

IKF Board of Directors  
Meeting Minutes  
September 18 & 19, 2010 Ontario CA.

President Bill Hilger called the Saturday Open Meeting to order at 8:00 am. Directors present at Roll Call by Holmboe were Ed Diederich, Bill Hilger, Jack Hoegerl, Don Holmboe, John Motley, Mike Schorn, Rick Scribner, and Art Verlengiere. Glenn Araki was not present at Roll Call.

President Hilger welcomed the following members and guests in attendance: Sharee Hoegerl, Rob Niles, Hank Cantrell, David Koomjan, Carmen Carranza, and Cindy Enriquez.

**Financial Report**

Treasurer Hoegerl presented the Profit & Loss Three Year Comparison Report. Overall Income is down from last year. Insurance and pass income looks reasonably well. Costs of Goods are down. Did not pass additional cost of passes to tracks/clubs. Expenses are up somewhat. Net income discussion. Balance Sheet comparing current year and past two years. Reserve account up slightly. Possible computer equipment purchase. Explains General, Regional and Reserve Accounts. Accounts Receivable Report. Goes over the Reserve accounts, CD accounts, Fixed Assets.

**2011 2 Cycle Sprint Grand National**

Rob Niles and the Board discuss the time frame for the event. Rob suggests date of August 24-27, 2011. Official Practice would be August 24<sup>th</sup>, race days August 25-27. Scribner asks and Niles replies that tents will be allowed the weekend before the event. Niles states they will run 6 classes per day. Discuss class list submitted by Niles. Looking at a 9-4:30 schedule. Hilger asks about the awards presentation. Discussion of Race Director and Flagman for the event. Discuss sizes and prices of pit spots. Hilger asks who will do the Grand National article and pictures.

Sharon Barros joins the Meeting.

Motion by Schorn to approve August 24-27, 2011 as the date for the 2011 2 Cycle Sprint Grand National. Second by Motley.

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

Absent: Araki

Passed

**2010 Grand National Reports from Directors in Charge and Tech Directors**

**2 Cycle Sprint Report– Director in Charge Bill Hilger**

Visiting the track a few weeks prior to the Grand Nationals was truly helpful as I fully understood what was going on with the track preparation, lighting, registration, etc.

The registration building was very well organized and was user friendly for the competitor.

There was a barbecue after practice and was enjoyed by all.

The track was in my mind a very safe and drivable track. There were many opportunities for passing and the racing during the week proved that each day. As far as sprint racing goes this week had some of the best sprint racing that I have witnessed. There was a lot of give and take and the way the facility was laid out it led to great racing and multiple passing zones.

At first I was not convinced that racing at nighttime would be accepted. But after the first day of racing it was evident that this was a good thing for the competitor. It wasn't that easy on the officials since we had to be there early and were the last one's to leave which at times came close to 1 p.m. Nevertheless it was very enjoyable.

The track lighting was very good and did not see any trouble spots during racing.

The track had two pickups that were used as kart retrieval vehicles and although at times it seemed slow this worked very well.

I personally brought a new 90 second digital clock for the grid and this worked very well. Everyone knew it was there and watched it as some karts came close to the end of 90 seconds before hitting the track.

I believe we had ample officials at the track and from my point of view everyone knew what to do. Extra officials were put in corners where we thought the most trouble may occur.

An air conditioned trailer was brought in for technical use and in the trailer there were two areas. In the back of the trailer was a small office that I used to lay out all my race information, computer, etc which was truly helpful all week. For me this was a bonus to have an area. Being air conditioned helped at times as well.

Having the awards ceremony the next day followed by the drivers meeting in my mind should be done every year. We had tremendous attendance at the awards ceremony and everyone including parents stayed for the drivers meeting.

The award ceremony on the final night was well attended as many stayed to see who won the IKF Lake Speed Award of Excellence. I invited all the former winners up to be part of the ceremony and hand the trophy to the new winner Jake Craig. Each former recipient gave a speech on how important karting and this award was. There speeches were some of the best I have heard from competitors in a long, long time. It really put a gold star on the event.

Scoring was not a problem as Sharon Barros handled this area and had no problems throughout the week.

The restrooms on the site were good but it would have been nice to have a few port a potties in other areas as sometimes it was good walk to get there.

Tim Holden and Mike Manning went out of there way to make sure everything was taken care of. Tim would ask us each day if there was anything we needed and if we did he took care of it. I can not say enough about how well IKF was treated at the facility. It was exceptional. It was truly and enjoyable week.

Special thanks to all the staff that worked hard to make this event a success.

Thanks to Bridgestone for donating tires to be given away at the awards ceremony. Also thanks to all the sponsors of the event. The hats and tee shirts were well received and sought after. Special thanks to the sponsors who donated for the shirt.

I would definitely be in favor of this facility holding another Grand and for me it was a pleasure to be part of this event.

## **2 Cycle Sprint Report – Tech Director John Motley**

First I would like to compliment Tim Holden and Mike Manning (TIMI Promotions) for running a fine Nationals. While entries were down a bit it was still a very well run, successful event. The tech area (trailer) was well appointed and adequate for the job.

In recent experience this event was more of a challenge in the actual inspection process because of the number of DQ's and issues that required research and consideration.

A couple of issues regarding Local Option class rules continued to point out the need for easily referenced current class rules.

Both Gene Severino and Carolyn Adams did extemporaneous jobs; however I'd strongly recommend that future Sprint Grand Nationals have three fully qualified technical inspectors as well as an additional person to organize the finishers and do basic tech. It is simply too much work for two inspectors and a helper.

#### **Road Race Report – Director in Charge Rick Scribner**

The Road Race Grand Nationals was held at Buttonwillow Raceway Park, located in central California just 1/2 mile off of Interstate 5. It was an ideal location just 126 miles north of downtown Los Angeles and 60 miles east of the renowned Paso Robles "Wine Country". Warm and sunny weather, typical for central California, was on hand for the event.

This event was hosted by Northern California Karters (NCK) headed by Mark Morrison, the club President. The Race Director was Debbie Kuntze, Flagman-Bob Ogden, Tech-Mark Winn and the IKF Technical Director in Charge was John Motley. Corner workers were provided by the track.

Each morning Mark Morrison held a drivers meeting to explain the days racing activities followed by an open practice session for all competitors. Race Director Debbie Kuntze held a drivers meeting with each and every race group just prior to those competitors heading out for their race. I feel these meetings, where she explained exactly what was expected from the racers on the track was very instrumental in the excellent green flag starts as well as the relatively contact free racing which was complemented by NO RED FLAGS for the entire three day event.

The technical inspection area was two covered garages with good lighting, work benches and a level concrete pad just outside for the post race scales. Competitors were able to exit the track and drive to this area which was approximately 1000' from the track. Each garage was large enough to hold the top five finishers from each race group.

The event, run by the NCK club went relatively smoothly except for a little resistance with the NCK scoring team to provide the race finishing information to tech in a timely manner. This was resolved by the second day.

In all it was a successful event with 228 entries and 73 drivers. Congratulations to all Duffy winners as well as a Big Thank You to Northern California Karters, all competitors, crew and officials.

#### **Road Race Report – Tech Director John Motley**

The event, held at Buttonwillow Raceway Park was in some areas a challenge

The Head Tech Inspector was Mark Winn from Washington who did a fine job considering the lack of tech help. To do a National level tech really requires three people minimum. The number of entries does not really impact the work the tech inspectors do. Five in each class are normally held regardless of if there are six or sixty in the class.

All things considered I suspect the competitors considered it a successful event

#### **4 Cycle Sprint – Director in Charge Jack Lehmann**

Arrived in Richland at 2:00 PM on Monday, June 28. The pits were about 3/4 full with early racers. Some had been there for 2 weeks. The track was well groomed and in excellent condition. Buildings are all first class. Registration was up and running with friendly service for all.

Race officials were:

Dave Brand - Race Director  
Larry Seaunier - Starter flagman  
Terry Nash - Tech Director  
Catherine Schorn - Pit Steward  
Tobi Zamora - Scales  
Cindy Schorn & Dawn Brown- Scoring

They all did their jobs with precision and passion. Corey Poyner and TCKC Board of Directors had everything going smooth. There were only 2 ambulance runs, which were both minor and both Junior drivers.

The R200 Class was run and, in my opinion, should be brought into IKF as a National class. With doubling up about 30 entries were added. Their rules have been the same for the past 10 years so it is a pretty stock class.

Total entries were 235 registered with 9 scratched, which I think is about the best 4-cycle National in my memory. Thank you for sending me, I had a great time and saw a lot of good racing.

#### **4 Cycle Sprint – Director in Charge Terry Nash**

The combined 4 Cycle and Shifter National event scheduled for June 30 – July 3, 2010, in Richland Washington was a success in all areas. The facility at the Tri City Kart Club was immaculate. When I first arrived and took in the view of a lush green infield, well outlined track and a surface that was, at first sight, immaculate, I thought this should be in a brochure of go kart tracks of the IKF.

Corey Poyner and his crew sure put an effort into making this event a success. From the facility to the crews working registration, fuel, snack bar, gate entry and clean up on a daily basis, deserve a well deserved round of applause from all concerned with the IKF. This was a textbook run event.

The tech concerns for this race were all answered. The tech barn was well lit and spacious with an abundance of cooling fans as needed. The scale area was well maintained and not one scale issue was raised the whole week. The entrance to the fueling station and paint marking was easily accessible and well marked as entrance to the grid had to go through them. The after race holding area for the go karts could have been a little larger as crowding became evident. However, this was not such a detriment as the competitors were very accommodating to instruction.

The tech team we had on board consisted of Chris Hatch and his father, Roger Cathey, Mike Schorn, Corey Poyner and the legendary Mike Burris on the side line for F-200 questions. We were short one individual who has been an icon in this sport for too many years in the personage of Syd White. He was missed for his counsel. I was concerned for the Shifter end of tech as it had been awhile since I had done any Shifter tech. Terry Ives was on hand with the vintage guys and I knew I could call on him for some help. All the concern was for naught as only three shifter entries were received. This cut the tech barn time down considerably and I was actually relieved.

The tech team met before the event began and we all discussed issues to be dealt with in the tech barn and all agreed to be on the same page with our rulings. This group of core tech individuals is a real gem to have for our organization. I have had the privilege of working with them for the past fifteen years or so. The understanding of the rules and compassion they exhibit are not seen in a lot of officiating crews.

We put into effect the self tech sheet at this event. There are good parts and bad parts to this. Personally I like to inspect the karts in the morning as this gives me a chance to catch any blatant rules violations, thus giving the competitor a chance to correct it before hitting the track. I like this.

Syd White taught me to roam the pits in the day preceding the event to catch any violations. This bodes well for the organization as good feelings about their treatment and how they are going to be treated are exposed. We are not the bad buys. Syd White always said to catch them before the tech barn was good will appreciated. I have followed that guide and found it to be quite helpful. For 2010 I did the pit inspection before the event began and corrected a number of possible problems. When race day came the self tech forms were turned in and stickers were issued with no pre-race inspection. I believe this led to some disqualifications.

The first race day went off quite smoothly. Tech impound and subsequent inspection in the evening brought about no disqualifications. We removed both first and second place finishers from the go karts and did complete tear down. The third, fourth, five places were teched while still on the go kart. This method was followed all three days.

The second day race followed suit as the competitors were very cooperative. We have three disqualifications.

The third and final day was a carbon copy of the two previous days as everyone was in a rhythm by then. We have five disqualifications the last day.

All the disqualifications were black and white and were explained with compassion and understanding of the disappointment of the competitor. The rules violated were supported by the Rulebook and the competitor was shown this with the explanation. There were no gray area dq's.

I would like to commend the competitors of the 2010 4 Cycle Sprint Grand National for their spirit of competition and the spirit of cooperation. Without that, the event would have been very difficult on me. With each disqualification I did, I explained that on my 18 plus hour ride home I would feel very sad for the DQ. However, I would not second guess my decision as it is upheld in black and white in the Rulebook.

Personally, this event was a good one for me. I came away feeling good about the 4 Cycle growth in the IKF. Tri City Kart Club treated me very well. All my mental and physical needs were met at that event. It has been a number of years since I came away feeling good about the whole event.

I would like to see us re-address the personal tech form at a National event. I believe I could have prevented some dq's at the morning kart inspection.

#### **4 Cycle Speedway – Director in Charge Bill Hilger**

Brookings, South Dakota was the place and the South Dakota Kart Club was the host of the IKF 4 Cycle Speedway Grand National. The week produced 459 entries with great racing.

The months prior to the event had the club scrambling as the horrendous rain hampered the progress of having the facility completed as promised.

One of the early problems was the pit spacing. Ten or fifteen feet wide is too small for the trailers today. Should be 20 feet wide minimum.

The track lost approximately 5 to 7 feet of its racing surface in each corner due to the water in the infield. Prior to the Grands a drainage system with pumps were to be installed so they would not have water issues on the infield. But with the wet weather they could not get the equipment in to get the project completed.

The registration/tech building was complete and worked great. The registration staff had everything under control and very few issues arose during the week that could not be handled easily.

One item that did not get completed was the covering over the Grid area. Wet weather hampered construction as well. A tent was ordered to cover the grid for the week but when the crew visited the site the club discovered that the crew had to drill holes in the grid to erect the large tent. The club denied this so the event went on without the covered grid.

On practice day everything went fairly smooth as Doug Norgaard and his staff had the pre-tech under control. Nascar type templates were fabricated which help facilitate the tech process. The IKF Tech Director In Charge was not on site during practice day and I believe he should have been.

On the first day of racing we had a flyover which was timed perfectly with the singing of the National Anthem by racer Randy Wulf. This flyover was a first for the Grands.

During the week there were issues with the PA system but each time the problem was fixed.

Racing all week was very competitive and it was evident that with the speeds involved drafting was at a premium. Being the leader was not the place to be most of the time as drafting partners made racing very interesting.

This was an experienced group of flag officials so working with this group was very easy.

We had issues the first day of racing on the starting line which was in corner 3 and I moved it to corner 4 where it should be so the flagman could start the race. This made for more competitive starts.

With the higher speeds we did have a few scary crashes but none serious. We had a driver on practice end up in the water in the infield and flipped and ended up underneath the kart covered in water. He was OK, cleaned up and was out in the next session.

One of the most serious problems we had was lighting. Due to a morning shower the racing was delayed somewhat so the features ended up in the dark. The lighting at the track was inadequate for night racing as far as scoring was concerned. The scoring tower which was facing west had slightly tinted windows and with inadequate lighting the scorers had a difficult time scoring. They could only read the numbers in front of the building as they went by and after that could not identify racers. We had multiple times where we waited for 5 to 15 minutes for the scores to try to get the line-up correct. The scorers for the most part came out of the scoring building to view the karts but the lighting was still not up to par. These long delays led to some karts running out of fuel as they idled too long. The next time this happened we shut everything down and let karts check for fuel before starting.

The scorers were very apologetic the next day, as this issue will be fixed for next year. A transponder fund has been created and donations were accepted throughout the pits and these funds are in a special account at IKF. This will be a work in progress.

Everything was kept on schedule throughout the week but this took some coaching.

The most talked about item at the event was the Hoseheadsradio.com live commentary on the web each day. This individual is also at many other major races including the Knoxville Nationals. I received multiple phone calls on the positive effects of having this individual calling the races on the web. He had regular commercials as well interactive emails. Anyone could send in an email and he would read them during the downtime between races. Grandma and grandpa could send in an email from Florida asking the announcer to wish their grandson great success. This was a great asset to the event.

This was the second year for the IKF/Briggs & Stratton No. 1 Engine Builder Award. This is a great addition to the award presented. Tom Rayl was the recipient and worked hard all week with his racers and the end result produced the results for him to win this award. This will continue each year.

This was a great event and the South Dakota Kart Club worked very hard to make this event enjoyable for everyone. This facility is still a work in progress and more improvements will be implemented.

Once again we have issues with getting the proper pictures and articles. IKF needs to make this a priority to review who will be performing these items.

Race recaps and reports are a must by every division as our website hits increase tenfold when we are in control of the race results.

### **2 Cycle Speedway/Speedway Midget – Director in Charge Mike Schorn**

The 2010 IKF 2 Cycle Speedway Grand Nationals hosted by Newton Kart Klub at Newton, Iowa. This was my second year in attending the Newton facility.

Upon first impression the track and facilities were freshly mown and with adequate pit area for the event. I had arrived early Tuesday to go check with the workers on the status event and to have a quick meeting on what my expectations were from the IKF along with the host expectations were for the Grand National week. We were to go over the Grand Nationals in general go over some key points 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.

Tuesday practice went well for the most part. Unfortunately during track prep the tracks dozer engine blew a head gasket. A replacement dozer was called in and the grading was done. Unfortunately with the timing of the new dozer and the watering schedule the track was not of the normal optimum quality. The racers were sympathetic to conditions that were given and were still able to get some quality practice sessions in for the night.

There was a bit of confusion for the fuel procedure this year and was changed from the procedure of last year with a pump around system. The Newton crews were able to procure a pump out pump and came up with the procedure for the pump out and pump in. While a bit skeptical with the pump around I was happily surprised on how smoothly the pump around procedure went through out the week and I believe we only had to wait one time for the racers to get on the grid waiting on fuel. One item that was voiced to me from an observer is that in the future it would be better that once fuel is dispensed that the kart moves to a fenced grid area.

Wednesday first night of racing the weather was hot but clear. The Newton crews were able to find another engine for the dozer and worked through the previous night and were able to get the dozer running to prepare the track. The track was in great shape and looked like there would be several grooves for some good racing. The racing was good and fast. There was a small issue one of the mains for a racing call.

Thursday day two of the event and another uneventful night at the racing was fast and clean with only a warning or two. We did however have to call a red flag to get the proper line ups for a main to ensure quality green flag racing.

Friday night we had 2 incidents. We had one other red flag in the heat Yamaha class for spin and kart going on its head. Drivers were checked and were ok.

The racing was excellent and it was determined that a consolation race would be held for the Yamaha heavy class as it seemed that 12 karts on the track at one time seemed be best for the event.

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 down a bit but the racing was first class and the Newton Kart Club can be proud of the hosting the Grand Nationals.

Shawn and Craig Retman, along with Kelly and Josh Peterson, worked very hard to ensure a first class facility for the event. They also ensure that everyone had the proper forms and paperwork filled out and were not afraid to ask and receive advice and help from other officials. The scoring crew did a great job and were able to get the line ups quickly.

The whole Newton Kart Klub staff was very cooperative and worked hard to provide the racers a fair and level playing with an excellent race surface. The medical staff onsite was 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.

1. A more established contained area of the grid after the spec fuel is dispensed.

### **2 Cycle Speedway/Speedway Midget – Tech Director Jack Hoegerl**

The IKF 2 Cycle Speedway / Speedway Midget Grand Nationals were held August 3<sup>rd</sup> thru 6<sup>th</sup> at Newton Kart Klub, Newton, Iowa. The entries were 180 plus.

A fuel pump around system was used with Burriss castor & gas mix. Prior to the Grand Nationals there were accusations of fuel cheating; the pump around system subsided this controversy.

Sportsman and Superbox mufflers were provided by RLV. Buller Built provided mufflers and headers for the Yamaha Ltd. Class, which had 20 entries. Providing the mufflers and fuel pump around makes it easier on tech officials, and creates a level playing field for competitors. As usual, Sharee handed out t-shirts, hats, pins, box mufflers, mufflers and restrictors, fed Mike & myself, and wrote the story.

There were two weight DQ's at the scales during the heats, and one mechanical DQ in post-tech. There were no engine disqualifications.

Engine tech was performed by George Clausen, Larry Killam, Mike Schorn and myself. I was short one of my usual personnel because of a non-race related injury, so everyone stepped up their level of help.

Mike Schorn did an excellent job as Race Director and was great help in engine tech. Kelly Peterson worked tirelessly on track prep, grader repair and pit area challenges from the rain.

Overall I believe this event went well.

### **Proposal**

Submitted by Motley: Section 200.2.2: Replace: Rain tires may be replaced at competitors discretion With: Only one set of rain tires may be used, marked after their first competition use.

Seconds: Schorn and Holmboe.

Motion to approve the Proposal by Schorn. Second by Holmboe.



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

Rob Niles leaves the Meeting.

**Participation Stats**

2 Cycle Speedway – No changes.  
Shifter – No changes.  
Speedway Pavement – No changes.

4 Cycle Speedway

Delete in Section 405 as National Class and add to Section 850.5 as Regional Class  
Briggs Animal Blue Wazoom Medium  
Delete in Section 850.5 as Regional Class and add to Section 405 as National Class  
Stock Light

2 Cycle Sprint

Add to Section 207 as National Classes

Kid Karts

PRD TaG Senior

PRD TaG Junior II

Delete in Section 207 as National Classes and add to Section 850.1as Regional Classes

Jr Sportsman

Sr Sportsman

Motion by Holmboe to delete HPV 3 Senior class from Section 207 due to lack of participation and lack of support by the importer.

Second by Motley.

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

Absent: Araki

Passed

4 Cycle Sprint

Add to Section 209 as National Classes

IKF Briggs World Formula Masters

Briggs Gas Animal Heavy

Animal Super Sportsman Heavy

Delete in Section 209 as National Classes and add to Section 850.2 as Regional Classes

Masters

IKF Briggs World Formula Light

IKF LTD Mod Briggs Animal

Road Race

Add to Section 301 as National Classes

WC Super Stock CR125

Formula Kart Exp (FKE1)

SWRA Stock 125 Light

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

Rotax Max

125-150cc Open/FKE II

Rotax Max Light

Wendall Sawyer and John Wallace join the Meeting.

David Koomjan – Discussion with the Board regarding his disqualification at the 2010 Road Race Grand National. Hilger states this was reviewed by the Board and support the decision made at the event. Refers to Section 113.1. The decision stands and no further action will be taken.

Wendall Sawyer discusses the removal of the Junior Yamaha class. Not removed as National Class but not run at the regional level. Verlengiere states in the past three years, there was no participation in the Senior classes. One day event did not want to have three Junior I classes. Wanted the classes with the most numbers. States the kart shops guide the competitors to the engine choices and programs. Local clubs can run local option classes.

Wendall Sawyer discusses the condition of regional tracks. Feels that some are unacceptable and hard on racing equipment.

### **Approval of the 2011 Grand National Dates & Classes**

Hilger reads the following:

2 Cycle Sprint – EP1K ProMotion/CalSpeed – August 25-27, 2011

4 Cycle Sprint/Shifter – Shasta Kart Club/Track – June 29-July 2, 2011

2 Cycle Speedway/SM – Tri County Karters/Delaware Speedway – 1<sup>st</sup> week of August 2011

4 Cycle Speedway – South Dakota Kart Club/University Plains Speedway – July 10-16, 2011

Road Race – SWRA/TBD – June 15-18, 2011

Motion by Scribner to approve all 2011 Grand National dates as stated. Second by Diederich.

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

Absent: Araki

Passed

Hilger asks for definite date from Delaware Speedway.

2 Cycle Sprint – Grand National Class List submitted by Rob Niles deferred to January 2011 Board Meeting.

Road Race – Grand National Class List

Motion by Schorn to approve the 2011 Road Race Grand National Class List as stated below.

Second by Diederich

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

Absent: Araki

Passed

Note: The category of the classes italicized will change as a result of the participation stats.

### **NATIONAL CLASSES**

Yamaha KT100S Light Laydown

Yamaha KT100S Heavy Laydown

*125cc – 150cc Open / FKE II*

TAG Enduro

Yamaha Ltd Light Sprint

Yamaha Ltd Heavy Sprint

Formula 80 Junior

Formula 80 Sr

Rotax Max Jr

*Rotax Max Light*

*Rotax Max*

TAG Heavy

TAG Light

Formula 125

Formula 125 Ltd

Formula 125 Ltd Heavy

**REGIONAL CLASSES**

- Yamaha Junior Sprint Sit-up
- Formula 80 Jr Heavy
- Yamaha Sportsman Heavy
- 100cc Open
- S5 Junior Stock 125
- SWRA Stock 125 Light I & II
- SWRA Stock 125 Heavy I & II

**LOCAL OPTION**

- Formula 125 Ltd Heavy II
- Formula 80 Sr II
- Formula 80 Sr Heavy
- Mini Max
- USSK Superkarts (S1 & S2)

Motion by Motley to accept the Revised Addendum to the 2011 Road Race Grand National Questionnaire. Second by Verlengiere.  
 Discussion by Board and Hank Cantrell.  
 In Favor: Diederich, Hoegerl, Holmboe, Motley, Schorn, Scribner, Verlengiere  
 Absent: Araki  
 Passed

Tentative 2011 Road Race Grand National Schedule was discussed. Board agrees.

**2012 Grand National Bids**

The Board discussed the bids received for the 2012 Grand Nationals (21 months away). The Board selected the tracks 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, 2011. This Questionnaire will become part of their Contract. 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 4A Grand Junction Kart Club	Grand Junction Kart Track	Grand Junction CO
Region 11 All Star Karting	Prairie City Raceway	Rancho Cordova CA

**4 CYCLE SPRINT**

Region 11 All Star Karting	Prairie City Raceway	Rancho Cordova CA
Region 6 Tri City Kart Club	Horn Rapids Kart Track	Richland WA

**2 CYCLE SPEEDWAY/SPEEDWAY MIDGET**

Region 5A South Dakota Kart Club	University Plains Speedway	Brookings SD ***
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\*\*\* Event to be combined with the 4 Cycle Speedway Grand National

**4 CYCLE SPEEDWAY**

Region 5A Huron Kart Club	Rolling Thunder Speedway	Huron SD
Region 5A South Dakota Kart Club	TBD	

**ROAD RACE**

Region 6 Portland Karting Association	TBD
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Board discusses the combination of the 2 & 4 Cycle Speedway Grand National.

**2011 IKF Governor and IKF Regional Coordinator Appointments**

- National Coordinator: Rick Scribner
- Rule Book Coordinator: IKF Office
- Rulebook Text Editor: Roger Miller
- Track / Club / Promoter Relations: IKF Office

Sprint Waiver Chairperson: Glenn Araki  
Road Race Waiver Chairperson: Mike Schorn  
Speedway Waiver Chairperson: William Hilger

Region 1  
Coordinator (Sprint): Joan Cressi

Region 2  
Coordinator: Open  
North Carolina Governor: Open

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  
Co-Speedway/Sprint Coordinator: Todd Vesterly  
Co-Speedway/Sprint Coordinator: Jeff Havlik  
Iowa Governor: Lisa Harney  
Missouri Governor: Open

Region 5A  
Coordinator (Speedway): Doug Johnson  
Nebraska Governor: William Hilger  
Kansas Governor: Frank Merando  
North Dakota Governor: Open  
South Dakota Governor: Doug Norgaard

Region 6  
Coordinator (Road Race): Chris Hatch  
Coordinator (Sprint): Bill Hettick  
Coordinator (Speedway) Roger Freeborn  
Idaho Governor: Terry Lawrence – 2010 Nomination  
Oregon Governor: Mike Schorn  
Washington Governor: Bob Thompson

Region 7  
Coordinator (Sprint): Art Verlengiere  
Hawaii Governor: Tim Hultquist  
Northern California Governor: Keith Foux – 2010 Nomination  
South California Governor: Sharon Barros

Region 8  
Governor / Coordinator: Stan Crocker

Region 10  
Coordinator / Governor: Gabe Kadjy

Region 11  
Coordinator Advisors (Sprint): Art Verlengiere, Jess Peterson, Kristin Lanzarone  
Coordinator (Road Race): Roger Miller

Northern California Governor: Keith Foux – 2010 Nomination  
Northern Nevada Governor: Glenn McKinnon

Motion by Holmboe to appoint Jess Peterson and Kristin Lanzarone as the Region 11 Sprint Advisors.  
Second by Diederich.

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

Abstain: Scribner

Absent: Araki

Passed

Motion by Motley to approve the 2011 Regional Coordinator and Governor appointments above.

Second by Verlengiere.

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

Absent: Araki

Passed

2011 Advisory Committees Chairs & Members appointments are Tabled to December 2010.

### **Committee Reports**

2 Cycle Tech – To be covered under Directors Items.

4 Cycle Tech Committee Report - Terry Nash

As a Committee in 2010, the 4 Cycle group not only grew in numbers as a Committee, we also addressed many issues concerning the clone revolution and the imperfections of production engine packages. Without the assistance and great communication skills of Mike Schorn, my job would be impossible to complete. I believe with Mike as an intermediary most of the year, the decisions and judgment calls were well thought out and were very fair in the interpretation.

Some of the across the nation concerns were addressed with a “send it to me for inspection”. When nothing was received, it became evident to me the machining process by the builder was at fault not the end production product.

The clone explosion has occurred and in order for clubs and promoters to survive, it was approved nationwide by the Committee. The rules for said class were incorporated by promoters and class participants alike. We also melded them with those written by the WKA. Because of the crossover affect of the class, we felt as though this was in the best interest of the karter. Just a personal note on the clones, I have done a lot of update work on them and have found that in order to compete on a level plane, the karter needs to spend considerable money. As a result, the cost rises to more than the purchase price of a Briggs LO206 that is virtually race ready and very durable. Enough of that.

Also, there were many concerns across the country of W/F pop up specs being 5-10 thousandths more than IKF specs. Dave Klaus is sending me a off the line W/F for my complete measurement to see if we need to adjust our specs. Until I do this, we are not looking to change. At the speedway Nationals a concern was brought forward about the verbiage of the flathead carb measurements. We are addressing this now with some changes to be made.

As all know now, I am resistant to wholesale rules changes and am slow to change as in my experience when building it can be made to meet the requirements. Only large manufacturing wrongs can be met with tolerance and change.

I hope all those on the Committee will stay on board for 2011 as I believe the more involvement, the less miscommunications. Thanks to all for your tolerance of me and my ways.

Shifter Tech – John Motley

Motley states we adopted the SKUSA rules for the Stock Hondas and that was the only issue that came up the entire year. States we will need to incorporate some changes into our rules if we want. Relates to carburetor issues. Is for both Sprint and Road Race. Have waited for definition of the rules in the SKUSA program. Discussion of the Shifter program.

Speedway Report - Bill Hilger

Speedway numbers are up in the Midwest Speedway Tour. The Northland Tour numbers are somewhat down. Iowa series was revamped this year, heard positive comments. Hoegerl comments on the Iowa series.

Road Race Report – Don Holmboe

The state of Road Racing in I.K.F. is dismal. The economy has wreaked havoc on the bottom line for clubs from California, Oregon, Washington and Texas. Race entry reductions from previous years have ranged from 15% to 30%. The near term does not bode well for pass sales into the Road Race program.

What I.K.F. can do to support Road Racing is of course limited. The Board has shown flexibility in dealing with organizational requests to enhance National events and should continue to do so. Class structures need to be flexible with continued expansion, when requested, for local option classes.

The short term prognosis is that Road Racing is at risk of being terminated by more than one club. There has been talk that future schedules will be curtailed or terminated. P.K.A., PSRRA, NCK and SWRA have all experienced losses at their respective events.

Economy has hit Road Racing probably harder than any other because it is the most expensive. They don't see new blood coming in. Verlengiere states the go kart shops direct the customer and control the classes.

TaG Committee – John Motley

To be reviewed under the Directors Agenda Items.

Sprint Committee – Art Verlengiere

No changes.

Motley states he has received a lot of concerns regarding the state of the Kid Kart class. Feels it is the future of karting. We are exploring some alternatives at this time. Discussion by Board.

Ted Coen joins the Meeting.

### **Directors Agenda Items**

Bill Hilger:

Hilger discusses the VP spec fuel program. Not all regions are using the spec fuel. Scribner states the regional coordinators should be more active enforcing this. Discuss supply problems. Verlengiere asks if there is any way they can go back to pump gas. Motley states it would be much more difficult to do tech, much easier to beat fuel tech. Discussion by Board. Board will review this.

The spec tire for 2011 will be Bridgestone. Will form Committee in January 2011 for the 2012 spec tire program.

Committee has been formed to look at possibly reducing the number of Board Directors for cost purposes. They will come back with recommendations, procedures and policies they want to look at in the future.

Art Verlengiere:

Verlengiere discusses regional races and the Rulebook. Not every regional track can be awarded a regional race. Does not work. Scribner says to develop a suggested rotational schedule. Discussion by Board. Scribner says to be proactive to develop a plan.

John Motley:

Fuel discussion by Board.

Status of the TaG Program. The Board had previously agreed not to accept any new engines into the TaG class. Six submitted but none were included in the TaG program. But would like them to participate in the IKF, assuming applicable fees were paid and gave a proposal for marketing a single engine class. One response was received.

Working with Verlengiere on the Spec PRD rules. TaG Program has been pretty smooth all year. Other issue is the letter from Diederich on suggested weight modifications. Discusses the weights. States he will run the letter through the Committee.

Pending equipment changes. KPV clutch is only clutch allowed January 1, 2011. Hoegerl clarifies the KPV clutch is to be used as manufactured with only IAME components. Motley has the component numbers. Full rear bumper requirement change effective January 1, 2011, after a years set aside. Discussion by Board. Scribner refers to Section 201.6.

Verlengiere had asked Motley to rewrite the way to measure the KPV pipe. Can probably use the way they measure the PRD. Verlengiere says from the exhaust side of the flange measured back to the first weld.

Stress National Classes not Local Option Classes. Feels Board should try to encourage clubs to run National classes not local option classes, which are completely out of hand in terms of the numbers we have. Hilger asks if he is stressing this to the regional coordinators, Motley replies on all levels. Holmboe states this is what the customer wants. Verlengiere states our National class program is stale and does not reflect the trends. We do not have leverage over the shops; can't tell them what to do. Discussion by Board. Verlengiere says to invent at the club and regional program to go to a National class. Holmboe says there are so many choices, not the same class at the regions. Regions don't want to run the same classes.

Restricted area releases. Brief discussion by Board and some attending members regarding releases in restricted areas, viewing areas, spectator areas.

Motion by Schorn to add the following to Section 200. All classes.

Second by Holmboe.

1. The practice of running engines at high rpm's for extended periods will no longer be allowed in pits, pre-grid or grid areas.
2. When in the pre-grid area, no running is allowed.
3. When in grid areas, the engines may only be run on the ground not on the stands.
4. At events where fuel is supplied a minimum amount of low RPM running will be allowed to ensure that fuel has reached the carburetor. This will only be allowed when under the direct supervision of a designated race official.

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

Absent: Araki

Passed

Motion by Holmboe to add the following to Section 102.1.5.

Second by Schorn.

In the event of previous editions of the Technical Manuals referenced for technical specifications, the responsibility for having a copy of the applicable rules is the responsibility of the competitor. Previous editions or copies of the applicable rules are available at modest cost from the IKF Office. Failure to comply may result in disqualification.

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

Absent: Araki

Passed

Diederich

IAME Proposal. Three of the classes are IKF classes already. Other two classes are for Junior I and II. IKF is not interested in homologating any new motor packages. Top three IAME classes can be brought into the IKF programs as regional option or Grand National classes. Champions of the three classes will be given IAME Cup end of year awards. Drawing for a motor package. Each class winner would get a Grand National entry. That is the incentive to run at a regional level. Verlengiere asks if they need to add the two as National classes, Diederich replies that it needs to be run at the regional level. Verlengiere recommends they submit the regional championship paperwork. Discussion by Board.

Motion by Schorn to add the following classes to Section 207 as National Classes. Per RMC Rules.

Second by Holmboe.

Discussion by Board including the Rotax program.

Rotax Jr.

Rotax International

IAME Cup Junior

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

Absent: Araki

Passed

**Directors Items**

Jack Hoegerl

Discusses the 2 Cycle Tech Committee. Will speak with Committee Members before appointments are made. Haddock and Ives need to be part of the Committee.

Discuss cylinder grinding issue.

Hoegerl ran into this at the Grand National: Used to be in the Rulebook that you could not move up during the event, cannot find now. Discusses moving from Junior II to Adult during an event. Hilger refers to Section 104.7.1. Clarifies cannot move up during the event. Schorn reads Section 104.7.2 from the 2009 Rulebook. Hilger says to add to the 2011 Rulebook; Schorn says to add as Section 104.7.5 in the 2011 Rulebook.

Discuss the earning the Expert status during the event. Hoegerl refers to Section 115.1.3. Board to review.

Shirley Hilger joins the Meeting.

Sharon Barros submitted a request for David Thompson for a one event lifting of his IKF suspension to participate in the Streets of Lancaster Grand Prix. Discussion by Board. Board wants to stay the course. The request was denied by the Board.

Sharon Barros discusses the regional points system with the Board. No action taken.

Sharon Barros discusses restricted areas and special events planned for the Streets of Lancaster Grand Prix. Hilger says the issues need to be forwarded to the IKF insurance carrier for clarification of coverage.

Verlengiere discusses probation/suspension of Pagano, Bachman and Thompson.

Motion to adjourn the Meeting by Motley.

Second by Diederich.

Meeting adjourned at 4:15p.m.



President Bill Hilger called the Sunday Open Meeting to order at 8:30 am. Directors present at Roll Call by Holmboe were Ed Diederich, Bill Hilger, Jack Hoegerl, Don Holmboe, John Motley, Mike Schorn, Rick Scribner, and Art Verlengiere. Glenn Araki was not present at Roll Call.

President Hilger welcomed the following members and guests in attendance: Terry Nash, Tim Bachman, Timmy Bachman, Chris Villarreal, Janet Scriber, David Williams and Sharee Hoegerl.

**Items Tabled from Previous Meetings:**

Rear Bumper Protection – 4 Cycle Classes - was covered yesterday.

Pre Tech Form – Motley working on this.

HPV/KPV – to be changed January 2011.

**Rules**

4 Cycle Clarifications submitted by Schorn:

Change header to read: 722.10.2.1 VALVE SPRING POST RACE TECH PROCEDURE

Discussion on flywheels.

Section 722.15 FLYWHEEL AND IGNITION: Remove: 6618

Section 700.6 Fuel Tech Procedures Add: For all gas classes, please refer to Section 601.1.2

Fuel Tech Procedures for use with racing fuel; Section 601.2 Fuel Test for Events not using spec fuel.

Section 722.4.3 Change to read: .064

Section 722.9.3 Add: with IKF CC measuring tool

Sprint – No Rules

Speedway – No Rules

2 Cycle Tech

Hoegerl discusses the K80 engine. Add as Section 622.14 Clutch Specifications

Clutch must be run as manufactured. Refer to Section 622.50.17.

Hoegerl discusses adding a flex length from the header flange to the start of the first cone of the pipe for the KPV. Motley is working on the specifications. Hoegerl wants this printed in the 2011 Rulebook.

Hoegerl states there was an issue at the Sprint Grand National concerning the old style Yamaha cylinders. Need to look at the 12-15 year old cylinders. In the past, any class that uses a restricted muffler and/or carburetor has a weight penalty. They see that a lot in Speedway racing. The weight penalty is 20# and mark their cylinders with a red stripe. WKA has not allowed that cylinder for a period of time. The Rock Island Grand Prix has not allowed it for 2-3 years. Seeing very few anymore. Does not know what to do about them. Asks where do you define what is considered a restrictive exhaust. Discusses this in Speedway and Sprint. Verlengiere states the RLV, HPV/KPV are not pipes, they are can mufflers designed to look like a pipe. They are exhaust restrictors. Nash says they drive like a can but feel like a pipe. Motley approached Hoegerl about it. Resolved itself at the Grand National. Motley states there were 3 of the old cylinders at the Road Race Grand National. Holmboe says they should probably follow suit with what the other organizations are doing. Discussion by Board. Hoegerl asks for input from the Board; are they interested in doing this effective 1-1-2011 or 2012? Holmboe says 2011. Hoegerl says to put a memo in the 2 Cycle Sprint division that the Yamaha with a HPV3 is a restricted pipe.

Motion by Hoegerl to change Section 617.21 First sentence: Increase weight to 30#. Last sentence to read: This will affect classes using the RLV/HPV/KPV, RLV YBX, SSX, SSX-V and SBX Mufflers.

Second by Schorn.

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

Absent: Araki  
Passed

Hoegerl discusses polishing of the K80 Engine Crankshaft. Our Rulebook says stock. Other organization allowed this in December 2009. Hoegerl reads from current Rulebook.

After the Meeting, Email Vote to read:

Motion by Motley: To change verbiage in Section 622 under Piston and Crank to read:

Crankshaft: Crankshaft assembly must be original manufacture and stock appearing. No drilling, plugging or modification allowed. Polishing is allowed. May be compared to a known stock part and can be tech'd by any means considered appropriate by the technical inspector (weight, dye penetrate, x-ray etc.).

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

Abstain: Diederich

Passed

Motley discusses the Pre Tech Form.

Board discusses the new helmets.

### **Bryan Eady Suspension**

Eady was suspended until the September Board Meeting. No response received from Eady.

Discussion by Board.

Motion by Schorn to suspend Bryan Eady until December 31, 2012, following with Probation until December 31, 2013.

Second by Diederich.

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

Absent: Araki

Passed

### **Timmy Bachman Suspension**

Tim and Timmy Bachman appear before the Board regarding Timmy's Lifetime Suspension in May 2009. Timmy explains current grades, community service, job. He is trying to get on the right track. Board questions Timmy regarding past and present behaviors. Some Board Members feel that he has excellent skills and abilities but over aggressive in his driving. Discussion by Board.

Tim Bachman states Timmy has had a marked improvement in how he handles himself, maintains employment, no issues at school, maintains decent grade point average with an exceptional schedule with college prep. Is dealing with anger management issues with coaching, information, reading and education. Played football past 8 years; not playing this year.

Verlengiere wants to believe what he hears; won't know until Timmy is tested. Hilger states it is a big responsibility to have a Lifetime Suspension on his record for the rest of his life.

Motion by Diederich to relax the Lifetime Suspension effective January 1, 2011, two year Probation effective January 1, 2011. Any additional disciplinary action during the Probation period may result in a Lifetime Suspension.

Second by Schorn.

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

Absent: Araki

Passed

Nash comments that Timmy must race cleaner and better than everybody else; he has the skills.

Tim and Timmy Bachman thank the Board and exit the Meeting.

January 2011 Board Meeting is January 8, 2011 at Ontario CA. Spring and Fall Meeting dates and locations will be determined at a later date.

The Board recognizes and thanks Don Holmboe for his exemplary actions as a Director on the IKF Board. Holmboe states this term was a much more pleasant experience than when he was

on the Board before. Hopes the mix of personalities will be as good with the new Board, helps to get things done.

Scribner requests to revisit the David Thompson suspension. Discussion by Board. No action taken.

Verlengiere discusses the add class rule from one region only in the Rulebook. Discussion by Board. Verlengiere says they had a formula and it has worked well.

Dave Williams states they are picking up a few entries. Big amount of places to race. Looks like things will pick up in the near future. Lancaster Street Race, hosted by Tri-C Karters, will bring some competition in from other areas. Event will bring karting to the public. Nash states last years event was a phenomenal success; an open arm welcome from the city.

Motion by Scribner to Adjourn the Meeting.  
Second by Motley.  
Meeting Adjourned at 10:55am.