

**IKF BOARD OF DIRECTORS  
PHONE BOARD MEETING MINUTES  
WEDNESDAY, FEBRUARY 11, 2009**

The IKF Board of Directors met via telephone conference on Wednesday, February 11, 2009 at 5:00 PM (PST). The Meeting was called to order by President Hilger. Present at roll call were Directors Mr. Jack Hoegerl, Mr. John Motley, Mr. Rick Scribner, Mr. Mike Schorn, Mr. Art Verlengiere, Mr. Glenn Araki and IKF Office Manager, Pat Eldridge. Mr. Don Holmboe and Mr. Gary Richter were not present at the Meeting.

**2009 Speedway Pavement Grand National Questionnaire**

Hilger states the questionnaire was received from Jamaica Speedway. Discussion of security deposit. Will be a Firestone only rule; they will be major sponsor of the event. Hoegerl asks Hilger if it is still the tire of choice, reply is yes. States that they will be running the same spec tire in their pavement series. Nothing new.

Verlengiere asks for deposit information for the 2009 Road Race Grand National. Hilger confirms deposit received. Clarifies that the deposit remains until all paperwork and funds are finalized.

**Section 104.6.5 Exceptions**

Hilger states the IKF office received a request for an exception from a non-IKF member. The non-member participates in IKF insured events, running under IKF rules. Discussion by Board. Araki states that participants have run out of their class and it was put back on the tracks to control this from happening. Verlengiere says they are talking about moving up for age not necessarily moving from Seniors back to Juniors. Araki refers to participants moving up from Junior to Senior classes at a club race that is IKF insured and then get turned in by an IKF member later and not be moved up because he was not eligible. States that the club would take care of the problem. Hilger states that is how it was done in the past. Verlengiere asks Hilger if they are talking about a 14 year old that wants to get an exemption to run as an adult. Hilger says that is correct. Araki confirms that it the same thing. Araki states it could be a 14 or 15 year old wanting to run the adult class but is not eligible at that time to race in that class. But they would do it anyway. Araki asks if the IKF Board should let each club at an IKF sanctioned track individually handle the situation. Hilger states that IKF should know if it is happening at IKF insured events. Board agrees that the non-IKF member request can be submitted for approval.

Hilger asks how the wristband matter worked at CalSpeed. Clarified that wristbands were used at CalSpeed. Verlengiere states he will ask the tracks at an upcoming meeting. Araki states sign up went smoothly.

Hilger informs Board of waiver information requirements from our insurance company. Recent posting on a website also discussed the importance of waivers.

Hilger states his meeting regarding the Duffy casting is postponed to a later date due to bad weather.

**2008 Financial Report**

Hoegerl states the financial report for 2008 given at the January Board Meeting indicated a small profit for the year. As a result of adjustments for depreciation of office equipment and payroll liabilities, the final report for 2008 resulted in a small net loss. Verlengiere comments "Good Job" to Hoegerl.

**SFI Tech Certification**

Hoegerl talked to Mr. Carl Olson from SFI regarding the tech certification. States SFI is very interested in putting together a 2 and 4 cycle certification program for the IKF. Their certification program runs for 2 years, expiring December 31<sup>st</sup>. The participation minimum age is 18. Olson stated he would need 3-4 weeks to assemble the test. He works out of the IKF Tech Book. He

puts the test together and sends to the 2 and 4 cycle committee chairmen for them to approve and/or make any changes that need to be done. After that, it is up to the IKF to have a 2 and 4 cycle tech seminar and they administer the test during that event. The tests are sent to SFI, are graded, certifications are sent out from SFI with a SFI patch to the persons who passed the test. All their work is included in our SFI yearly sanction fee. Hoegerl states his concern is when, where and how the IKF would conduct the seminars where they felt they would get some participation to cover the expenses for the event. Sounds like there are really no hang ups to go through with this process; seems very willing and able to do it. Hilger asks if they would need to pick different locations, travel wise; Hoegerl agrees. Motley gives information to the Board regarding his previous experience doing this. Hoegerl discusses previous events with Carl Olson, i.e. stand alone events, larger events. Best participation was where there were other big events going on where the people were already there. Hoegerl states he is not looking for answers tonight but feels it can be done. His concern is the two years. Feels the best time to do it would have been at the January Board Meeting. Light weekend, rooms available. Not a lot of racing is going on at that time. Discussion of how to do in the Mid West, Hilger suggests Des Moines. Hoegerl agrees. Hoegerl has no specific dates right now. Hilger suggests a letter to engine builders to see what interest they have. Motley suggests the expiration date could be July 1<sup>st</sup>. Motley states the one he attended had more non-engine builders than engine builders; persons interested in doing it to upgrade their clubs tech.

### **2009 IKF Board Meeting Locations**

Verlengiere states the Board needs to have a Board Meeting in Sacramento this year, Seattle next year. Problems in Region 11, we need to invite people, take input, really need to go to Sacramento. Hilger states it would have to be the Fall Meeting. Scribner states it is a great idea but last year when we had a meeting in Sacramento, he made flyers, posted them at the races, handed them out in all the pits, inviting them to the Meeting, and no one showed up at the Meeting. Verlengiere asks when a change can be made, Hilger replies a change can be made after the April Meeting. Verlengiere asks the Board to think about it and decide after the next meeting.

### **2009 Road Race Grand National Tire Rule**

Verlengiere states he did not realize the tire rule for the 2009 Road Race Grand National was approved. Motley states the only classes mandated for MG tires are the set up Sprint classes. Verlengiere asks if any Board Member cares if that is the only tire contrary to the Rulebook. Verlengiere reads Holmboe's comments. Scribner asks what the rulebook says – reply is tires are open at the Road Race Grand National. Hilger asks if tires are open at every Grand National; replies are no. Hilger states Speedway is open but they go out and get a tire deal and tire rule. No spec tire program. Verlengiere asks who approves the tire rules. Hilger states the Board will pretty much follow what the Speedway Committee will do. States it helps the competitor because they only have to bring one brand of tire to the race. Verlengiere states that maybe it is a non-issue. Asks Hilger if the Board approved. Hilger met with them and had no problem approving it. One class over what the Rulebook allows – felt it would not be an issue.

### **Rotax Front Brake Issue**

Verlengiere asks to revisit the Rotax front brake decision. Board received a letter from Jim McMillan asking to revert back to the way it was before they voted at the January Board Meeting. Motion by Verlengiere to nullify the vote re: Section 312 IKF RR GN Schedule 2009 Delete the 6<sup>th</sup> paragraph: 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. Second by Schorn.

In Favor: Araki, Hoegerl, Motley, Schorn, Scribner, Verlengiere

Absent: Holmboe, Richter

Passed

Verlengiere states he received a phone call regarding an announcement at the 1<sup>st</sup> Florida Winter Tour Race that the IKF was adopting the KF engine program. Verlengiere called Motley and

shared this information. Motley believes the statement was the WKA and IKF were looking at KF engines. Is an accurate statement.

### **Clone Engine Discussion**

Verlengiere states he talked with Ralph Woodard and he is done with the testing. He gave the dyno sheet to Hilger. Verlengiere asks if he gave him anything to compare it with, Hilger says no. Hilger spoke with Lee about the flywheel thing. He said he had concerns with it, but thought if no one messed with anything, he thought it would be ok. It just died when it got to an upper range. Discussion of horsepower, rpm. Verlengiere asks if Terry has got back with anybody; Hilger has not heard anything. Hilger states that in his area a local track is looking into putting in a box stock clone with a moderately priced entry level kart. Verlengiere asks if we are still working on that, Hilger states that the 4 cycle technical committee is still proceeding with getting more data from additional testing.

### **2009 Road Race Grand National Tire Rule**

Hoegerl has concerns about the tires being selected for any of the Grand Nationals without going through the Board. This is totally new to him. If they come to the Board and say we have this deal, can we have a spec tire at the Grand Nationals; the Board had to approve it in the past. Asked how the Road Race deal went through. Hilger states when he went down there they could do it because no one else wanted to do Road Race. He worked a deal with them so they could have the Road Race Grand National. They felt the MG tire was the best tire for it. Scribner thinks that Hoegerl is trying to say the Board needs to formalize that because it is contrary to the Rulebook. So Mac needs to come to the Board, they need to vote on it, formalize it and post it on the website. Or, Hoegerl states, Hilger needed to bring it to the Board and tell him what he had to do to make it happen. Board will probably follow. Scribner feels it should be formalized and published on the website. Motley says it is a unique situation and the Board should support it. Motion by Verlengiere re: Approve MG Tires for specific classes at the 2009 Road Race Grand National. (Specific classes to be posted on the IKF website.)

Second by Scribner.

In Favor: Araki, Hoegerl, Motley, Scribner, Verlengiere

Opposed: Schorn

Absent: Holmboe, Richter

Passed

### **IKF Pre Tech Certification Form**

Motley states the pre tech form was used at the Region 7 Sprint race this past weekend. Felt it went really well, good conformance to the rules, very few issues. Explains incidents at the event. Will use inexpensive chassis tag next time to tag them once they are teched. Hoegerl asks when the tags would be put on. Motley replies they had them bring the completed paperwork to the tech area and then handed them a sticker. They will hand them an inexpensive armband with instructions on how to put them on. Suggests having plenty of spare forms at the tech area. Worked pretty well. Expected more issues with things not being in conformance. He was happy with it. Once the competitors get the swing of things, it will work well. Discussion by Araki and Motley. Motley says really thorough spot checks were done throughout the day and a lot of checking when they came through. Key was doing all the checking.

### **KF Engines**

Motley asks the Board if they have been following the KF engine thread on the internet. About slowing down the TaG Leopard and Leopard Juniors then rescinded the decision. The IKF, except in a couple of regions, does not run many Junior TaGs with Junior Leopard TaGs, a handful in Region 11 and small handful in Region 6. Comments that one of the arguments for rescinding it was all of the complaints they had on the internet. States there were 6 guys who complained a lot. Was told they did it because, if you are going to slow the Leopard down, you better slow the KF3's down as they are just as fast. He looked at that, however, the TaG Juniors were faster than the KF3's. Feels that something will be done and appropriate the IKF should

follow. Scribner and Motley discuss how to slow them down. Feels some testing was flawed. Holmboe did dyno runs for him. Wants the Board to be aware of this.

### **Region 6 Local Option Classes**

Motley states last year they ran the TaG classes in Region 6 with TaG USA rules. Was not happy as there are conflicts in the rules. For 2009, there were going to change and go to all IKF. Now they are requesting to TaG USA rules in the TaG classes in Region 6. Worse this year as TaG USA will allow the 2009 Leopard. Back to local option issue and why it is a problem/issue. Schorn explains how/why this came about. No match funds from the IKF. Discussion of 2009 Leopard, which is not IKF approved.

Motley states the PRD Spec class had a tremendous turnout at the Region 7 Sprint race. And entrants came back on Sunday for the regular TaG Class. Schorn asks about the weight break for the PRD in TaG USA.

### **Section 104.6.5 Exception**

Araki asks if the Board needs to set some type of guidelines for the approval process. Have received requests where they are not of age according to the Rulebook. Needs to be within the 12 month period of their age group. New process they are encountering. Need to set guidelines on who they approve and who they not approve. Discussion of current exception requests. Araki states that in certain senior sprint classes the competitor has to be competition age 16 , not attained age 15. Verlengiere gives history of the reasons for the exceptions. Araki gives example to Board. Lengthy discussion by Board. Verlengiere suggests the Exception Request include the classes they want to move up in. Send to Committee for verification. Board agrees.

### **Race Scheduling**

Scribner states Region 5 Speedway scheduled two regional races on two different tracks on the same day. Was told the promoters were fine with it but he asks how the karters feel about this. Hoegerl states this was done in the past for several years. Region has 18-20 races a year, hard not to have a race on the same night. At the regional meeting, the promoters did not have a problem with it. Understands the concern about the participants. Unless they are given direction that they cannot do it, it will probably happen again. Hilger states he was at the regional meeting and argued the point, but they want to have all of their punch races in June before the Grand National because they want their punches. After the Grand National, they don't care about the punches. Hilger had one complaint –they don't travel. His problem was with one track allowing both IKF and non-IKF members on the track at a regional race. Hoegerl tells Scribner that he can send an email or newsletter out to tell them to stop doing this. Hoegerl says it has happened for many years and the promoters do not seem to care. Schorn suggests Scribner send an email to approve this time but they should start working to not have regional races on the same date. Scribner and Hoegerl agree. Hilger says the regional coordinator argued the point too but it fell on deaf ears. Hoegerl states that it should be forwarded to the coordinators and governors and they will make every attempt not to do it next year. Scribner states that he gets the regional series in all kinds of formats and is hard to figure out. Wants to develop a form for next year so everyone submits their schedule on a standardized form. Hoegerl states that the tracks want to have their races before the Nationals because their turnout is very small after the Nationals. Hilger says it keeps the racers at their local tracks to get their punches instead of traveling somewhere else before the Nationals.

### **Section 716**

Schorn discusses Section 716.16.3. Scribner states he received a call regarding this. Hoegerl asks Schorn if this came from Terry Nash; Schorn says he discussed this with Terry. Terry asked him to poll the committee members and he gave Terry the information. Verlengiere comments to Hoegerl that he hates doing things like this. He received the information this afternoon. Has not been able to make any phone calls. Schorn states that he polled the Committee Members; he did not talk to Lee Miller or Syd White. Terry talked to Syd about it. The rest of the Committee Members were in agreement. Mike Alton said Lee Miller wanted to do this also. Talked to Andy

Bear and couple of other engine builders, WKA trustees – all of the same opinion. Hoegerl asks about people that have built their motors by the rules as printed now – Schorn replies they are still legal. Hoegerl states it is the perception of how much horse power one makes over the other. Schorn states zero difference in the Seniors, 2/10ths of a hp in the Juniors, can make that up in tires. Schorn makes it easier for the home builder. Araki asks for and Schorn gives a history of the rule. Discussion by Board.

Motion by Scribner to accept the recommendation of Mike Schorn and Terry Nash re: Section 716.16.3 Valve Length Change to read: Minimum intake and exhaust valve length is 3.250".

Second by Schorn.

In Favor: Araki, Motley, Schorn, Scribner

Opposed: Verlengiere

Abstain: Hoegerl

Absent: Holmboe, Richter

Passed

### **2009 Road Race Grand National Classes**

Schorn states they are going to run two World Formula classes if enough entries come, asks if they have a cut off date. Hilger states they were not on the original list of classes. Schorn states some local racers called him and said the classes were not on the list. Asked what they need to do to get it run. Told them to sponsor the class and put money in for it. Does not know what happened since then. Schorn states that not all of them know it is spec tires now, that might change their idea also. Schorn will support whatever they want to do; just needs to know what it is. Hilger states that. if the promoter does not feel that he will get enough entries, he should not be forced to run the class if he can drop it. Schorn wants to know what the cut off date is. Hilger does not know. Hilger will talk to Jim McMillan.

### **TaG Engine**

Motley states that next years TaG engines will be the same as this years TaG engines as they were approved through 2010. Verlengiere states his reference was to the KF Motor. Motley is not proposing anything on that; just keep in mind as potentially a solution to the problem they have with the current TaG Motors. Those motors are highly controlled in terms of what can be done on them as opposed to open. Basically why he brought that up. Thought for a change we could look at things more than a year in advance. Verlengiere is not opposed to looking at it but would like to let someone else guinea pig out there for a change. Motley says there will be plenty of guinea pigging. They have been running internationally now for the third year. Verlengiere states they had tabled a decision. Motley says they will continue to look at it, monitor it and see what changes are made. Verlengiere agrees.

### **Director Position**

Hilger states he had not yet received a formal resignation letter from Gary Richter. Discussion of possible appointees by Board.

### **2009 Road Race Grand National Tech Director**

Discussion by Board re: Tech Director for the event. Motley spoke with Jim McMillan today. McMillan requested Motley for the event; also wants him to be in charge of tech for the event. Motley accepts the appointment as Tech Director for the 2009 Road Race Grand Nationals.

### **Redraw Region 7/11 Lines**

Scribner states it is not time to do this. Scribner, Araki and the Region 11 Coordinator had a meeting 2-3 weeks ago to identify problems, laid out some possible fixes for next year; it is still a work in progress. Wants to see the race season progress a little bit to see what the mood is, what kind of participation they are getting, etc. before they make any drastic moves to redraw the lines. Scribner tables this matter to the September Board Meeting.

### **RFP**

Board discusses the RFP for tires.

**2009 2 Cycle Sprint Grand National Race Director**

Motley suggested the race director be someone from out of the area. Scribner asks what we need to do. Schorn states the Board needs to approve it. Verlengiere feels, like any other division, it is extremely volatile to have someone that close to home; absolutely agrees it is a problem. Schorn offers to do it. Scribner asks Verlengiere to do it, he says no. Discussion by Board of possible Race Directors for the event. Board to continue to work on this.

**This is Karting Brochure**

Hilger reminds the Board to get their updates to Felton, with a copy to Pat.

**2009 Grand National T-Shirts from Promoters**

Hoegerl asked about the IKF logo on the shirts. Clarified the logo is to be 3" x 4" on the left hand side of the shirt.

Motion to Adjourn by Verlengiere.

Second by Scribner.

Meeting Adjourned at 6:55pm.