificates.

Hoegerl asks about a 2009 Speedway Pavement Grand National. Hilger states that they are working on the classes and this will be forwarded to the Board for approval.

Motley inquires about VP billing. Hilger to look at Contract.
Motley asks about Rotax Max rules in Section 675 and nylock in Section 105.2 – Discussion and no action taken by the Board.

Motion by Verlengiere to add as the last sentence in Section 620.57 The bottom ring on the HPV must be in place and is a non tech item.

Second by Holmboe.

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

Absent: St. Ours

Passed

Motley rewrote the following as a clarification: Section 105.2 Any reference to safety wire, cotter key, circlips or snap rings should also extend to one-use nylock fastners. Exception: All-metal lock nuts, or bolts drilled and safety wired, are required to fasten brake disc to brake hub. One-use fastners (nylocks) may not be used on previously drilled bolts without secondary retention as described above.

Schorn brings up the availability of color number panels. Motley states that they should not change it again.

Motion to Adjourn Meeting by Motley.

Second by Richter.

Meeting adjourned at 4:15pm.

