

IKF Board of Directors Meeting Minutes

January 17-18, 2009 – Ontario CA

President Bill Hilger called the Saturday Open Meeting to order at 8:08am. Directors present at Roll Call were Glenn Araki, Bill Hilger, Jack Hoegerl, Don Holmboe, John Motley, Mike Schorn, Rick Scribner, and Art Verlengiere. Gary Richter was not in attendance at the Meeting.

President Hilger welcomes Glenn Araki, newly elected 2009 IKF Director, to the Board. Araki gives a brief history of his involvement in karting dating back to 1970.

Election of Officers

For President:

Hilger nominated by Verlengiere; Second by Holmboe. In Favor: Unanimous. Passed

For Vice-President:

Scribner nominated by Verlengiere; Second by Schorn. In favor: Unanimous. Passed

For Secretary:

Holmboe nominated by Verlengiere; Second by Scribner. In favor: Unanimous. Passed

For Co-Treasurers:

Hoegerl nominated by Verlengiere. Second by Holmboe. Verlengiere nominated by Holmboe. Second by _____. In favor: Unanimous . Passed

President Hilger welcomes the following members and guests in attendance: Roger Miller, Jim McMillan, Hank Cantrell, Terry Nash, Janet Scribner, Shirley Hilger, Carmen Carranza, and Cindy Enriquez. President Hilger gives a brief description of the meeting format and agenda. States that, in the last year, the Board has taken a look at every aspect of IKF trying to cut down expenses and improve our coordination with the tracks. Made changes to the insurance program, Karter News is now a virtual magazine, worked on changing forms, working on pit pass program, added motorcycle insurance and the new IKF website. Asks for input so the IKF can better serve the members. Will continue to work on these in 2009.

2008 Top 5 Pit Pass Sales

Hilger reads the Top 5 2008 Pit Pass Sales. States that each of them will receive a certificate for a free year of track sanctioning. Discussion by Board re: pit pass sales versus dollar sales. Hilger thanks all of the tracks for their support of the IKF.

2010 Grand National Bids & Questionnaires

Review of the bids and questionnaires received for the 2010 Grand Nationals. The bidders below will have the opportunity to make a presentation at the Spring Board Meeting, with voting to follow.

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
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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

Discussion by Board re: rotation system, multiple race series, travel issues, fuel prices, prestige of winning the Duffy, National classes vs. local option classes, affordability of participation. Verlengiere states that he will Table the discussion to a future date.

Scribner asks for the status of the Santa Maria Kart Track; Verlengiere states that they have another year on the lease, up to three years.

Hoegerl asks about the combined 2 and 4 Cycle Speedway by South Dakota Kart Club. Hilger answers that they want to have a combined event. Will agree to host the 4 Cycle alone but not the 2 Cycle. Hilger states that the 2 Cycle is open for other tracks/clubs/promoters and could be discussed at the April Board Meeting.

Roger Miller states the Northern California Karters are reviewing the 2010 Road Race Grand National. States that the NCK Board will be looking at attendance at their first and second 2009 races. NCK Board is cautious at this time based on the economy. Hilger asks if the IKF Board can have an answer 30 days prior to the April Meeting. Verlengiere states that he will have the Grand National Agreements ready for the April Board Meeting.

Hilger states there are no bids for the 2010 Speedway Pavement Grand National. Feels if the 2009 Speedway Pavement Grand National is successful, there will be a 2010 Speedway Pavement Grand National. Feels that they may not award the event in April.

Treasurer's Report

Presented by Hoegerl.

Accounts Receivable Summary is as expected this time of year due to recent publication of the Tech Manual and the billing cycle for advertising in that publication. Discussed two past due accounts.

Profit & Loss – 3 Year Comparison

Regional income, pit pass sales, and memberships are down from 2007. Income from the Grand Nationals was slightly increased. Overall expenses were lower in 2008. Expenses should be greatly lowered in 2009 with the introduction of the virtual Karter News. Discusses cost cutting efforts by the Board. The goal for 2008 was to break even and feels that we are have successfully achieved that goal.

Balance Sheet: Hoegerl explains the regional and reserve accounts, committee budgets. Hoegerl reported money was added to the reserve account in 2008; this account could be accessed if IKF had a financially negative year.

Sharon Barros and Chris Villarreal join the Meeting.

2009 Grand National Director in Charge & Tech Director Appointments

ROAD RACE	DIRECTOR IN CHARGE	TECH DIRECTOR
SWRA Eagles Canyon Raceway June 10-13-2009	Don Holmboe	Schorn or Motley
4 CYCLE SPRINT/SHIFTER Shasta Kart Club/Track June 23-26, 2009	Rick Scribner	Terry Nash
4 CYCLE SPEEDWAY David/Carrie Snyder I-20 Speedway July 6-11, 2009	Bill Hilger	Open
2 CYCLE SPRINT Northern Nevada Kart Club Desert Park Raceway July 21-25, 2009	Bill Hilger	John Motley
2 CYCLE SPEEDWAY/SPEEDWAY MIDGET Newton Kart Klub/Track August 4-7, 2009	Mike Schorn	Jack Hoeger
SPEEDWAY PAVEMENT		

Jim McMillan states that the 2009 Road Race Grand National will be run according to the IKF Rulebook.

Debbie Kuntze and Julie Kuntze join the Meeting.

Hilger asks to speak to the tracks/clubs/promoters at the Meeting during the break regarding the proposed new waiver sheets.

Hilger feels the Director in Charge and Tech Director should not compete in the Grand National. Add verbiage to Sections 101.1.5 and 101.1.6 to disallow this.

Hilger opens the Floor to discussion by members and guests.

Jim McMillan (Mac) states there are several things that he would like to discuss with the Board about the upcoming season i.e. rules. Some are more important, none are deal breakers but all are important in general:

Discussion: Stock CR 125. Will be solid deal in 2009 RR GN. There will be some rules issues. Passes list to the Board. Wants them resolved before their season starts in March. The way they start their season is the way the rules will be for the year. States that it is basically what SKUSA is doing with the Stock CR 125. If we can incorporate what they are doing in the Stock class,

It makes it a perfectly clear deal to cross over from anywhere you want to race. Comments by Holmboe not picked up on the tape. Motley states that Region 11 and the Northwest wrote the rules. Mac states they have done it exactly the same way ever since. He has no problem with that and no problem continuing with it.

Mac states there is one deviation that has taken place that he is vehemently opposed to. States they have raced it as a pure stock type of class i.e. everything is stock. States there was huge controversy at the RR GN when they had monster farings on the karts. It clearly says in the Rulebook that you don't have that. Response was that was the way we do it here and the way it would be done at the GN. He states that no one in his region has run the monster farings in the stock class. This year it was adopted in the Rulebook. Is aware of only one person in the Northwest who makes the faring. Now all of our racers who have raced and supported the class since its inception, will have to spend \$300 for the faring to race the class. Holmboe states the Northwest individual does not care if it goes away now. Mac does not understand how it got in the Rulebook. Mac states that everyone has a CIK faring on their kart- why make the \$300 monster faring mandatory for the upcoming Grand Nationals. Holmboe explains why it was added but his comments were not picked up by tape.

Discussion on the word "stock". Says it is misleading. Holmboe asks what Mac is proposing on motors. Mac says that is directly out of their rules. Comment about pipes. Mac states the monster faring issue is much bigger to him. His guys have the equipment. Discussion of the monster faring. Motley discusses a draft of some potential SKUSA rule changes. Mac states they cannot show up at the RR GN with the wrong faring. Does not want his regional racers to have to spend \$300 to participate in the class. Discussion of change to Section 306.9.3 in the Rulebook. Holmboe to work on a rule change for Board consideration.

Mac states the other issue is the TaG class – front brakes. Based on participation in his region, probably 80% of the people who race TaG are Rotax racers. Rotax racers have front brakes. He will not tell the TaG racers on the starting grid of the upcoming RR GN to unhook their brakes before they get on the track. Holmboe states the reason they do not have front brakes. Discussion by Board regarding brakes. Mac feels that the majority of the TaG racers at the 2009 RR GN will be Rotax racers. Verlengiere asks Holmboe about the Rotax racers in the Northwest.

Mac is not asking for it to be mandatory, he is asking that it be common between TaG and Rotax to say the same thing. He does not like the idea of mixing it. He will always be an advocate of putting karts on the track, especially road racing at high speed, and having part of them with rear wheel brakes only and part with rear wheel and front wheel brakes. Discussion by Board. Mac states that he would like the TaG class to have the same wording as the Rotax class i.e. rear brakes optional. Mac states that the two items of high priority are the brakes and faring. The reason he brought up the faring issue is it affects the cost to race; he wants to keep the cost down. Discussion by Board and audience. Debbie Kuntze says to put in place for 2010. Mac states that they will need to take the class out of the RR GN schedule as there will be no participation. Mac and the Board discuss running the class as a local option. Verlengiere asks Mac what he wants. Mac wants the front brakes to be optional in TaG just like in Rotax. Additional discussion by Board and audience.

Motion by Verlengiere re: Allow a one race exemption for the 2009 Road Race Grand National to run the TaG Light and TaG Heavy classes with optional front brakes. Add to Section 312. Second by: Motley. In Favor: Hoegerl, Motley, Schorn, Scribner, Verlengiere. Opposed: Araki, Holmboe. Passed

Motley discusses the Super Stock rules. Mac asks IKF Office to distribute requested rule changes to the Board. Wants to eliminate problems prior to the Grand National. Mac wants any changes done prior to his March race.

Jim McMillan announces a major international sponsor of the 2009 Road Race Grand National. Mac discusses the participation of the World Formula at the event. Discusses the scheduling of events over the RR GN.

David Williams, Region 7 Sprint announcer, joins the Meeting. Discussion of recent PRI show. Comments that the event was great for karting.

Verlengiere states that the Region 7 Sprint series management team decided to implement self validating pre-tech. States that the karts will be stickered when the self validating pre tech form is given to the tech person. Motley states that the form was discussed by a previous Board.

Sharon Barros asks about redrawing the line for Region 7 and Region 11, i.e. a Region 11 club hosting Region 7 events. Verlengiere states that the club is 40 miles north of the line. Region 7 Sprint has more tracks/clubs/promoters than they have weekends for the events so they were forced to pull two supporting clubs from the program and go on the rotational system. Araki states they had more tracks that wanted to race in 2009 and some tracks had to step down. Scribner states that there are too many tracks in both Regions. Araki states the issue is the Kerman Kart Club, which hosted one of the biggest attended races, was knocked off the schedule. Villarreal states that they had tried to realign a couple of years ago and asks what happened. Hilger states they are going to adopt where you can have two regional series in one region. Scribner feels a great club is being denied a race for a whole year. Verlengiere states that Santa Maria and Kerman were offered a date but felt that eight races were enough for a year. Discussion of realignment of Regions 7 and 11. Hilger states it will be done by the February Board Meeting.

IKF Executive Director

Verlengiere feels the sport needs some form of governing, some sense of rules, and some continuity. IKF is a quiet company, maintained a Rulebook, and empowered local people at all levels to build and create the program. The environment has changed and there is more profit and opportunity out there in the different regions and at different levels of competition. All of us are part time volunteers with full time jobs. He feels they all do their best to help the IKF but feels we are at a crossroads. Feels the way we are structured, it is very difficult to grow the company. Feels that the IKF needs a person with a huge amount of energy, enthusiasm, an understanding of the sport of karting to go out there and build this company. Which means that the Board of Directors needs to step back, create a plan, share the plan with that person and create a roadmap and evaluate the progress at scheduled Board Meetings. Finding that person is the biggest problem of all; it has to be a special person. Feels that at this point in time that we need an Executive Director. In order to do that we have changed our insurance pass prices dramatically. We have been able to maintain status quo. We have got a number of tracks back, made adjustments in other areas and made ourselves competitive with other companies. We need someone to take it to the next step. It is going to cost a lot of money and once again, we are going to gamble the company because anyone with any talent is going to cost money (tied to salary and performance). The right person can create something exciting about the IKF in the karting community with people want to come to this company. Currently we don't have that – we are working on it. We need someone to create that. Discussion of prior Executive Directors. Debbie Kuntze says they had no plan; Julie Kuntze says that they did not have a mission statement, a goal. Verlengiere states that there is huge chaos in karting today. Agrees that there is huge opportunity to grow. Hilger says there is huge risk. Mac says they need the right agenda and the right person. Hilger says that we need to attract the Juniors. Verlengiere says there is a ton of business out there. Hilger could be gone by the time they get someone out there; they need someone to get sponsors and excite the people. Agrees that we need the right person. Debbie Kuntze states they need a job description with accountability. Verlengiere states they would share in the revenue. Mac states that they will need to understand karting. Villarreal says they need an outside source to do the interviewing. Motley agrees. Hilger states there will expense in addition to salary. Mac discusses a possible new Sprint regional program in Texas. Hilger suggests that someone meet with the track/club.

Motley states the SFI Tech Director Inspection matter needs to be readdressed. Discussion of current IKF safety items. Verlengiere asks if we will have better tech people? Motley says it will make sure they know the Rulebook, it will elevate those persons interested in doing tech to a more formalized structure. Verlengiere asks if Motley comes across unqualified techs? Motley says not usually when he does it. Verlengiere asks if he is not giving them free reign. Motley replies he is absolutely correct. Araki states that every series and area has that problem, especially in the pre tech area. Discusses legal position if you only certify some safety equipment. Hilger states that there is an advantage to have SFI. Discusses certification. Motley states that other organizations certify their tech personnel. Hoegerl states that there are not enough tech people to go around.

2010 IKF Rulebook Text Editor

Motion by Motley to appoint Roger Miller as the 2010 IKF Rulebook Text Editor. Second by Schorn. In Favor: Unanimous. Passed

Clone Testing

Hilger states that we do not have any results of the clone engine testing at this point. There has been some engines running on dynos and waiting on parts for another. Hilger states they are still looking at it. Need more data back. Hoegerl asks what we will do when our tracks request to run the engine as a local option. Verlengiere states that we should be proactive. Hoegerl says there is a lot of excitement about this engine and asks if we are going to insure it; he thought there would be an answer at the Meeting today. Hilger says we will have to ask the insurance company. We have no National rules. Discussion of the flywheel. Engine has changed from 2008 to 2009. Tremendous problems with tech issues. Discussion of class, engine and tech issues. Hoegerl says that tracks are setting their own rules. Hilger told them to put a claimer on the engines if they are going to run at the tracks. Hoegerl felt that we would be a leader in this not a follower; people are looking for direction and someone needs to start leading. Verlengiere agrees. Hilger asks who will pay the engine fee for the clone engine. Scribner does not remember the Local Option 206 being a sealed motor. Nash states that it is supposed to be a low budget, low entry level class. Discusses seal system and recall. Board discusses the B/S L0206 class.

Rule Clarification & Changes:

Board discusses rule clarification to Section 114.5.2 to read: Any driver disqualified from a main or final shall lose any possible awards, not points, for the class from which he was disqualified.

Motion by Schorn re: Section 800.9 3rd Paragraph Remove: "will not be subject to minimum participation numbers" and add "Junior classes, including local option classes, must have a minimum participation average of 3.0 (not 2.9) per regional event and jackets will be awarded".

Second by Holmboe. In Favor: Holmboe, Schorn, Scribner, Verlengiere. Opposed: Araki, Hoegerl, Motley. Passed

Board discusses rule clarification to Section 620.57 to read: Piston: Piston must be IAME double ring only and as manufactured with mold number 2802 or 1319 and name cast inside. Maximum break on all machined edges .030" on skirt area only. The bottom ring on the HPV must be in place and is a non tech item. Rings to be of magnetic material.

Board discusses Section 601.1.4 Spec Fuel Program. Hoegerl states this is a new Section and they need to change some of the wording. Board will revisit this.

Board discusses the Spec Honda 125 class listed on page 99. Delete from the Rulebook.

Board discusses Section 850.1 Schorn clarifies the weight for the Superstock CR125 class should be 385#, not 400#.

Board discusses Section 114.4.1 Motion by Motley re: delete Section 114.4.1.

Second by Verlengiere. In Favor: Unanimous. Passed

Board discusses Section 716.3.2 change submitted by Nash/White.

Motion by Schorn re: Change 716.32 to read: Any aluminum rod allowed with or without bearing insert. Rod may not be lighter than a known stock Briggs rod, part number 555626. No under-sizing of rod is permitted. Rod may be clearanced providing the rod is in stock configuration with no dimpling or media blasting. Rod ends must be concentric with wrist pin and crank journal. The use of Briggs hex head bolts, part number 555654 is allowed. There may be a minor grinding of the cylinder for clearance of these bolts. Pending minimum weight approved by the Committee.

Second by Verlengiere. In Favor: Unanimous. Passed

Board discusses Section 721.2 and Section 721.2.5 Rule Updates submitted by Syd White.

Amend Section 721.2 to read: End baffle of silencer is teched per dimensions shown in Section 700.1. Holes are .128" no go.

Add: Section 721.2.5 Exhaust must be wrapped from just above flange to the end, including the welded on muffler.

Board discusses rule clarification to Section 721.4.1 Change "leaded" to "unleaded".

Motion by Holmboe re: The driver faring in Super Stock CR125 to be CIK style only in Road Race. Section 306.9.3.2 change to read: Bodywork: Formula 125, Formula 125 LTD driver faring, required, width 15" wide, see

Diagram at Section 105.2.1.20. Add: Section 306.9.3.2.1 Bodywork: Superstock CR125 CIK faring required per Section 201.9.3.

Second by Schorn. In Favor: Araki, Hoegerl, Holmboe, Motley, Schorn, Verlengiere. Abstain: Scribner. Passed

Membership Communication

Hilger reads email from Andy Bear re: 2009 Animal Engine Rules and Bumper Rules. States that this should be a Committee matter. Discussion by Board and Terry Nash. Hilger to reply.

Motion by Schorn re: Section 716.13 and Section 717.15 Change 1/1/09 date to TBD. Second by Motley. In Favor: Araki, Hoegerl, Holmboe, Motley, Schorn, Scribner. Opposed: Verlengiere. Passed

Terry Nash asks to add Jody Mitrevics to the 4 Cycle Tech Committee. Board agrees.

Sharon Barros asks the Board about kid kart and cadet front bumpers changes. Motley replies that the change was done in kid karts – Section 208.3.5.2. Motley got one right! Discussion of cadet bumpers.

Holmboe states re: Section 306.2.2 Brakes: Remove Rotax Max from the last paragraph.

Membership Communication

Email from Dan Conyers re: neck support Discussion by Board re: neck support. The Board is looking at this.

Motion by Scribner re: Change 2nd sentence in Section 105.1.6.3.5 Neck Collars to read: The Leatt-Brace Moto GPX, the Leatt-Brace Adventure and the Valhalla 360 neck braces are allowed.

Second by Holmboe. In Favor: Unanimous. Passed

Email from Gabor Kajdy re: 2009 Region 6 Sprint Race Schedule

Schorn to reply to Gabor regarding his email.

Motion by Scribner re: Appoint Ed Diederich as the 2009 Region 11 Sprint Coordinator. Second by Schorn.

Motion by Verlengiere re: Appoint Adam Mollenkopf as the 2009 Region 4A Speedway Coordinator. Second by Scribner.

Motion by Verlengiere re Appoint Cameron Koopman as the 2009 IKF Governor of Minnesota. Second by Scribner. In Favor for all three Motions & Second above: Unanimous. All Passed

Verlengiere asks to speak about sponsors and the clone motors. Appreciates that there has been long time sponsors of the IKF. Companies have come along with competing products and nobody hesitated to plug them in at the expense of other people who have supported the IKF – that's business and he accepts that. He gets the distinct feeling that we are obstructing the clone motor, he does not feel this is in our customers best interest. He may be wrong but that is the impression that he gets. Verlengiere asks where the facts and dissention are coming from - just what he sees out there. Verlengiere does not feel that it serves our members to continually put off addressing what we are going to do with those things because we feel obligated to sponsors. Hilger states that no region has come to him wanting run the clone engine. Hoegerl states that a couple of tracks in his region run it at their club races and from being at the meeting, they were told they could not ask for insurance from us to run it at their club races and definitely not at their regional events. Hilger states that he told them the only issue he had was that he would like to have a statement from the engine builder that it is a racing engine. Scribner asks if we require that from anyone else. Verlengiere feels that we are bringing undue hurdles to this company or a group of importers. The market will determine the viability of the motor. States that Hoegerl is asking for us to show some leadership to our members that want to use the product. At least address it and come up with something good. Hilger states they are addressing it at a track right now and the clone people are meeting this weekend in Iowa. Hoegerl says he fully expected the testing to be done. We knew this was going to cost us some money. He expected the guys to blow a motor up. Wanted to know where that threshold was. Verlengiere states that maybe Ralph should send the motors to RLV. Hilger says parts are on back order. Hoegerl says if they blow up one motor, we will send him another motor to test. Schorn states that he has not got his motor yet. Scribner says that it was supposed to be done and the results by this meeting; we are not progressing in the schedule that was set forth. Verlengiere states that, if the motors are a complete disaster, why are so many people running it. Asks him to consider our members and examine it. Nash suggests they do a claimer. Nash states they need some rules. Hilger states that he would be expecting some input on the clone from the 4 Cycle Tech Committee. Nash says this is the first he has heard of the clone testing. Hilger states that clone testing was discussed at the previous Board Meeting and is the Meeting Minutes. Verlengiere states that he does not want to do

anything with the clone, he wants the people on this Board and the Committees that represent that end of the sport to investigate and decide. Nash states the best dyno is to put it on a go kart and run it all day long. Hoegerl asks if Verlengiere can send a motor to Nash for testing. Nash agrees to do the testing. Hoegerl says the members are coming to the IKF wanting to run the motors. Schorn asks why we do not adopt the AKRA rules. Hoegerl is not interested in adopting the rules today without any kind of testing. But he is interested in getting a motor to Nash. Hilger says to have Verlengiere send the motor. Verlengiere says there is a lot of momentum in the Southeast.

Motion by Motley re: Section 600 2 Cycle Technical Inspection

Change to read: Section 601.1 SPEC FUEL PROGRAM FOR 2 CYC. SPRINT, SHIFTER, SPEEDWAY AND ROAD RACING

All 2-Cycle Sprint, Shifter, Speedway and Road Racing Grand National events will run spec fuel and oil as approved by the appropriate Technical Committee Chairman.

For 2009 VP MS98L Karting is the designated IKF fuel. All Regional and Club events are encouraged to use this fuel. NOTE: Some classes in Shifter, Speedway and Road Racing may require a higher octane fuel and may request an exemption to this requirement. A request must be made, in writing to the IKF office. The request will be either be approved or denied by the appropriate committee chair.

Change to read: Section 601.1.1 Each track will provide a source of gasoline, with VP MS98L being recommended.

Delete: Section 601.1.1

Delete: Section 601.1.3.

Change to read: Section 601.1.4 Spec Fuel Test Procedure for use with racing fuel (VP MS 98L Karting recommended):

No changes in 1-6.

6.1 Color, turbidity and odor will be evaluated by the Tech Inspector.

Color, turbidity and odor will be evaluated on a sample removed from the carburetor end of the fuel line by the Tech Inspector into a suitable container provided by the Tech Inspector. If the Tech Inspector suspects fuel to be incorrect for any of these reasons, he will consult with the Race Director or other qualified person. The inspection team is reminded that every consideration is to be given to the competitor prior to disqualification.

No changes in 6.2 – 9.

Change to read: Section 601.2 FUEL TESTS FOR EVENTS NOT USING SPEC RACING FUEL (Pump gas)

Change to read: NOTE 1: IKF strongly recommends the use of the VP MS98L Fuel program for all race events. Pump gas contains elements such as oxidizers than make efficient fuel testing very difficult. Because of this the possibility of non-conformance to fuel standards is much more difficult to determine.

Second by Hoegerl. In Favor: Unanimous. Passed

Jim McMillan discusses fuel in Texas in 2008. Very, very bad times. Speculation from distributors if they will be around in 2009. Inconsistencies in fuel supply. Motley states we have a fall back on that. Hilger states that we will address it.

Motion by Verlengiere to Adjourn the Meeting. Second by Motley. Meeting Adjourned at 4:15pm.

Sunday Session

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

President Hilger welcomes the following members and guests in attendance: Don Amigliore, C.J. Martin, Janet Scribner, and Shirley Hilger.

Don Amigliore and C.J. Martin introduce themselves to the Board and give karting history. They discuss with the

Board their interest in running Speedway events at a track in Perris California. Gives Board specifics of track. Interest in punch races for Grand Nationals. Feels location is very good for drawing racers from all areas. Discuss possible class structure. Hilger states to get information to them, call Committee members if needed. First race planned for early February.

Discussion by Board re: A participant who resides outside the 200 miles from any IKF sanctioned regional races and participates in the 2 IKF sanctioned races in Newton IA on August 2, 2009 will be qualified to race the IKF 2 Cycle Speedway Grand National in Newton IA. Participants who meet the above criteria will not have to pay a waiver. IKF Membership required. Add to Section 404.

Motion by Hoegerl. Second by _____. In Favor: Unanimous. Passed

Board discusses Section 104.12.4.

Hilger states he is working hard to get clutch guards on 4 cycle classes. People working on different versions. States it will be a rule by 2010. Clarifies this is for 4 cycle speedway, not sprint. Hoegerl suggests this should go through the Proposal system. Early notification should be done. Hilger agrees.

Hilger discusses braided brake lines on speedway karts. Feels kart manufacturers should proceed with them also. Just suggesting this.

Verlengiere asks for flow chart for the rule additions, changes and updates that Roger Miller will be doing. States the Board will control what information goes in the magazine and IKF website. Board will approve the Minutes and then the verbiage will be added to the IKF website and Karter News magazine.

Hilger tells Motley to ask the 4 Cycle Tech Committee about the homologation fee. Consider it still an Animal engine.

Motley tells the Board to keep in mind that 2009 is the last year of the tire approval process. It will need to be done again. Prior process was well portrayed and got a lot of response to it. Hilger asks if he needs to put it in the Karter News. Verlengiere states that Southern California sprint has a multi year contract with Bridgestone, at least 6 years – does not know how that will affect the program. Motley says they need to go through RFP process as before. Tabled for future discussion.

Motley asks to change the date of the April Board Meeting. No change done.

Hilger asks Araki his impressions of his first Board Meeting as a Director. Felt the process was fair, Board was open minded, decisions not made based on personal feelings or personal gain. From the outside membership, there is a perception of the Board being self serving. Hilger says they have a voice. Verlengiere states that the people do not perceive that the Board listens to people. Don Amigliore feels that his voice is heard here. Motley says the competitor has a voice and at the event also. Amigliore says they need to educate and organize. Verlengiere states that the reputation of past Boards being self serving was earned. A whole new concept in the last 6-8 years. Amigliore states that his past perception has been you get manufacturers on the Board and part of that is self serving. Maybe you want to help write the rules, help influence the Board and sell your products. Then you go to the track and find that there is a tire rule or an oil rule, that seems very self serving. Those are the things that you see as a racer. In the past, look who is on the Board. Manufacturers from five different companies. Verlengiere states that the manufacturers support the sport of karting.

Hilger states the next Board is April 18-19, 2009. Verlengiere discusses the Proposals for the Meeting.

Motley states that the perception and attitude of the Board has changed over the years.

Motion to Adjourn by Verlengiere. Second by Scribner. Meeting adjourned at 9:10am.

