

IKF Board of Directors
Meeting Minutes
September 19 & 20, 2009 Ontario CA.

President Bill Hilger called the Saturday Open Meeting to order at 8:00 am. Directors present at Roll Call by Holmboe 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: Rob Niles, Roger Miller, Hank Cantrell, Jim McMillan, Janet Scribner, Lloyd Mack, Terry Nash, Chris LaTorre, Shirley Hilger, Marty Stowell, Phil Carlson, Josh Robertson, Ed Diederich, Carmen Carranza, and Cindy Enriquez.

Director Scribner explains the "IKF Night at the Races" to be held at Irwindale Speedway tonight.

Financial Report

Treasurer Hoegerl presented the Profit & Loss Three Year Comparison Report. Overall Income is down from last year. Explains income from the TaG engines homologation. Costs of Goods are up because of increased number of Grand National awards purchased. Expenses are reduced. Changing to a virtual Karter News has reduced expenses. Board purchased the original Duffy mold and original Duffy. Balance Sheet comparing current year and past two years. Reserve account has increased. Explains General, Regional and Reserve Accounts. Funds submitted by regions are protected in the regional accounts. Accounts Receivable Report is a little higher than last year, mostly TaG homologation fees. Goes over the Reserve accounts, CD accounts, Fixed Assets. Explains the new pre-paid item account. Little income until January 2010. Projection for year end is to break even or little into the black.

2009 Grand National Annual

Verlengiere states the Board decided to do a printed Grand National Annual. This will influence the finances. Looking for advertisers. Discusses the advertising rate schedule. Feels they need to reduce the price of the ads to some point above break even. Need to entice people to advertise. Asks if it is the content and quality or distribution that keeps advertisers away. Jim McMillan, SWRA, states it is the content and quality; who is going to see it. Says they took an entirely different approach this year when they went after Grand National advertisers and ended up with some big advertisers. States the advertisers were happy with what they got but it was all about the content of what they were doing and how they did it; had nothing to do with price. Verlengiere states the Grand National Annual is geared toward the participant; it's all about the competitors and the event. States that Board Members felt the Annual would be something people would want to keep around, the value of an ad in the Annual would be close to the value of an ad in the Rulebook. Asks if it is pricing? Chris LaTorre says that is #1 factor. Rob Niles states the Grand National Annual will be a keepsake as the Rulebook is open all year long. Not interested in advertising in the Karter News; wants to get out to the general public. Hilger states it is better to combine all the Grand Nationals in one magazine. Jim McMillan states you do not know the demographics or marketing plan of sponsors when you approach them about advertising. Rob Niles suggests the ability to pre-purchase the Grand National Annual at the Grand National events. Verlengiere states they have the option to combine the Annual with the Rulebook or do it digital. Comment was the digital does not look the same. The Annual will be the printed November issue of Karter News. Verlengiere asks the Board to reconsider a digital issue this year instead of a hard book and come back with a plan like that. Commitment has been made to the advertisers that we would be doing a hard copy. Hilger states there will be a discount if you advertise in both magazines. Verlengiere's fear is the loss of revenue. He will bring it up again. Jim McMillan states the plan is to do the Grand National Annual each year. Terry Nash feels the content of history is very important and should be included. Verlengiere asks if we produce a product that people will actually pre-pay; states that times are difficult, money is not available and we need to minimize our risk. Perhaps do it differently next year. Jim McMillan states it is a great idea if it will not cost the IKF a lot of money. Feels a Duffy winner would love to have the Annual. Verlengiere has concerns. Scribner agrees with Nash re: history. Hilger states it will be included. Discussion of cost for the Annual. Hilger to go over costs with Verlengiere. Need medium advertising rates for both printed books.

2009 Grand National Reports by IKF Directors in Charge and IKF Tech Directors

Road Race Report read by Don Holmboe – Director in Charge

Facility: Access to amenities was good. Motels about 20 min. drive. On site facilities better than average with excellent concession, excellent restroom and showering facilities. Large air conditioned room adjacent to concession with cable TV(speed vision).

Pit area a bit challenging with half of the pits about 300 yards from main pits and pregrid, down a steep hill. Challenge was mollified by a huge number of 4 wheel vehicles and trailers to continually taxi people back and forth from their lower level pit area back up to the grid area. Something he has not seen done to that magnitude at any race so far. Well thought out to take care of the challenges of the terrain.

Egress into and exiting track very good.

Track layout technical and challenging. Surface OK a bit rough in places. The racers I took to track from Oregon gave the track a thumbs up.

Organization: All aspects of running this race were done quite well. More than enough manpower to run Registration, Pre-race tech, Corners, Post - race tech.

The access to the lower pit was made easy with the providing of transportation for karts and people thru the use of golf carts, and flat bed trailers hauled by ATVs. No one was inconvenienced in getting to the pre grid.

The Post Race Tech Area was about 250 yards from the scale area. It was a pretty good hike to get karts there.

Communication: At every National, I have been to, there is always someone who claims they were not told something or were told the wrong thing. No exceptions here but not wide spread. More than adequate communication.

Needed to be more than one announcement for pre tech and drivers meeting each day.

Did not have rules set available for local option classes.

Promotion: Pre race promotion was all but non existent. It is not adequate, in my opinion, to just place ads in Karter news. Case in point in the USKGP race run at Miller Motorsport recently. The promoter, and two other notable individuals, were on several forums talking up there upcoming event for several months prior to there event which had over 400 entries.

Overview: This event was as good as any in recent history despite my criticisms. The bar has to be raised for future events as seen by the success of the recent USKGP event. The turnout of 272 entries was reasonable with participants from 8 states. Should be better.

To grade McMillan and SWRA on this event I would give them a B-. If the promotional aspects were different it could have been an A-. To garner an A would take a different facility.

Jim McMillan states they want everyone to have a great time. No mention of the spectacular hog roast. Explains the use of a blank set of Duffys for the awards presentation – most of the actual Duffys were personally delivered within 13 days. Holmboe comments the length of time it takes to get to the awards has always bothered him. His opinion is that we would better serve our customers if the trophy presentations were done even before they had tech results. It does not happen very often that something would change the results. He would rather see the flow go rapidly from the racing to the presentation while everybody is there. Mac agrees with one exception, that, as a promoter, you would need a whole different crew of people to handle that.

Hilger states you cannot reassemble the top 5 for the podium if there is a DQ. Debbie Kuntze suggests an informal cocktail party set up.

Road Race Grand National Report read by John Motley – IKF Tech Director

Firstly I would like to commend SWRA for a first class event. There were more than adequate staff and the Tech facilities were first class. While the Tech area was some distance downhill from the scale area the tech personnel were supplied with a golf kart.

The two tech inspectors: John Sefcik and George Shear were absolutely top notch. Some of the best I have ever worked with. We worked as a team and discussed any issue that was not clear cut.

Having said that we really had no questionable calls to make. Some unfortunate such as screws missing from SSX and SBX mufflers, one DQ due to 3rd bearing support not being safety wired and Rotax with the incorrect Passport, but really only run of the mill DQ's.

We did concentrate on reading the Rule Book when decisions were made and did come up with a few clarifications that should occur.

The all too usual questions came up about Local Option classes (which was a bit complicated by some of them being KART rules). We absolutely must put a requirement in the contract for website posting and printed copies available at the event. It just causes too much wasted time for the competitors and the officials if it is not readily available.

It's too bad that we had a serious injury at the start of the event and one or two issues that I am sure Don will discuss.

Overall it was a great event, it's too bad the tire conflicts and Bernie's race caused the dissent it has. If you stayed away for either of these reasons, you missed a great event.

4 Cycle Sprint/Shifter Report read by Rick Scribner – IKF Director in Charge

This year's IKF 4Cycle Sprint/Shifter Grand National was held at the Shasta Kart Club in Redding, California. Redding is known for its warm weather in summer. This year Mother Nature did not disappoint, it was a little over 100° each day. Not bad for Redding standards as I was in Redding for an event about 15 years ago and it was 117°. The track, pits and surrounding landscaping was in immaculate condition. Dan Pellizzari and crew had obviously put in a lot of hours in preparation for this event. The tech area was covered with a 40 x 40 tent, registration area had a 30 x 30 tent and the grid had a 40 x 80 tent. New asphalt was installed in the pits to create more pit space as well as a convenient exit lane from the scale and tech area. A picnic/viewing area with bleachers and picnic tables was constructed in a stand of oak trees that allowed for shaded up close viewing of the entire track. There were ample portable restrooms with soap and water stations that were serviced daily. All sponsor banners were prominently displayed throughout the racing facility. This year a self certifying pre-tech form was utilized. Karts were not required to be inspected by an IKF official prior to taking to the track however officials were on hand in the grid and scales to look the karts over.

Monday evening June 22, 2009

Monday was the last "unofficial" practice day prior to the Grand National event. I opened pre-tech at 4 pm. Announcements were made several times over the PA that pre-tech was open in the tech tent. I kept pre-tech open until 6:15 pm. The announcements included the statement that starting tomorrow, the official practice day, karts would not be allowed on the track without a pre-tech sticker. I was surprised that only three racers took advantage of this opportunity to turn in the pre-tech form.

Tuesday June 23, 2009

Pre-tech was opened at 8:00 am. Announcements were made that pre-tech stickers were required to practice. Track was open for practice at 9:00am. The crowd showed up for pre-tech card turn in about 8:45 am. Very little issues with the self pre-tech cards as most understood the process and did a fine job of self tech. Several competitors asked the usual questions, mostly about chain guards. Practice went well and lasted until 6:00 pm.

Wednesday June 24, 2009

I called a meeting at 8:00 am with the IKF officials and track personnel. In attendance was Dave Brant - Race Director, Don Holmboe - Shifter Tech, Terry Nash - Tech Director in Charge, John McDermott – Flagman, Cindy Duhn – Scoring, Catherine Schorn – Grid Stewart, Dan Pellizzari – Shasta Kart Klub, and myself, Rick Scribner – IKF Director in Charge. I laid out the race starting procedure similar to the procedure I used at the Road Race Grand Nationals last year which is reinforcing Section 210.7.3. The main focus was placed on once the leader sets the pace, that pace is **NOT** to change until the start of the race. We would be utilizing strategically placed “pace” cones as well as “acceleration” cones. It would be my job to talk with each front row racers in each class in each race to explain the procedure. It will be stressed that if either kart in the front row changed pace, it could be considered jumping the start and appropriate penalties would be assessed. It was also stressed that pace was to not to be too fast or slow. I was also going to assist Dave Brant with race directing. The meeting was adjourned and the race day began.

There was no pump-around for fuel and shifters only were required to show up with an empty tank. Fueling at the onsite fuel truck for the shifters took longer than expected which put us a little behind schedule. We also got complaints from some shifter competitors about us not impounding tanks or not having a pump out. There was a concern about that. 4-Cycle competitors were allowed to purchase fuel in their own jugs and keep it in their pits.

Also had several complaints about competitors exiting the track too fast and sliding up to the scales.

Thursday June 25, 2009

Pit road speed was discussed from the previous day's complaints in the drivers meeting. Today brought us a unique issue that none of us had ever experienced before. One of the larger senior qualifying groups had been split into two groups. The first group qualified, getting two laps. During the second group, on the out lap a competitor spun and high centered on a curb with part of the kart in the racing line. It took two laps to clear this kart while the rest of the group was on the clock. One of the officials presiding over qualifying decided to keep the group out for an additional two unimpeded laps. According to the timing system a competitor in this group set the “Eagle” lap on lap 3. The entire class, groups 1 & 2, were held on the grid for a decision. I assembled a Race Committee as per Section 113.9. The committee consisted of Dave Brant, Don Holmboe, Ed Diederich, Terry Nash and myself. Mr. Nash excused himself as he had 4 competitors/customers in this class. The Race Committee decided that only the competitors in the group that was affected by the kart in the racing line would have a choice to either stand on the best of their first two laps or re-qualify on existing tires once the tires cooled as per Section 210.3.4 except the kart that caused the impediment was allowed only one lap. All in this group choose to re-qualify. There was no argument from either group 1 or 2!!!! Racing was great for day two.

Friday June 26, 2009

At the drivers meeting, I stated “I hope this will not jinx what is so far a great event, all of you have acted very professional and the starts have been awesome, give yourselves a hand”. This last day was actually even better than the first two. There was even some incredible two and three wide racing that was a pleasure to watch.

Conclusion

The awards ceremonies MC by Dan Pellizzari each night were conducted fairly early as Terry Nash and crew did an excellent and efficient job of tech. Dan gave each podium award winner an opportunity to thank their respective sponsors and crew over the excellent sound system. The mix of 4-Cycle and Shifters went well with no issues or complaints. This could be a concept for future Grand Nationals.

A total of six protests were filed with the Race Director and all were settled with all parties involved. Dave Brant did an excellent job of upholding the IKF standards and rules.

The starts for the most part were conducted at a good even steady pace, not too fast or slow. Karts getting through turn one with very little contact due to the slightly slower speeds because of the steady pace laps. This pace/starting procedure works well and should be explored further. No “RED” flags for the 188 entry event!!

Congratulations to all Duffy and Eagle winners as well as a **Big Thank You** to all competitors, crew and officials.

Mike Manning, Sharon Barros, Debbie Kuntze and Chris Villarreal are introduced.

4 Cycle Sprint/Shifter Report by Terry Nash – IKF Tech Director

First a deep Thank You to all who participated in the 2009 4 Cycle Sprint/Shifter Grand National event held in Redding California. The weather was hot to say the least. However, Dan Pellizzari and crew provided a very large tent to do the post race tech in and it provided a welcome relief from the intense sun. The impound area was adequate with plenty of room to stack up post race karts.

This year's event included the 80cc and 125cc shifters as their National Event also. I was not really prepared as well as I had planned to also do the shifters. Don Holmboe was a life saver in tech and he handled all the tech on the shifters. He was the example of professionalism. There were no complains received from the competitors throughout the event about the shifter tech. The opinion of those polled in the shifter contingent felt they were treated fairly. I consider it to have been a great success.

On the four cycle end of things, I would like to express my sincere thanks to these individuals who made my job manageable, Paul Martin, Mike Schorn, Dave Gonzales, Roger Cathey, Dan Pellizzari, and of course, Syd White.

The first night of after race tech, there was an abundance of help. Things went fairly smooth and even in the case of a couple of disqualifications, fairness and compassion were exhibited. Set the tone. The only question raised was in regards to some of the tooling used to inspect the engines. When the tooling was called in question, all efforts were exhausted to achieve a fair ruling. My tooling was used and the outcome was not changed. However, the perception was. This brings the question as to the degree of professionalism exhibited by the tools a tech inspector uses. I believe across the board at a national event, only the best of tooling should be procured and utilized. On behalf of the IKF, we do have a very nice set of tools. Some of the tech inspectors were a little short on some of the tools. It is tantamount on him as the Head Inspector to make sure that individual is teched with the proper set of tools. This came up once and they used his set of tools. Handled in a very good way. My comments to this were not well received by one of my tech inspectors. It was my fault for the confrontation with Dan Pellizzari because I didn't express myself one on one with him. I used the open tech area to call his equipment into question. My bad and I apologized for it many times. The question still remains and I feel I have addressed it in this paragraph.

The second day had a DQ in the Senior World Formula Class and after further explanation and rule documentation, no question was raised. There was plenty of help in the tech barn after the races and tooling was overcome. The tech procedures in the barn were done very well. Everybody that did help did a really good job.

The third day brought no DQ's in tech. The time spent in the tech barn was increased as some of the help was not available for the time needed. Ran into shortage of help the last day. I felt pressured the last day and the process was not smooth. Still the competitors were treated fairly and with compassion.

All in all, I would rate my experience as head tech at this years combined Nationals as fair. Partly due to my own unpreparedness and partly due to the inconsistent help from the Shasta Kart Club. His goal is to make sure that everyone is treated fairly and squarely.

Hoegerl says that Nash is the Chairman of the 4 Cycle Tech Committee. He asks Nash about tooling that Syd White had. Nash states he has that tooling now. Hoegerl tells Nash that, at any time, he needs tooling, there is a limited budget available to you to purchase tools. Nash states that most of the guys that he works with on a National level, they have stepped up and bought really good tools. His opinion is that those that show up at Grand National events must have proper tooling. Discussion on tooling, measuring, indicators, fixtures.

2010 2 Cycle Sprint Grand National

Verlengiere questions the guidelines for the awarding of the 2010 2 Cycle Sprint Grand National to Willow Springs Kart Club. Asks who was awarded the event – TiMi Promotions or Willow Springs Kart Club? Questions the number of days for the event, 4 or 5? Reply is 5 days. 1 Official Practice and 4 Days of Competition. Ask about kart pickup – Manning says they have 2 vehicles. Asks about curfew – Manning says there is no track curfew.

Asked if they used the self pre tech at all of Grand Nationals this year – Motley says yes at the 2 and 4 Cycle Sprint Grand Nationals. Nash says they had no problems with it. Verlengiere asks if they need 4 pre tech people – reply is no – they can transfer them to the scales. McMillan states he has a problem with someone going out on the track illegal, affecting the outcome of the race and then tell him about it at the scales. Verlengiere says they are giving them personal responsibility. Discussion by Board. Scribner says they did due diligence at the grid and scales. Motley states they have amazing conformance from the Region 7 program to 2 Cycle Sprints. Way better than anybody could have anticipated. Nash says Motley is on the spot at the end there and enforcing it. Motley says that, on the regional level, they are checked at qualifying, heats and final. They know the penalties. Verlengiere asks if Motley will be tech person at this event. Asks how many courtesy fuel checks do they get - Motley says one. Motley says Manning has not yet decided how they are going to handle the fuel yet. Discussion of fuel pump around. Verlengiere asks about a \$10 gate fee – is it a fee every day for every person? Kuntze says you pay that fee once. Verlengiere asks about free pit spots, 20? Must be 40% according to the Grand National Agreement. Manning states they will comply to the rules. Verlengiere asks who set the event fees? Holmboe states the promoter sets the fees and the Board must approve or disapprove. Changes can be made to the Agreement per Hilger.

David Williams joins the Meeting.

4 Cycle Speedway Report by Bill Hilger – IKF Director in Charge

Arrived on site the evening of July 5th to find rain which created havoc in the pits due to the surface of the pits which was predominately red clay. The entrance was partially rock to a point and then it was slip and slide. With the pits sloping from the entrance downward there were areas where it was very difficult to maneuver. After visiting with racers I left for the evening.

On practice day the clouds let up some as more entrants were arriving but the rain did continue enough that the pits were not to a point where we could function properly for practice day. The track could have been raced on but it was best to cancel practice day to allow the pits and track to dry properly. We had a drivers meeting and it was agreed that practice day would be cancelled and that we would give every driver that paid for practice two extra sessions each day before the official hot laps.

This actually worked better because it gave the drivers that paid for practice four times on the racing surface. This allowed the drivers to make better adjustments for the days racing as they understood what the surface was going to be. There was no backlash from this decision.

Dave and Carrie Snyder worked very hard on the list of items that I proposed a year ago for their facility for improvements. Not every item was completed but for the most part the facility was vastly improved.

With the hot sun beaming down before the next day of racing the pits and other areas dried quickly and there were no further issues with the mud.

As usual the racing surface is always a concern because if the surface is not prepared properly for day racing the actual racing suffers. Each and everyday Dave prepared an excellent track which provided for some excellent side by side racing. I believe that Dave even amazed himself on how great the racing surface held up each and every day.

Everyday we kept on schedule which is very important at any race track. Dave was always on time and had the track ready at the proper announced time. During the drivers meeting many prizes were given away. Maxxis donated a set of tires for each class, Briggs & Stratton donated an animal engine. Jody Krug donated an Avenger Storm racing chassis, as well as many local area merchants gave away coupons for various products. All the above was drawn by random so everyone had a chance to win some great prizes.

The concession stand had a variety of items, including Dairy Queen Blizzard and my favorite the snow cone of which I had plenty the last couple of days due to the 100 degree plus heat.

The grid was concrete and held enough for two complete races. The grid was covered which kept everyone cool as they sat in their karts waiting for the next race. This was important as the temperatures were 100 plus most days with the usual high humidity.

It was under this cover that we held the pit meeting and awards each day. This was a welcome comfort for everyone and a must for all facilities hosting the Grands.

The major downside to the facility was the inadequate public address system. There were many complaints on not hearing when to get started so I personally went walking through the pits and announced each session so everyone knew what was going on. This was a lot of work but it had to be done. We looked for an FM transmitter but could not find one locally.

The number of entries was down more than previously thought and much was due to the fact that the northern racers did not drive the distance to Texas and the economy for some was to blame. If we would have had the 400 to 500 entries that we have seen in the past we certainly would have had more problems due to the extra pit area that needed attention.

As far as officiating, it went fairly well but the experience level was not of what I have been accustomed to for the past couple of Grands. I took over corner three and organized all the starts so there was consistency throughout the week. And as always there was the usual verbiage that my driver was not the one to be penalized and yes black flags were flown when needed. This area could use improvement both in quality and officiating racing apparel.

Also as we have seen all year, some areas of IKF are not enforcing the rules per the rule book so when they come to the Grands they seem have the same question, (*Show me in the rule book where it says that*).

Beside the usual awards, an award was given to the engine builder who had the most points by having drivers in the top five. Points were awarded by 5 for first, 4 for second, 3 for third, 2 fourth, and 1 for fifth. On the last day the award sponsored by Briggs and Stratton was awarded to the engine builder. This award was well received and we will continue this award with a newly designed trophy.

Getting the feature lineups took longer than I expected and yes they had a computer system. Also sometimes it took too long to get scoring lineups after yellow flags which led to concern about enough fuel to finish the laps, but everyone made it.

Overall I believe that Dave and Carrie Snyder worked very hard to put on this Grand National and learned a lot. The many Texas racers were thankful that IKF allowed this to happen in their backyard but yet were disappointed on the number of entries. Dave and Carrie understand how much work it takes to make this happen and know the areas that need to be improved in order to host another Grand.

I thank everyone that participated at the Speedway Grand Nationals for their hospitality, questions, suggestions, complaints and look forward to working with Texas again in the future.

No Tech Report

2 Cycle Sprint Report by Bill Hilger – IKF Director In Charge – 423 Entries

The Northern Nevada Kart Club did an outstanding job in hosting this years 2 Cycle Sprint Grand Nationals. Brian Rivera worked his tail off trying to please everyone, but he needed to delegate some of the responsibilities to others. There were times that he tried to handle too much which led to delays in getting items requested. His effort was second to none.

The entries were 423 which improved from 348 last year. There were entries from multiple states, regions and even competitors from outside the Unites States. Most of us remember comments that said if you award it to Reno that no one will come. Well that was totally untrue and the numbers prove it.

Arrived early the morning of practice day to find various issues that needed to be taken care of. Practice had started without the race director or assistant race director on site. They were to arrive by noon. In the meantime I just walked around taking notice of items that I thought needed to be addressed or answered questions to the best of my knowledge of what was asked at that time.

There should have been a drivers meeting to get the system working before practice started but that did not happen.

The first issue that needed attention was the last corner curbing. All during previous practice days small cones were place in an area to keep karts from cutting the curb more and more. But they continued to knock them down and cutting the curb even more. The official day of practice larger cones were placed there, which brought many complaints. Having cones created a hazard where if a kart hit them they either drove over top of them or after contact were found in the racing zone. Neither was acceptable in my book or many others. After the staff and officials arrived, this area was discussed and everyone agreed to put plastic barriers from the entrance of the corner to past the curbing area. These curbs were marked with paint so if they were hit the barriers would be put back to the same point every time. This was somewhat intimidating for the drivers to get used to but if they stayed clear of the barriers everything went well, but for those who continued to cut the curbing too close, came in contact with the barriers and at times upset the kart causing them to spin. Some karts came away with minimal damage where others had major damage and or some injuries. The barrier was a good idea but did create a lot of problems for various karters who chose to cut the fine line.

The new YKC Bridgestone tires were used and if there were any issues regarding these tires Mike Tetrault answered all those issues and I thank Mike and Bridgestone for their support of IKF and karting.

Each drivers meeting multiple sets of YKC tires were given away at random to participants and special thanks to Bridgestone for their contribution.

Smaller issues were addressed and taken care of as we moved to race day.

As usual there were the normal questions about the pre-tech sheet and where to hand them in even though these and other items were addressed at the pit meeting. There are always issues that were discussed in the pit meeting, drivers still did not either listen or respond properly to what was asked of them.

Racing was very intense each day but having attended this race before I expected it. As a guest to the 2 Cycle Sprint Grand Nationals in Santa Maria last year and watching Gary Richter (IKF Director In Charge) and Lloyd Mack (Race Director), this would be no walk in the park and to expect the unexpected. You have to be patient, firm and consistent and never let your emotions get away.

Entrance to corner one after the green flag was very difficult and the majority of the accidents either occurred in corner one or the last corner. Once the majority of the racers settled down and waited until after corner two to start making the move racing went fairly well. To help with the issues in corner one, we had multiple personnel slowing the karts down before the start line. The start line was moved down closer to corner one to keep karts at a slower entry speed and that seemed to help somewhat.

Having the flagman down on the field waving the green flag with his jumping ability was well received by many in the crowd. This was a good thing.

Extra personnel was placed throughout the racetrack at trouble spots to keep watch on karts trying for that space that was not quite there. Even though we had more corner workers, I believe we need one at each corner and two at corners that consistently had trouble such as corner one and nine. These corners had the most incidents and where most of the controversy came from as far as between racer and official.

One of the other major problems that came to be was that most racers did not have a better understanding of the rules in the book. It was evident that IKF regions were not enforcing the rule book at various regional races but when these rules were enforced at the Grands there were very heated arguments over the rule book and the normal question from the competitor is, where is that rule in the book.

We had race officials lose their control during some of these confrontations and that is not acceptable.

Very few understood the red flag rule or the 90 second clock and most participants had their own definition of what was meant by the rule. There was too much time spent by race officials trying to explain rules which were clear in the rule book.

One of the racing days we had a little issue with rain which led to the decision to call it a rain race. The decision by racers to determine which tires to use created some interesting incidents on the track. Some equipment was damaged during this period of time. Fortunately within an hour the track had dried and slicks were on everyone's kart and racing was back to normal.

My response to the Medical personnel on site was they were adequate but I could not understand when asked for help that the Medic exited the vehicle and proceeded to walk across the track to respond. I would have thought they would drive the vehicle to the area requested. At times when I saw this I requested a 4 wheeler to accelerate the process. This was a concern to me.

Communication was another area of concern. While racing action was going on the track, there were multiple times where scoring and grid were talking about lineups that prevented race officials from communicating with each other. At one time I clocked over 90 seconds of time where we could not communicate. This is hazardous in case of a red flag incident. **Separate channels are necessary for proper race control.**

The facility was clean and professional looking, covered grid made for comfortable drivers and mechanics, facilities were cleaned each day, food vendors were on site, friendly personnel to assist, registration was handled well. The portable podium was professional looking but as I have said in the past, having the award after tech leaves very few to witness. I believe this should be at the drivers meeting for all to see and would help with sponsorship.

I have a list of 28 items for discussion on improvements for future events at the IKF 2 Cycle Sprint Grand Nationals. These items are of no reflection on the host club but items of improvement for officials, facility and karters.

Thanks to Vintage Kart Association for putting on an exhibition of vintage karts the last two days. The response they received from the karters was well received. Great history for everyone and thanks to Ernie for his time and efforts in organizing this for IKF and NNKC.

I want to thank the Northern Nevada Kart Club and especially Brian Rivera for their outstanding efforts in hosting the 2009 2 cycle Sprint Grand Nationals. They now know their strengths and weaknesses and I hope they get the chance to host another 2 Cycle Sprint Grand Nationals as they are well deserving.

Scribner states this was a large event with large classes. Feels they did a very good job of addressing and changing procedures as the week went on. Hilger states they are thinking of putting a 90 second clock on the grid, which is a green/red light. Schorn says there were competitors from 15 states and 5 countries. Verlangiere states there were 24 classes – how long do they want the event to be. Motley states that Brian Rivera did a great job of marketing the event and a lot of credit should go to him. Biggest problem was the last corner.

Hilger suggests if the promoter hosts a successful Grand National, they should have the option for the second year. They should be awarded for a good job.

Chris Villarreal states that, when they award races as they did in years past for Grand Nationals, they should actually visit the facility and take a history on events that have been there prior.

**Thelma King and Eunice Lisberg join the Meeting.
Thelma states that Adams Kart Track will be celebrating their 50th Anniversary in January 2010.**

2 Cycle Sprint Report by John Motley – IKF Tech Director

Basically the 2009 Sprint Grand Nationals, while a success from the amount and breadth of entries, were very stressful and had more DQ's than the last several years events combined. First the good, with over 400 entries it had to be considered a success. Brian Rivera did an outstanding job in overall management and promotion of the event. Keep in mind that this was the first event of its kind that Brian had even seen. My only criticism of Brian's overall performance was his lack of effective subordinates. It seemed whenever we had an issue we had to seek Brian out personally. In saying that I must stress that when we did reach Brian the problem was almost always solved.

Now let's get to the bad (or maybe the ugly). First and foremost was the lack of help in tech. I wrote to Brian on June 10th regarding staffing.

This turned out to be a huge problem as both the two additional tech personnel only worked the first day and we had no additional help after that. We also had issues with the scale personnel who had a tendency to want to walk away from the scale house to watch the races. If we would have had more help, such as the "traffic cop" this would not have been as big an issue.

This all impacted the tech process as we were severely limited in the scope of tech performed. Maybe from the number of DQ's that may not have been a bad thing. In any event I have attached a list of DQ's.

There was considerable discussion regarding the Cervalli DQ at the Nationals. In our defense...we took that body work to Mr. Motley the tech director on Tuesday ...the "official practice day of the Nationals", and asked him to check out the body work for us. He got his measuring tape and official rule book and measured the body work. He told us to change the nose because it came out too far from the tires but the rest was fine. We trusted what he said... We changed the nose ...could've easily changed the fairing at the same time but was told it was all good. Bottom line is it was a non-performance part, it wasn't put on the kart to make us faster and the officials do have the power to make a decision on the spot to overturn a rule. Why else were they able to over rule the "nerf bar length" rule on Sat. for the Jr. 1 class when at least 75% of the class was not in compliance?

Can a person seriously sleep after getting an 11 year old driver dq'd for a piece of non-performance plastic? That's some truly bad karting karma. We are proud that Sonny has the character that he does, because he handled it like a true gentleman racer and still made sure he was there to support his fellow racers at the end of the day.

It is true that they brought the kart to me to look at and I did tell them the nose was too wide. I did not "get my measuring tape" as we only discussed the nose and after looking up the rule no measurement was necessary as the rule is simply that the nose cannot extend beyond the front tires and no dimension is stated. It is truly unfortunate that that the fairing was not discussed at that time, it was a very difficult task to disqualify the young man. As an aside, the only reason the fairing was measured (remember personnel restraints) was due to a complaint from a fellow competitor. No witch hunt on the part of the Tech workers occurred

There was an issue regarding the nerf bar. It was a case was the vast majority of Cadet Karts have had new style bars for at least a year or more. It was simply an acknowledgement in advance that there was an error in the Rule Book. The old story of not updating the book when the karts are updated. It was to prevent someone pointing out that the affected karts did not comply and perhaps filing a protest. The DQ of the fairing was a case of one competitor using a piece that the rule was written to disallow (adult bodywork).

Another DQ that was controversial was a Gazelle cylinder head. This issue had surfaced several weeks before in Region 6. Apparently many cylinder heads in this class are modified. Region 6 has had several DQ's on this issue and some have been appealed so I was familiar with the issue. Several weeks before and early in the week at Reno a number of competitor's fathers had discussed the issue with me. In addition I had a discussion with one engine builder. I was asked how to solve the issue and replied "put a new **stock** head on the engine". Now keep in mind that this is a small class only run in Regions 6 and 11. We had 11 entries with most of the front runners putting new heads on for the race. We had one DQ for a cylinder head from, I believe second place. This was a strange situation as I don't believe either Gene or I ever discussed the situation with the father in advance or after the DQ. We then had to store the engine after the DQ overnight as it was not picked up and then had to announce several times that the engine was still in tech and ready to be picked up.

Now we come to the spin or urban legend. Apparently what some are stating is that you must have a "new" Gazelle head to be legal as opposed to an "old" head. When asked, I told everyone it didn't matter if it was old or new it had to be a legal head. There were both old and new heads that were shown to me that were illegal. The difference in the heads is only that the new one has IAME cast into it. The portion that is illegal is that portion of the transition between the squish band and the combustion chamber or dome. The illegal heads have a sharp radius whereas the legal (and stock) heads have a substantial radius just like other IAME engines such as Leopards or HPVs. It is clear even to the untrained eye when the heads are laid out side by side.

I have attached the list of DQ's for your information.

It is truly unfortunate that the event was tainted by just a few incidents but that still should not overshadow the success of the event in total.

Congratulations to the Northern Nevada Kart Club and to Brian Rivera in particular.

John Motley
IKF Tech Director in Charge

2009 Sprint Grandnationals DQ list

Yamaha cylinder, large pieces missing in ports (1)
Carb bores oversized (2)
*C51 mufflers outlet oversized (2)
C51 timing not within spec (1)
Cadet fairing too wide (adult version) (1)
Gazelle head modified (1)
Overall width too wide (1)

HPV clutch components out of spec (1)
*TAG Junior using adult header (1)

*I consider these to be flagrant violations

Hoegerl asks about the C51 muffler tech. Holmboe asks what rule there is in the rulebook that precipitated the DQ for the Gazelle head – Motley replies that they have to be unmodified. Started in Region 6. LaTorre asks why no vacuum test – Motley replies not enough staff. LaTorre says the promoter is responsible to provide help. McMillan says the help must be approved by the Board. Motley states it was a no win situation. LaTorre asks if there is a consequence if the host fails to provide the needed help. Discussion by Board and audience. LaTorre and Motley agree there should be a penalty. Niles states he intentionally got tech inspectors for non local area for his Grand National. Kuntze says it is the difference of experience and non experienced tech inspectors. Verlengiere states that prior to about 2004, they named someone Head Tech Director and they would put together a team of tech inspectors with check and balances of each other and they always had enough help. States to reach out to the engine builders because they self-police. Niles suggests that IKF take a larger role; promoter should not choose the Race Director, Tech Director or tech assistants. Hilger states this was discussed yesterday by the Board. Verlengiere says that Manning will present a list of tech people. Asks how many tech personnel do they need? Motley replies 3-4. Villarreal says it used to be 5. There should be penalties imposed. Verlengiere asks why Motley did not reach out to the community. Motley says he did and expressed his concern six weeks before. Manning says the promoter should supply a reserve group also. Hoegerl sees the help diminish during the week of the Grand National; they have to be prepared. Verlengiere states it takes 35-37 people to run a 2 Cycle Sprint Grand National. Motley says the event was successful and marketing was successful. Hoegerl says they will have 5 engines for each class. Scribner asks if they can loose their tech inspector status in the SFI Certification Program if they quit? Hilger says no. Hoegerl says they are volunteers. Agree there should be a penalty. McMillan suggests they use the list of SFI Certified Tech Inspectors. Holmboe says they should be outside the area. Discuss different standards for the different divisions. Hilger says they need to be more prepared, visits to the tracks, lists of personnel. Discussion on financial aspects of Grand National events. Niles states there are things that could have been addressed ahead of time. Duffy is the core product of the IKF. Feels IKF does not take ownership of the event and protect it. Hilger states that tracks that step up to the plate should be awarded. Williams states there is a definite change in the customer base by what the karter expects when they show up at the race. Expect a first class show. Discussion by Hoegerl and Motley re: C-51 muffler. Motley says it is a reflection of how they were teched up to the event; does not see at the regional races.

2 Cycle Speedway/Speedway Midget Report by Mike Schorn – IKF Director in Charge

The 2009 IKF 2 cycle Speedway Grand Nationals held at Newton Kart Klub at Newton, Iowa was the first time I have attended a race at this facility. Upon first impression the track and facilities were freshly mown and with adequate pit area for the event. I had arrived early to attend the Sunday Double punch race and was able to meet the crew that we would be working together for Grand Nationals.

Unfortunately some of the forms were incorrect at the start of registration but we were able change them out and have the proper forms and procedures to ensure they were filled out correctly and to ensure the racers were to receive their correct punches for the event.

The race day went fairly well with some minor items and helping some of the local racers that were new to IKF understand some of the aspects of preparing for the Grand Nationals compared with racing at local club events.

We were able to hold a staff meeting Monday evening to go over the Grand Nationals in general go over some key points for the and procedures so that I could familiarize myself to with the flow at Newton. It was also a great time for the staff to update themselves with questions particular to the Grand Nationals and IKF. It allowed me to make some recommendations that I noted from the Sunday Regional race to make it easier for the staff during the Grand National event.

Tuesday practice went well and there were a good number of karts the track was in great shape and after several sessions it was realized that the exit of turn 2 was exceptionally fast and was cause for kart or two leaving the track surface and contacting the fence. Track personal were quick to respond, to repair the fence and add hay bales along the back straightaway for further protection. We however cut practice a bit early due to an accident in the pit area. Unfortunately a 4 year old was injured in the pits and required transport to the hospital for treatment and observation.

There was a bit of confusion for the spec fuels as this was a year in which there was no pump in or pump out for fuel. Several racers had to resort to purchasing new jugs for their fuel but by the end of the event it went well and saved the racers and track considerable amounts of time and labor and made the scales area less congested. Unfortunately Hoegerl had to check more fuel.

Wednesday first night of racing the weather was great. The track was in great shape and looked like there would be several grooves for some good racing. Unfortunately during practice a competitor not used to the conditions got loose and then ended up in the front straight wall and was required to be transported to the local hospital and later we learned was sent to Iowa City for additional treatment. The rest of the night went well with an exception of a class that was just overly aggressive for the starts after a quick meeting everyone settled down and race clean and hard.

Thursday's drivers meeting had a couple of minor issues with attendance. We did have some good racing with a couple of minor on track incidents. There were a couple of issues with the JR 1 class about numbers on the track and speed differences several of the parents were very concerned about safety. It was decided to have a consolation race for the

JR's with the top finishers transferring to the main. That worked well and the plan was to use the same format for Friday night races too. While the JR II did well on Wednesday we had bit of problem Thursday as there was over 10 laps of green racing but some aggressive driving causing a yellow at the beginning and toward the end of the race ended with yellow flag finish for maximum number of Laps.

Friday Turned out to be a bit an interesting evening. The track once again and for the whole event was prepared to some of the highest levels that I seen with the rain that occurred during the previous late night and early morning. The pit areas and the track were attended to during the morning and were dry enough by 2PM for all to enter and work in the pits. Since it was the last day of competition and a full moon to boot, the fatigue level was elevated for a good number of the racers provided for some spirited conversations and discussions through out the evening. Weather was playing a role in the race night as a storm was brewing and was due to hit approx. 9:30PM. With a small time delay for a red flag we were able to get all of the racing in except for 3 laps of the KB12IS Yamaha KT100S Limited class as red flag came out at lap 16 due to rain.

Like the other years the post tech assembled by Jack Hoegerl was professional, efficient and thorough. Sharee Hoegerl ensured that all of the competitors were issued the proper pipes and headers for the spec classes along with the IKF issued shirts, hats, and hat pins.

This years Grand National entries were at 223 which is a 10% increase in entries from the 2008 Grand Nationals.

Josh Peterson along with Jeff Jones as well as the whole Newton Kart Klub staff were very cooperative and worked hard to provide the racers a fair and level playing field with an excellent race surface. The medical staff onsite were professional and were quick to respond to all minor and major incidents at the event. Registration made the necessary adjustments to provide proper registration procedures when suggested. The whole Newton crew worked as a team to provide for a Memorable Grand Nationals for all those who attended.

A couple of suggestions for the Club in future races

1. More bales/ barriers along the back straight and revamping the fence at the entrance of turn 3.
2. A more organized grid area.
3. A more defined and restricted post race area to the scales.

Discussion about ambulance at the event. Discussion about ambulances at events in general. Clarifies there must be an ambulance at Grand National events.

2 Cycle Speedway/Speedway Midget Report by Jack Hoegerl – IKF Tech Director

The 2 Cycle Speedway/Speedway Midget Grand National was held by Newton Kart Klub in Newton Iowa on August 4th through 7th.

We had three nights of racing with unofficial results of 220 entries. I had my usual high quality of tech personal which included George Clausen, Larry Killam, Tom Krause and assistance from Mike Schorn. Mike not only is the race director but is always available to continue his duties with helping in post tech.

There was only one technical DQ on the second night of racing which was for an inlet track length being too short on a Yamaha engine. Here is an example of the type of help I have. The engine of the competitor that was DQ'd was made legal the next day by one of my tech helpers which resulted in that competitor finishing in the top five the next night. To me this is going above and beyond the call of duty.

At the request of Newton Kart Klub each competitor was given two gallons of race gas and a bottle of oil. Burris Blend was used for the piston ported engines and Burris castor for the Super Stock classes. Although this system seemed to work ok it required more gas testing by me than the pump around system. Because we have not ran this type of fuel program before and competitors expected the pump around system I believe they weren't prepared to bend the fuel rules which made it work this time. I firmly believe in one gas, one oil, and a pump around system. I do know Newton used more gas than expected with their program and many competitors went home with a gallon of race gas after the event.

As usual we used the RLV box muffler that have been provided to IKF to use. This makes post race tech much easier on the tech personal and offers a fair playing field for the competitors.

Buller Built provided the 19 pipes and headers for the competitors that run in the Yamaha limited class which always is a hotly competitive class.

Overall this event ran smoothly.

Speedway Pavement Report by Bill Hilger – IKF Director in Charge – 88 Entries

The Speedway Pavement facility at Jamaica has one of the best racing surfaces in the country. The racing surface is very fast, smooth and the layout surrounding the facility is excellent. Randy Perkins and his staff prepared the facility flawlessly and should be complimented on how everything went throughout the week. No complaints on the facility were heard by any competitor.

The only downside to this whole event was the entries. There were classes that did not have any entries and some that did not qualify for the Duffy. For those classes that did have the entries the racing was something to watch. Many of the races were determined with last lap passing and a few that at the finish line.

We had one day where the rain was a threat and delayed the starting time for a couple of hours. Once the track dried we went racing on an accelerated schedule. One feature only went 17 laps before the rain started and we ended it. After another short delay the rest of the features went the distance as the rain clouds threatened.

Firestone donated tires that were given away at the pit meeting each day. A Briggs & Stratton Animal engine was donated by Briggs and given away as well. Jody Krug of Avenger Racing Chassis donated an Avenger Racing Storm Chassis completed with body work which was also raffled off free to the competitors. Thanks to all these sponsors and those that supported this event.

This was one of the most enjoyable Grand Nationals that I have attended in recent years. The competitors were very competitive but yet friendly no matter what the outcome was. The competitors were thankful and courteous to everyone in the pits. Many of this can be attributed to what Andy Bear has accomplished in resurrecting the pavement racing.

Since Andy Bear (Northland Tour Pavement Coordinator) who was race director for this event had everything under control from the start. This made the duties of my position very easy. The officials were very well experienced, the track was in superb condition, the complaints were very few and the racers were on their best behavior and racers enjoyed being there.

Bringing Speedway Pavement back is a work in progress and many of the entrants and families want to see it continue and indicated that they would help promote this type of racing to improve the entries.

I spoke to the crowd that IKF would sit down with Andy Bear, Randy Perkins and others interested to see how we could improve on the Grands for 2010 if offered before any decision is finalized. There definitely would be changes to classes offered, pre-registration, Grand National Contract.

Thanks to Randy Perkins and his staff for their hospitality and for hosting the 2009 Grand Nationals.

Hilger says they had 9-10 classes that did not have enough entries to run the class. Suggests they put a deadline on the pre-entries and if they don't have the required number of entries, the class is dropped. Is best facility. Disappointed in number of entries. Hoegerl states this is the first year in several years they have run a regional program. Discussion of Grand National Agreement for future years.

Speedway Pavement Report by Mark Alton – IKF Tech Director

Please forward my appreciation to the IKF Board for appointing me Tech director for the 2009 IKF Speedway Pavement Nationals held in August of 2009 at the Jamaica Speedway, in Jamaica, Iowa.

Although the kart counts were low the competition was excellent and the drivers and crews very cooperative in most cases both during pretech and post tech. There were several issues that resulted in DQ's either at the scale or in the tech area but for the most part the people involved were very understanding of the rules and procedures that were before them.

I do have several concerns regarding post tech which really involves the facility more than the entrants. In this case the engine tear down area was covered but had no side walls or paved / concrete surface to walk on and no lighting. The area was open for all to see and hear which made working one on one with the person involved in tear down seem too public and could have made it difficult to deal with someone one on one. It would certainly be my recommendation that a facility holding an event such as this should be required to have a work area that is enclosed with a solid floor surface in which to work, this enclosure should also have lighting in case the event goes into the evening or night time hours.

Again I appreciate this opportunity and hope to be able to do it again at a future event.

Nash asks about a complaint about a tech issue. Board responds this has been handled.

Proposals

1. To allow the PRD engine package as a stand alone class in Road Race, pending approval of engine specifications by the Board.

Discussion re: local option, regional option, regional champion classes.

Opposed: Araki, Hoegerl, Holmboe, Motley, Schorn, Scribner, Verlengiere
Failed

2. Section 313 Any IKF Club or Promoter, at a Regional or National event, may require spec tires. Any request for spec tires to be run in any class must be approved by the IKF Board of Directors at the January Meeting in the year of the request.

Holmboe states the Road Race Committee is not in favor of this Proposal; racers agree. Discussion by Board and audience.

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

3. Section 207, Class #14 Add a Rotax International class to the 2 Cycle Sprint National Championship Classes. Rotax max sealed engines run under Rotax Max Challenge Rules. Weight 365 pounds. Age16 and up.

In Favor: Hoegerl, Scribner
Opposed: Araki, Holmboe, Motley, Schorn, Verlengiere
Failed

4. Delete Section 306.9.3.2.1 Bodywork
Superstock CR125 CIK fairing required per Section 201.9.3.

Change Section 306.9.3.2 Bodywork to read
Driver fairing required, maximum width 15" wide. See Diagram at Section 105.2.1.20.

Holmboe states the Board voted at April Meeting to add Section 306.9.3.2.1. 8 out of 10 on the Road Race Committee Members want it changed back. Clarification it was a National change. If changed back, McMillan states they will run it next year according to the current rules as a local option class. Discuss cross over.

In Favor: Hoegerl, Holmboe, Motley, Schorn
Opposed: Araki, Verlengiere
Abstain: Scribner
Passed

Hilger asks about fairing in Speedway. Can the dimension go all the way down.

Sharon Barros asks Board if there is room for discussion on delaying Section 201.6 Rear Bumper effective January 1, 2010. Hilger defers to the Sprint Committee. She has concerns about an expensive retrofit in this economy. Asks to phase this in later. Says there is a lot of the narrow bumpers at the regional and club level. Cost is \$200+. Other organizations action on this. Discussion by Board.

Motion by Schorn to delay the rear bumper implementation for one year. Change date in Section 201.6 to read January 1, 2011.

Second by Holmboe.

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

Motion by Schorn to change Section 105.1.6.1 2000SA & M legal until 12/25/2010.

Second by Holmboe.

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

Approval of the 2010 Grand National Dates & Classes

Hilger reads the following:

2 Cycle Sprint – Willow Springs Kart Club – June 22-26, 2010

4 Cycle Sprint/Shifter – Tri City Kart Club – June 30-July 3, 2010

4 Cycle Speedway – South Dakota Kart Club – July 12-16, 2010

Lengthy discussion of dates being close to each other, conflict with school, cross overs, changing dates, covering tech. Asks Manning, Willow Springs, for comment on changing the date – he says he needs to refer to his Committee.

Hilger states the dates for the 2 Cycle Sprint and 4 Cycle Sprint Grand Nationals are Tabled for Rick Scribner to work on. Board agrees the date is approved for the 4 Cycle Speedway.

2010 Road Race Grand National Questionnaires

Questionnaires received from Northern California Karters, SWRA and USKGP.

Northern California Karters:

Roger Miller clarifies the event would be at Buttonwillow, not Thunderhill. Dates submitted are June 28-July 2. Holmboe asks about marketing and promoting the event; Miller replies they will get it out in many channels. Miller says there is a one time \$10 fee. Holmboe asks about "all you can race fee" – reply "probably" is in the Questionnaire. Q & A with Board and Miller. Hilger asks about VP - Miller will need to talk to the track. Araki states that VP is sold out of the tire shed so should be no problem. Schorn asks if there are enough personnel i.e. tech, corner workers – Miller says yes.

USKGP:

Debbie Kuntze is representative today for USKGP. Hilger states that there are quite a few demands. Kuntze basically agrees with the demands; has put on two very good, very well attended events. Hilger says the Board needs to decide how they need to be more involved, more in charge. Here, we have no control. Kuntze agrees that IKF should be more involved with the IKF Nationals. Asks how the Board is going to do that. Hilger states that sort of his demands are against our Rulebook about what is required at IKF Grand Nationals by IKF rules. Kuntze states the Director in Charge and tech people are all highly qualified people to do so, have some at other events. Schorn states Motley would be the only IKF Tech Official. Kuntze replies the IKF Rulebook does not state that the Director in Charge has to be a Board Member. Director in Charge is appointed by the IKF Board. Hilger asks if all of the competitors have to be IKF Members – Kuntze says that is correct. Motley asks about Sunoco and 2 oils. Kuntze says he settled on track fuel. Holmboe reads quote from Bernie “Additionally, I must insist that I will not allow anyone who is an engine builder to be an integral part of our post race tech” – Kuntze agrees. Holmboe asks if she knows what Mark does. Hilger states that Bernie is approving all racers to race at his track, not the IKF. Verlengiere asks if the IKF is interested in sub-contracting out our Road Race Grand National. Holmboe feels that they should entertain that and his only real concern is that we don’t diminish or tarnish our Duffy by subcontracting out the event. Verlengiere states that they should not diminish or tarnish our relationship with our Road Race customers that we have. McMillan asks, if you put it out there for anyone to take advantage of, what is the incentive to run IKF regional programs. Holmboe says this was discussed. Grand National fees for IKF versus pit pass sales from regional programs. Hilger asks how many classes for the event this year - Kuntze replies generally runs 12-14 and add ons. Kuntze says the ball is in our court – Bernie is offering it to the IKF. Holmboe asks if he is fully aware of the monetary obligations due the IKF for the event – Kuntze says yes. Some Negotiable. Kuntze feels this would make a lot of money for the IKF. Kuntze says it would be marquee as “USKGP presents the IKF Grand Nationals”. Discuss the pit pass sales. Verlengiere asks IKF could lose the local pass sales from SWRA and NCK. Kuntze states that we have the Questionnaire. Verlengiere states he can sell our passes for 3-4 years and come back. Schorn reads verbiage of a weekend IKF membership from USKGP. Discuss criteria of bidding for Grand National events.

SWRA – Tentative Date: August 4-7, 2010

McMillan states that there have been a lot of major improvements to the track. Sunoco is in the ground; can work it out to allow VP. Holmboe asks if promotion will be better this time, McMillan replies yes. “All you can race entry” – yes, reply on Addendum. Hoegerl asks about local option classes – reply is “similar to 2009”. Cantrell states there is no conflict with MAARS with the August date. Holmboe asks if McMillan would bring guys to either NCK or Miller if they are not awarded the event – McMillan replies he always brings a fair amount of people to the Grand Nationals. Clarification that both SWRA and NCK are all IKF insured events.

Paper vote taken to award the 2010 Road Race Grand Nationals:

Araki – SWRA/NCK
Hoegerl – SWRA/NCK
Holmboe – NCK/SWRA
Motley – NCK/SWRA
Schorn – SWRA/USKGP
Scribner – NCK/SWRA
Verlengiere – NCK

2010 IKF Road Race Grand National is awarded to NCK. SWRA is the alternate track.

2010 Sprint/Speedway Pavement Grand National Presentation by Mike Manning.

Not to be included with Section 450. Event to be held at Willow Springs Kart Track.

Everything is already built. Manning has a pavement program going now and wants to incorporate Sprint classes into this. Can do event in 3 nights – 19 classes. Following guidelines in Rulebook. 2 Lap Qualifying, Pre-Final and Final. Would like a program to start in the Spring and 4 races prior to the event. Get designated practice dates. Can do ½ day oval, ½ day sprint. Do club events on Sunday, practice on Saturday. Has experienced staff together to run the event. Hilger asks what does he expect for participation – Manning replies 50 karts at the club races, 60-70 karts a night at the Grand National event, a conservative number. Goal would be 200. 10 in each class. Hoegerl asks about tires – wants to go with the Bridgestone YKC tire rule. Schorn states he will have to spell out the rule on tires. Manning agrees. Will do 4 Cycle classes, one Junior, Senior Light and Heavy. Senior age will be 16+. Hoegerl asks about LTO Yamaha – left turn only chassis. Can run LTO or conventional chassis. Motley asks tire treatments – Manning says no. Follow guidelines for Region 7. Manning states the Rulebook shows the sprint guidelines for chassis. Hilger says they will need to go by Section 400 for the bodywork on the offset chassis. Only difference will be the tires. Hoegerl says all of the sprint chassis will have to follow the rules in Section 200; all the LTOs will have to follow the rules in Sections 400/450. Nash states the market is starting to be right for this. Hoegerl asks about classes listed. Hilger states that IKF will take money from entry one - Manning understands. Schorn asks what fees would be. Hilger states they can approve based on Questionnaires he will submit with final approval after review of Questionnaires. Manning says this program is about affordability. Hilger asks Manning to bring back the completed Questionnaires to the Board. Only downside stated by Hoegerl was which division the class structure and kart specs would come from; need to clarify which division. Manning states he is flexible on the dates. We don’t have date for the 2 Cycle Speedway/SM Grand National dates yet. Manning says event will be at night. One club race prior to event.

Motion by Schorn re: To accept the 2010 IKF Sprint Pavement Speedway Grand National hosted by Willow Springs Kart Club pending approval of the Questionnaires.

Second by Scribner.

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

Marty Stowell, Phil Carlson and Josh Robertson join the Meeting.

Stowell Matter

Carlson states they are here to discuss the disqualification of the HPV motor at the Fontana Region 7 race. Case is Section 603.2.19 added to the IKF Rulebook this year. John Motley tested the rule at the first race of the year at Fontana. John Robertson asked Motley for clarification of the rule, details of the rule, how it was being teched. Says Motley did not know yet. He sat with Motley at the Buttonwillow IKF race as he tested 8-9 of their Kid Kart motors .Robertson needs to test the motors – do not want to find out in post race tech. Verlengiere asks Carlson he made inquiries on how they were going to tech the new rule and it was never adequately communicated to him. Carlson replies it is an extremely vague rule; asks what is legal or not legal under this rule. Verlengiere asks if we were not responsive, did not do our job communicating with them. Carlson states they have done everything they can to try to figure out how they need to go about making sure the motors that they give to their customers are legal and pass post race inspections.

Stowell states they run the same motor all year long, run good, run bad. Tested his kid's kart and lets the next 4 guys go without testing. Feels the overall problem is how he tested. Carlson states the motor did not pass the test that Motley conducted – they agree with that. Discussion of air leak or seal leak. Carlson states they have never had a motor fail tech before on a seal issue, with the test that was used previously. Stowell states they got dq'd for a seal. Hilger states it was then sent to Hoegerl after they did not accept Motleys decision.

Carlson says his claim is, since the inception of the rule, they have asked for clarification. Feels discussion should have been done before they put the rule in place, not after a kid got disqualified. Stowell states his son has gone from first to tenth place in points. Carlson did not want to find out in post race tech, which is why they are here.

Hilger states the Board will go into Executive Session tomorrow before the Open Meeting. A final decision will be made at that time.

Motion to Adjourn the Meeting by Schorn.
Second by Scribner.

Meeting Adjourned at 4:40pm.

President Bill Hilger called the Sunday Open Meeting to order at 8:45 am. Directors present at Roll Call by Holmboe 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: Roger Miller, Hank Cantrell, Jim McMillan, Janet Scribner, Chris LaTorre, Ed Diederich, David Williams, Vincent Cervelli, Joe Pettit and Sharon Barros.

Verlengiere states there are too many 2 Cycle Sprint National classes. Should be 18 maximum.
Araki states there are too many classes in Region 7 Sprint.

Executive Session by the Board.

In regards to the Stowell matter, based on all the information and discussion, Hilger announces the Board upholds the Tech Directors decision on the disqualification.

Verlengiere exits the Meeting.

Sharon Barros wishes to speak about some items from the agenda. Motley asks for interest, lack or interest or objection to the following items. CIK Bodywork – we have a continuing problem with administering bodywork. Rulebook only describes 2006 bodywork. There is 2009, 2011, 2015 bodywork. He suggested that we put a pdf or a reference to a pdf on our website rather than print in the Rulebook. Would simplify the whole thing. Automatic instead of updating the Rulebook. If the Board wants to pursue that, he would begin to move in that direction. We understand the Cadet do not have CIK bodywork on them, but do have FIK (Italian Federation) bodywork. There may be one or two makes that don't have it but we would have to make a provision. All of it is available. One reason that prompted this is that 75% of the cadets at the Nationals did not meet our nerf bar standards. Would minimize the problem. Hoegerl asks if the rules are for a period of years. The period of homologation shows the expiration date but there are renewals to that. Possibly every year. Want to do longer homologation periods now. Would make it easier, less potential conflicts in tech. Easier for whoever has to administer it. Hoegerl asks if it is possible to have basic dimensions in the book. Motley does not want to spend a lot of time on this if the Board feels he is just wasting his time. Hoegerl states he is not wasting his time at all. His concern is that web service is not always available at the tracks. Motley says you have homologation molded into the bottom of each component. Scribner suggests the dimensions in the Rulebook should be based on the minimum/maximum on the CIK website. Hoegerl suggests the Rulebook should guide them to the information. Barros asks if they are required to have a certification. Reply is no. Scribner says they would print the CIK minimum/maximum. Motley says if you look at what is molded in there, you would know if it ok and you don't have to spend all of your time measuring them. You can measure if you want. Motley says all of the dimensions of each individual bodywork is on the fiche for the homologation. Every manufacturer has the fiche with the dimensions. He will move along on this.

Pipes - Motley does not have the part numbers from RLV yet. On schedule to do that. Not done yet. Couple of glitches. Replacing the box mufflers in the Sprint division. Do HPV pipe. Horstman has agreed to allow RLV to make an identical pipe that is not branded HPV at significantly less money. Does not think they have the part numbers yet. Close to

publishing. Barros asked if they can be used in Yamaha – reply is yes. Araki states you can run either one in Yamaha. Several reasons for change according to Motley – driven by noise. More horsepower. Bring life back into Yamaha program, looks cool. Diederich asks about rotating the opening 90 degrees – Motley says no as he has not heard that before.

Barros asks about welding end caps on. When will that be legal to run - January 1, 2010, Mandated to run -January 1, 2011. No provision to send these pipes in for welding of caps. One year is for shops to reduce inventory. Motley to check on this for LaTorre.

Kid Kart Bumpers – Motley comments by going to FIK regulation on it, we could eliminate everything we have going on now. There is a fiche that has dimensions. We can piggy back on other organizations.

Penalties for flagrant DQ's – Motley states we treat all dq's in the same matter. A number of competitors raise the issue. Does not know if we should deal with them differently. LaTorre states LAKC has had this same problem in the last year – convinced there was cheating. States they have a rule that says if you are caught flagrantly cheating, the penalty would be if you ever made it to tech for the rest of the year, you would be torn down to the crank and would be on a probationary period. McMillan says they do not catch a lot of flagrant DQ's. La Torre states that Motley does really good tech for Region 7 Sprint. Discussion of tech for two day events. Hoegerl asks if the tech done on Saturday will all pass no matter what happens on Sunday – Motley replies yes as they are stand alone dates. Barros asks if the double day thing is unique to Region 7 – reply is no. Sunday does not disqualify them from Saturday. Motley states the WKA has a provision to confiscate knowingly illegal parts. Barros states that would be a good solution. Motley states the Board did discuss it. Asks for direction from Board. He will research and bring to the next Phone Board Meeting.

Tim and Timmy Bachman join the Meeting.

Scribner states he has two age related issues. One is the IKF age rule. States the desire is to simplify the age rule. Not ready to address at this Meeting; is a work in progress; he has been working with Roger Miller. Barros asks if they are changing the rules or just clarifying the rules. Hilger states to make it simpler to read; should be per division. Scribner states it will not be at this Meeting but before the Rulebook is printed.

Scribner brings up the TaG Junior age. Feels it should be age 13, better than age 12. Can go from the slowest kart on the track to the fastest kart on the track. He did a lot of speed testing at the Grand Nationals. Other sanctioning body does not have a TaG Junior class. Biggest TaG program is in SKUSA per Motley. Discussion of ages for the class. Schorn reads the SKUSA TaG age rules.

Scribner refers to Section 275.1.8 a. Motley says to remove “Engine must turn over with the on board starting system” and it will clear the whole thing up. Diederich asks if they are going to identify the size of the battery too, Scribner says that is already covered. Motley says they are going to add starter and charging components. Big issue cooking. Discussion by Board and audience. Motley and Scribner have a concern over performance advantage.

Scribner discusses tire air bleeders. Says one competitor showed up with these at the Grand National. States this is not in our Rulebook. Are expensive. States they are an advantage but is a guessing game. Scribner wants to put in the Rulebook that air bleeders are not allowed in Sprint racing. Some of the Board Members agree it should be in Section 100.

Barros asks about testing of oils for certification to become spec oil. Burris blend for cold weather, Burris Castor for normal weather temps. Barros asks if that solves the problem with the separation – Motley replies yes.

Hilger states the rules will be done at one time at a Phone Board Meeting.

Barros asks if there are any changes in membership, insurance, dues at this time. Hilger states insurance rates are not yet available. Barros appreciates reduction in pit pass prices. Hilger states we have sold more passes but not good overall. Scribner states this was expected for the first year. Negotiations with more tracks coming back in.

Chris LaTorre says he wears two hats today, Pitts & LAKC. Unfortunate that Verlengiere is not here as ¾ of this is directed toward Art. Talked to Sharon but wants the Board to be aware of some of the things that have happened in Region 7. Does not want to twist this into some negative thing. The Region 7 Mission Statement, Art had put together at the very beginning to open up Region 7 to the new clubs that were created and was doing this to work together, work hard for IKF. Opened the door to new clubs being created to host a race. Some clubs did not necessarily meet the standards that should be set for this program. Somebody needs to oversee it; feels that it was not and is not being done in Region 7. No one there to check, no consequences. Looks bad. Personal issues discussed; happening this year again. Refers to letter to the Board. Feels tracks/club/promoters are not doing a good job but get rewarded the next year with a race. Discusses rewarding of Grand National events to those not established on a regional level. LAKC – spent a lot of money to host their races. Have security guards to prevent something from going wrong. Discusses incident at Willow Springs. Feels that certain hosts put out a lot to try to show they do a good job because they have pride in what they do and other hosts take advantage of the system and just make money. No checks or balances in the Region 7 program. Dismal turnouts at other club events. Reads requirements for Region 7 events. Some do not meet the criteria but are awarded Grand Nationals. As a club that really works hard and buys a lot of wristbands, tries to do things together with other clubs, ask why, what do they get?

Others take advantage. Discussion of coverage/non coverage of spectator wristbands. LaTorre says that his biggest complaint is that someone should be in charge, to oversee how the programs are run if the regional coordinator is not able to do that. Scribner says the Governor is a go to person to do that. Barros did send a report on the Willow Springs race. It was said these should be forwarded to the Coordinator. La Torre discusses the meeting of Region 7 clubs, two good clubs were cut out of the deal because there were two new created clubs. Club with dismal turnout keeps getting awarded a race. Agreement was clubs had to meet certain criteria. Hilger asks if there are any phone meetings planned for the rest of the year. Barros replies that Art calls the meetings and there is normally one after each race. Next race is October. Hilger states she can bring all of these issues up. Barros states the phone meetings normally relate to the previous race. Race team that runs the race and the next host so they can transfer information to the next host. Discusses clubs ability to hold required races and the penalty for not doing that will come into play next year when the races are awarded. Discusses two tracks/two clubs/one promoter. Phoenix was cut because they did not meet the criteria. States that Don St. Ours was stern and took action; did good things for the Region. Region needs a back up for the regional coordinator. Governor needs to have the control to take over the job, not just the liaison. Hilger suggests that all of this should be brought up with they have their 2010 Region 7 meeting. Barros states that Art plans to change things in 2010. Araki says they have a valid point, they have major issues now and need to be addressed now, not later. Araki says no line changes have been done. LaTorre discusses pecking order for 2010. Barros to meet with Art on Thursday. Hilger states it should be addressed by the regional coordinator, then Governor. If no resolution, bring the matter to the Board. Hilger asks LaTorre if he trusts Barros to take care of his issues by talking with Art. LaTorre wants action. Hilger asks Barros to send a memo to the office regarding her discussion with Art. Araki says LaTorre should then be contacted with the information. LaTorre says to move forward, they need to do something about it now. Need to appoint someone who has control. Araki feels that LaTorre has some valid points here. Board understands. Also feels there are clubs awarded races that do not meet the criteria. Discusses club/promoters that are awarded the races. Barros and LaTorre to discuss this. Awarding of the Grand National was based on the Questionnaire. Are to be two separate events. Hilger says they will get the report and give the results on the report. LaTorre appreciates what the Board does.

Timmy Bachman Matter

In regards to the incident at Willow Springs, Timmy Bachman thanks the Board for letting him come before the Board. Has been racing for 5 years. He made two mistakes at Willow Springs and apologizes, takes ownership. Really hurt him when told he could not race with IKF. Had a big opportunity for next year and his mistakes killed his chances. Asks for acceptance, maybe be on probation so he can race in the IKF. Hilger states his current suspension is lifetime, Timmy agrees. Tim Bachman states that, as a parent, he has been promoting involvement with and by his son through the entire time we have raced. Donated 100-1000 of hours. Mentored and worked with drivers, run volunteer programs. Kept his wife and kids involved. It has been a big part of their lives. Raising children to become productive adults; inside of IKF is a great place to do that. Timmy made a big mistake. Timmy wants to be accountable for that and he is promoting him being accountable for that. Timmy paid for the repairs himself. Held up his end of the deal. Although he knows there should be consequences, he should be responsible for those consequences. He is encouraging him to do that. Hilger states Timmy is 15 years old. Asks him if he understands the seriousness of the nature of his actions as far as the legality purposes that they could have possibly enforced at that track. Father states that Timmy was not driving the kart. Hilger asks if he is still involved as a participant. Father says for son to take ownership. Event was in May 2009. Hilger asks if they put Timmy on a continual one year suspension; that he could come back in one year and talk to the Board. See if he has done all of the appropriate things the Board feels to become an IKF member again and race versus the lifetime suspension. (Tape Change) Scribner asks for a resume after a year to see what he has done, i.e. community service. Hilger asks for proof of improvement. Schorn states they want to see good citizenship. Barros asks for clarification on the date – Board says one year from date of infraction. Barros feels this is a good solution, everyone deserves a chance to prove themselves, deserves another chance. Dad offers to mail a monthly report to the IKF office. Their goal today was to get re-instated in the IKF. They are working on a plan – explains the plan to the Board. Barros suggests a report for the April Board Meeting – Board agrees. Schorn asks for a report from Barros also. Araki would like Timmy to be able to attend IKF events, not as a competitor. See how he is acting at our events. Hoegerl states members will ask why he is at the event. Scribner asks Tim what their plans are for the CKI; Tim replies. Says they can meet and talk at the races. Hilger states they appreciate that he, as the parent, realizing there is a potential problem and you, as a family, are trying to help him. Barros clarifies he will remain on full suspension for a year with a report in April for re-evaluation. Barros reminds him that a driver at IKF events is also judged by the conduct of his pit crew. Tim thanks the Board.

Grand National Local Option Classes

Araki suggests they need to change it to allow more local options classes at the Grand Nationals or go back to the number in the Rulebook. Scribner feels that local option classes are both a benefit and a detriment to the IKF; the more local options get to be too much. Discussion on what the Rulebook says. Have got away from that. Discussion of Grand National local option classes at Reno. Board discusses classes and schedule submitted by Willow Springs. Motley asks if classes will be affected by the participation stats; Board looks at part stats. Board discusses number of classes run at Grand Nationals. Hoegerl states that classes need to be listed by class name as they are in the Rulebook. Motley will speak with Mike Manning regarding the classes.

Motley states that Willow Springs could move their date two weeks earlier on the Grand Nationals if they got the May IKF race. School conflict. Barros asks if it is a given if Region 7 has a maximum of 7/8 events, two players that sat out last year that are guaranteed spots this year, and they were one of the worst performing clubs, should they even be guaranteed a race period during the year. Just because they are hosting a Grand National, is it a given they have a race. Motley states that is up to the Region 7 committee. Barros states you cannot put them in ahead of other clubs that have done everything right just because they have a Grand National. Does not feel you can tie the two together. McMillan says you are allowing them to double dip. Barros states she does not know how Art thinks about that – will know more on Thursday. Thinks the Grand National date needs to be independent on whatever happens with the regionals. Barros has

sensitivity to LaTorre's point – LAKC runs good numbers, good supporter and their race was probably the best run race of the year. States Willow Springs was the worst race of the year, had no one in registration for two hours on one day. McMillan says the competitor wants to race at the Grand National track prior to the event. Barros asks if you allow another club to host at that track. Motley states these are issues the region has to deal with. Diederich asks if Barros has a copy of the qualifications for a Region 7 race. If club did not meet the qualifications, they would not have a race next year. Barros states the complication is the club that is going to host is going to meet the qualification; there is one promoter that has two groups; one group did not meet the qualifications that is hosting the Grand Nationals. Their performance at the regional race is the worst one this year. (Tape Change). Hoegerl states it is assumed the Grand National promoter would have a race prior to the event. Diederich states information should be given to the Board prior to awarding the Grand Nationals. Scribner feels they should hear these complaints; there will be no solution at this Meeting. Barros and Art need to have their meeting to move forward. Araki states personal and IKF issues need to be addressed. Scribner would like for their meeting to take place first –need to hear their side of the story. Willow Springs must decide on 18 classes total to submit for approval. Dave Williams comments he does share concerns about Willow Springs – a lot of conflicts.

4 Cycle Speedway Grand National Local Option Classes

Hilger states there is one more class than allowed; maximum is 19.

Motion by Scribner to approve the following local option classes for the 2010 4 Cycle Speedway Grand National:

1. Briggs Animal Super Heavy, Driver with equipment must weigh a minimum of 200 lbs. as he comes off the track.
2. Briggs Adult Flathead Stock Light. Weight 320 lbs.

Second by Motley.

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

Absent: Verlengiere

Passed

4 Cycle Sprint/Shifter Grand National Local Option Classes

Motion by Schorn to approve the following local option classes for the 2010 4 Cycle Sprint/Shifter Grand National minus the tire rules on the F200 classes.

1. Junior II IKF Briggs World Formula Heavy 340# Gas
2. F200 350# Gas
3. Briggs World Formula Masters 405# Gas Age 40+ or 200 lbs+
4. F200 Heavy 370# Gas
5. Formula 80 Masters 375#
6. 125 Stock Moto 385#
7. 125 Stock Moto Heavy 405#
8. Formula 80 Heavy 375#

Second by Holmboe.

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

Absent: Verlengiere

Passed

Participation Stats

No changes in the following divisions:

2 Cycle Sprint
4 Cycle Sprint
2 Cycle Speedway
4 Cycle Speedway
Shifter
Speedway Pavement

Road Race

Delete in Section 301 as National Classes and add to Section 850.3 as Regional Classes:

Super Stock Sit Up

TaG Junior

Delete in Section 850.3 as Regional Classes and add in Section 301 as National Classes:

80cc Laydown

Formula 80 Junior

2011 Grand National Bids

Bids have been received for the 2011 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, 2010. 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 Los Angeles Kart Club
Region 7 EP1K ProMotions

CalSpeed
CalSpeed

Fontana CA
Fontana CA

4 CYCLE SPEEDWAY

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

ROAD RACE

Region 4B SWRA Texas World Speedway College Station TX

2010 Grand Nationals

Hilger states there was a Questionnaire submitted by Tri-County Karters for the 2010 2 Cycle Speedway/Speedway Midget Grand National. Awaiting Questionnaire from Newton Kart Klub.

Helmet Cams

McMillan asks for verbiage in the Rulebook that includes there will be no refuting of any official decisions based on the review of video. Hilger states there is verbiage about the helmet cams. They are trying to address the issue of any video camera or recording equipment on the kart at all also. McMillan states the wording has to be in the Rulebook. Scribner says his opinion is, going back to SFI and Snell rating helmets, they had to come up with a spec for anything attached to the helmet. It is part of the Snell or SFI rating. By attaching anything else to the helmet, is not (not audible). Until both SFI and Snell endorse helmet cams, (not audible). Scribner's position is that helmet cams or body cams, any camera equipment on a person, he will probably never be in favor of. He is not opposed to cameras mounted security to the kart itself. McMillan states there are many that want to use a helmet cam. States there is a particular camera made for a helmet. Hoegerl states this was discussed on Friday and does not remember any specific answer. Asks Scribner is he is trying to collect any more information before they do anything. Scribner replies he is not trying to collect any information. Thinks the Board agreed to disagree; on the same page on no helmet cams but some want no cameras at all on the kart. McMillan states if you don't put the wording in there that it can't be used for review or filing protests.....Hilger says they need to review this but currently they do not allow helmet cams by verbiage in the Rulebook. McMillan says he wants to leave there with the understanding of if they are going to have helmet cams or not- Hilger says no. Diederich states the issue is that the race day will be delayed if they look at video from helmet cams. Says the issue with kart mounted cameras is they try to use more battery packs, sometimes on their uniform. Board refers to current verbiage in the Rulebook. McMillan states there was a big lengthy dialogue on this with SFI. Hilger states they need to look at the rule they want to write first and review it. McMillan says it needs to be done right now. Hoegerl wants to see verbiage in the 2010 Rulebook.

2010 IKF Governor, Regional Coordinator, Committee Chair & Member Appointments

National Coordinator: Rick Scribner
Rule Book Coordinator: IKF Office
Rule Text Editor: Roger Miller
Track / Club / Promoter Relations: IKF Office
Sprint Waiver Chairperson: Art Verlengiere
Road Race Waiver Chairperson: Mike Schorn
Speedway Waiver Chairperson: William Hilger

Region 1
Coordinator (Sprint): Joan Cressi

Region 2
Coordinator: Erica Bear
North Carolina Governor: Erica Bear

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

Region 4A
Coordinator (Speedway): Open
Coordinator (Sprint): Jay Jacobellis
New Mexico Governor: Timothy Baird

Region 4B
Coordinator (Road Race): Jim McMillan
Coordinator (Speedway): Gene Harville
Coordinator (Speedway Pavement): Francis Rougeou
Louisiana Governor: Francis Rougeou
Texas Governor: Hank Cantrell

Region 5
Iowa Governor: Corey Kemp

Region 5A
Coordinator (Speedway): Doug Johnson
Nebraska Governor: William Hilger
Kansas Governor: Frank Merando

South Dakota Governor: Loren Zomer

Region 6

Coordinator (Road Race): Chris Hatch
Coordinator (Sprint): Bill Hettick
Idaho Governor: Larry Kurpiewski
Oregon Governor: Mike Schorn
Washington Governor: Bob Thompson

Region 7

Coordinator (Sprint): Art Verlengiere
Hawaii Governor: Tim Hultquist
South California Governor: Sharon Barros

Region 8

Governor / Coordinator: Stan Crocker

Region 10

Coordinator / Governor: Gabe Kadjy

Region 11

Coordinator (Sprint): Ed Diederich / Art Verlengiere
Coordinator (Road Race): Roger Miller
Northern California Governor: Roger Miller
Northern Nevada Governor: Glenn McKinnon

Motion by Schorn to approve the appointments.

Second by Araki.

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

Absent: Verlengiere

Passed

Advisory Committees

National Tech Director

2-Cycle: Jack Hoegerl

Committee: Lynn Haddock, Terry Ives, John Motley

National Tech Director

4-Cycle: Terry Nash

Committee: Lee Miller, Roger Cathey, Chuck Sloggett, David Snyder, Syd White, Mark Alton, Jody Mitrevics,
George Shear

Shifter Tech Committee

Chair: John Motley

Committee: Terry Hegar, Don Holmboe, John Sefcik

Road Race Committee

Chairman: Don Holmboe

Committee: Debbie Kuntze, Chris Hegar, Roger Miller, Mike Jones

Sprint Committee

Chairman: Art Verlengiere

Committee:

Speedway Committee

Chairman: Bill Hilger

Committee: Andy Bear, Dan Koopman, Adam Mollenkopf, David Snyder, Ralph Woodard, Brad Swiggart, Doug
Norgaard

TaG Committee

Chairman: John Motley

Committee: Don Moormeister, Terry Nash, Rick Scribner, Jack Hoegerl

Motion by Holmboe to approve the appointments.

Second by Motley.

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

Absent: Verlengiere

Passed

Directors Agenda Items:

Hilger states we have received five Requests For Proposal for the 2010-2011 tire contract. Motley states the RFP's are from Bridgestone, Burris, Hoosier, MG and Vega. He felt they all incorporated issues that the IKF wants to address. Considers all valid proposals; all worth pursuing to the next step. Scribner asks if there is a timeline – Motley replies no. Hilger states Motley is in charge of the RFP and how it's handled – up to him to pick who he wants to do the testing or any additional help he thinks is necessary.. Scribner asks if Motley will whittle the group down to a smaller group for consideration. Motley replies it will not be as easy as the first time. Holmboe asks if a blind test is possible – Motley replies they have never found a reasonable way to blind test tires. Although desirable, it would be very difficult. Motley asks if there is a budget. Some monies offered by the tire companies for testing. Hilger tells Motley to review and let the Board know if he needs additional money for testing. Motley will keep the Board updated.

Motley states he is going to do some engine testing; a junior engine and the 09 Leopard. Does not see any objection to trying to combine both in one deal. Hilger does not think it will affect the tire testing. No objection from the Board.

John Luza Matter

This matter is the result of actions of Mr. John Luza at races and the 4 Cycle Speedway Grand National. Hilger saw this first hand at the Texas race. His son was black flagged and the father used extreme language and finger motions that were detrimental to the crowd. Wants to put him on probation for one year.

Motion by Scribner to place Mr. John Luza on probation from July 2009 to July 2010.

Second by Motley.

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

Absent: Verlengiere

Passed

Cervelli Matter

Cervelli addresses the Board in regards to Grievances forwarded to the Board regarding their driver Sonny Cervelli at the 2 Cycle Sprint Grand National. They received a letter back from the IKF referring to Section 102.1.3.1. Cervelli states the Grievance is for the officiating at the event not so much for the faring dq and the rough driving incident. Feels it is a valid Grievance; refers to Section 103.2. The issue they have with the officiating for the rough driving is with Race Director Mike Schorn who did not personally witness the incident. They were told Dan Pellizzari, who is not listed as any official on the race program. Cervelli was told by the corner workers that the rough driving incident did not happen with his driver per Brian Rivera. Joe Pettit states there was rough driving, there was a crash but not with their driver. The corner worker and the starter agreed it was not their driver. Cervelli states ?? was located on the other side of the track. It happened in the first corner and there was no black flag waived. Was told there was no radio communication for the first three laps per Schorn. Schorn discusses what he did and did not hear on the radio. Cervelli says the black flag was not waived until 22 laps later – asks if it was such a safety issue and rough driving concern, (tape did not pick up) continue for the rest of the race, there were 30 other kids out there racing even after the crash. Should not have gone for 22 laps. Hilger states that is not uncommon during that event where there was penalization of positions, a black flag was shown until the end of the race; Scribner states a lot of times when an incident takes place with many people involved that saw the incident, there was communication on the radio and decided to take care of it afterwards with a one on one instead of a knee jerk reaction.

Pettit says they communicate with the corner worker to see what they saw and trust their statement as fact. Cervelli refers to Section 109.11, is says shall. Pettit states the time to do that is after the race when there is no action and you have good communication with such corner workers. States the corner worker was never asked. Hilger states there are discrepancies between what they are reading and what happened at the event. Cervelli states there was no evidence of rough driving. States people came up that had video, never rubbed a tire. Wants the Board to look at the videos. Hilger states he has not looked at the video and will not look at video. Holmboe asks what row was their driver in and was he on the inside or outside, Cervelli replies he was in the inside position #7. Pettit states driver directly in front of their driver spoke directly to Schorn and said he was never hit on the start, entering or going through the corner. Holmboe asks if a driver in that line of karts on the inside hit; Pettit replies two rows ahead, driver starting position #3 was hit. Holmboe clarifies at the start of the race, their driver was 4th back inside, 2nd position driver got hit. Cervelli states Pellizzari said his son drove over the top of another kart. Video shows different. States 10 kids verified that his son had nothing to do with this issue. Families upset over this. Holmboe asks for quick private caucus at some point. Pettit states child has raced for 7 years, first time outside of club racing, never been black flagged for rough driving. Hilger asks if the last paragraph on page two is 100% actual; dad replies yes. Difference in connotation. Hilger and Cervelli ask for questions regarding the rough driving – no questions from the Board.

Faring DQ - Cervelli was told it was a full size CIK faring. Confusion about reading the rule, figuring the dimensions, where it was measured from. The day before, during practice, they took the kart up and talked to the tech director Motley. He looked at all of their bodywork, the front nose, which he told us stuck out passed the front tires. He changed that. Asked him to look at the faring, said Motley looked at the Rulebook and said it was fine. Good to go. Pettit states he was not comfortable because it was senior bodywork that was cut down and modified to fit the dimensions, side pods. Wanted to make sure it was good – took to Motley. Pettit states it was wider than it should be. Wanted to make sure it was ok before they qualified and raced with it. If not, wanted to switch it, not trying to make any performance gains. Wanted it checked out before they went any further. Discusses other kart. Issue they had – driver given the Duffy, his kart was never measured in the impound area. Once the kart leaves the impound area, kart is not under anybody's control except the parent or whoever is pushing the kart. Winner told them again last night that his kart was not measured in the impound area. Did the motor and took the kart out, Motley had come to his pit to measure it. He did not see if Motley measured it outside the impound area. Motley agrees. Pettit states they wanted to make sure it was ok beforehand and it was not ok. Wanted to see if Motley would say it was ok.

Holmboe states there was a collision entering turn one. Asks who caused the collision? Pettit's reply is positions two and four. Holmboe asks if there was any other significant contact by any other karts almost simultaneously. Pettit replies. Holmboe asks if he recalls any significant head snapping. Pettit says no, pretty far distance. Pettit talked to every driver on the top ten. States there are three videos, one from grandstands, one from turn one, in kart camera.

Faring – Motley states he never measured the faring. Never got his tape out. Did not know what the number was until after the event when he had to look in the book. Maybe there was an assumption made that the faring was approved. Cervelli refers to page 21, reads the "Note to all Competitors". That's what they did. Scribner refers to page 24, 4th paragraph – that is the other side. Cervelli felt that he could ask Motley. Hoegerl states that he has been in pre tech area many times, if somebody rolls up a kart and asks if it is legal, he is not going to check 1001 dimensions. Motley states there was no question about the nose, he had to look it up in the Rulebook. Hoegerl asks if he saw Motley measure it – Cervelli did not. Holmboe asks if his expectation was that Motley would look at all other aspects of bodywork. Pettit says his concern was whole bodywork. The nose was senior, the driver faring and the pods. Hilger asks if they told Motley they had senior bodywork on a cadet kart – Pettit says he did not know if the bodywork would conform; they had been running it for 2-1/2 years. Scribner says Cervelli and Pettit are very good at researching and bringing forth the rules, it states in the Rulebook the maximum width for the cadet bodywork. Asks if they were able to measure their own faring. Cervelli replies no; other karts that did not meet the standard that passed. Motley states all of the Top Karts had – 5 people talking at once – could not pick up from tape. Motley reads "the Race Director may be empowered to permit minor deviations and specifications". Others were relatively easy because they had cadet bodywork on them. Clearly was a tortured interpretation of the rule to DQ them. Cervelli had full sized bodywork, which was what the Rulebook was written to prevent. Cervelli says it was his mistake. Motley says it easily could have been a communication problem. Motley says he did not measure the faring.

Motley refers to the nerf bars; IKF needs to put FIK in the Rulebook and would resolve the issue. Schorn explains ability to change at the track, refers to Section 102.3 Policy Change. Motley states it could not have been fixed. Cervelli knew this. Motley thanks the person who brought it to his attention.

Executive Session by Board.

Hilger states the Board thanks Mr. Cervelli and Mr. Pettit for coming before the Board with the Grievances and presenting all the facts and talking to them in a civilized matter. The Board agrees to uphold the decision of the Race Director in Charge and Tech Director on both issues. Cervelli asks if the Board wants to see the video – Hilger replies no. Board agrees. Cervelli states something should be in the Rulebook about videos not being allowed. States a lot of people up North are waiting for the outcome of this decision to see how they will plan next years racing program. Thanks the Board.

Discussion of the use of videos. Motley says they need a clear, consistent policy. Holmboe says he knows there are strong thoughts about videos; need a control process. Ever hate to feel like they would make a decision based on eyewitness accounts that really aren't quite what they thought they were. McMillan feels the problem is if they start accepting videos that overturn things, you will lose all your workers. Hilger adds, and all your volunteers.

SFI Certification

Hoegerl states that SFI has put together a 2 and 4 cycle tech certification program. IKF is in the process of putting together a date for those certifications programs in the West Coast and the Midwest between now and January 2010. Dates will be on the IKF website and our magazine. McMillan asks if the 2 cycle includes Shifter tech – Hoegerl states that SFI has put together these procedures. The test is open book from our Rulebook. Their goal is so you can research in our Rulebook and find the answer. Motley says it is a procedural test; learn how to look up the rule. Section 100 is included in the tests. Hoegerl states they try to do with the certification programs is have a 2 and 4 cycle technical procedure demonstration. Takes one full day for testing. Intent is to have same time as the Board Meeting. Need to publicize it well. Test goes back to SFI for grading and certification. Wants to get certified help at regional and National programs. Only talking about level one at this time. Discusses fees for the certification program. Diederich ask if this is open to clubs – Hoegerl says yes. IKF to work toward a certified tech staff. Could take 3-5 years.

Stock Honda Rules

Motley states they want to incorporate Stock Honda rules to move into Road Race. Holmboe says it is a work in process. Motley says they have not hammered the SKUSA rules out yet that they want to copy. Hoegerl asks if it will be a regional class. McMillan comments not picked up by tape. Motley asks about the class structure they already have. Miller states they will modify the current super stock rules. Motley did not understand it that way. Diederich says that Sprint racing will be driven that way fairly soon. Holmboe says road racing driving SKUSA in the Sprint deal. Motley says the Rulebook says here is a set of engine rules that either Sprinters or Road Racers can do. Practical matter – almost all the rules are used for road racing rather than sprinters. Scribner says the idea was to just add it so they have a guideline. Miller comments are not picked up by the tape. Section 650. Closer to SKUSA rules. That is the direction – not a new class. Motley says rules are so different. Comments by McMillan. Holmboe says they are much closer now than four months ago. Motley gave a draft copy to Don Holmboe.

TaG Junior Age

Scribner would like discussion on the TaG Junior age; thinks it should be attained age 13. Holmboe asks if there is evidence that it has caused a problem. Pettit states it is a big jump to go to Junior TaG. Araki believes we have a TaG license rule that we should be using. Discussion by 4-5 persons. McMillan states IKF should have a SFI program for those who want to be Race Directors. Scribner says if they move the TaG Junior age to 13, they still have the exception

that an 11 year old could run in the class. Diederich states the age thing causes constant confusion. Pettit comments not picked up on tape. Discussion of the Junior TaG, Rotax, single motor class, local option class. No action taken.

Scribner will address the following issues in his rules submission – video, TaG Junior age, TaG starter and tire bleeders. Video will be in Section 100 per Hilger.

Hilger addresses the age issue and the Exception, i.e. option year. Where does the 12 month exception start? Problem comes with the option year. Miller explains the age and option year. Lengthy discussion. Hilger states it should be in each division. No action taken.

Motion by Scribner to appoint Ed Diederich to the Board of Directors, effective immediately for remainder of 2009 and the 2010-2012 term.

Second by Motley.

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

Absent: Verlengiere

Passed

Rule changes will be forwarded to the IKF office for Board vote.

Diederich discusses the IKF TaG Masters proposed rule change. Currently allows age 35+ or 200#+ driver weight on day of race at the scales with equipment. Have a Shifter Masters class that is an age only thing. Contacted on how they were going to run the class at the Grand National. Can help the Masters class if they get rid of the driver weight thing. Motley asks where the 200# 16 year old goes – Diederich replies he will end up in a senior class. Discusses Grand National entries in the class. Diederich to submit the rule.

Scribner visited the IKF office for an evaluation of the office software and computers. He recommends adding the Adobe Acrobat.

Motion by Schorn to approve a budget not to exceed \$1000 to purchase a laptop for PowerPoint presentations and software.

Second by Scribner.

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

Absent: Verlengiere

Passed

Miller to submit to Hilger and Scribner for approval.

2010 Grand National Agreements

Hilger asks the Board if there are any objections to his signing the 2010 Grand National Agreements. Schorn states the 4 Cycle Sprint/Shifter Grand National promoter requests to stay with proposed dates; will move if they have to. Scribner to work with Mike Manning and Corey this week. Motley states that Manning was willing to move it two weeks up. Schorn adds "if he gets the May race". Scribner is not in favor of that because of the school issue. Had this problem before. Hilger says he is holding off on the 2 Cycle Sprint and the 4 Cycle Sprint/Shifter until he has the dates. Says if there are any other issues with the 2 Cycle, he wants to know in case we need to add an Addendum to the Agreement. Motley states someone should contact Mike Manning and Tim Holden with concerns.

2010 Insurance Program

Hilger states the IKF is looking at insurance programs for 2010. No information available at this time.

No change to membership dues per Hilger.

No change to IKF general operating and procedure rules per Hilger.

2010 Board Meeting Dates & Locations

January 23 Ontario

April 9-11 TBD

September 17-19 Ontario

Motion to Adjourn by Motley.

Second by Scribner.

Meeting Adjourned at 4:20pm.