

**IKF Board of Directors**  
**April Meeting Minutes**  
**April 16-17, 2011**

President Bill Hilger called the Saturday Open Meeting to order at 8:12 am. Directors present at Roll Call by Secretary Mike Schorn were Glenn Araki, Bill Hilger, Ed Diederich, Jack Hoegerl, John Motley, Doug Norgaard, Mike Schorn, and Art Verlengiere. Rick Scribner was not present at Roll Call.

President Hilger welcomes the members and guests to the Meeting. Members and guests in attendance were Hank Cantrell, Sharee Hoegerl, Carmen Carranza and Cindy Enriquez.

**Financial Report**

Hoegerl presented an overview of the financial statements i.e. Accounts Receivable, 3 Year Balance Sheet and 3 Year Profit & Loss. Income is down. Discussion on Expenses, Cost of Goods and Liability Accounts.

Hilger discusses the general outlook of IKF karting. Discusses insurance sales and tracks. Economy and fuel prices have affected karting.

Hilger reads the following: The June issue of Karter News will have the notice of acceptance of bids for the IKF Grand National races (approximately 24 months away). The bids for the IKF Grand Nationals must be in the IKF Office prior to September 1, 2011 (approximately 21 months before the race).

**Directors List:**

**Bill Hilger**

Discusses the tire RFP. Motley states IKF received seven RFPs. First step is to take a serious look at all of the RFP and do testing on a couple of them. They will then get into more serious testing on all of them. Initial testing to be done in a couple of weeks.

**Art Verlengiere**

Discussion on the retail arm of the IKF as suggested by Scribner. Discusses duplicate Duffys. Board agrees the duplicate Duffys must be a smaller version of the original Duffy. Board agrees for Scribner to proceed with this. Discussion of IKF apparel. Araki suggests they find a company to make apparel as needed. Board comfortable with initial investment of \$3000. Motley feels IKF should have fanwear. Araki to discuss with his brother who does this type of work and bring proposal to the Board.

Reporting for all Tax Purposes – Verlengiere to discuss with Scribner. Carmen discussed this with our accountant.

Financial Condition – Hoegerl gave report earlier.

Scribner's suggestion of a 3 race to the Grand National for 2 Cycle Sprint – one race in Region 6, 7, and 11. Motley agrees with his suggestion. Araki comments it is a great idea.

Director Rick Scribner arrives at the Meeting.

Discussion on the 3 race to the Grand Nationals as stated above. Don Holmboe worked on the 3 race to the Grand National previously with Scribner. Suggestions by Board. IKF could be co-promoter of the races. Scribner to have program ready for the October Board Meeting. Scribner advised of previous discussion on smaller Duffys and fanwear. Board suggests the smaller Duffy, base and plaque be 75% the size of the originals. Araki to have proposal for the Board in 3 or 4 weeks.

### **Rick Scribner**

Scribner Plastics representative would like to request approval of a "CIK Style" Rear Wheel Protection plastics bumper. Due to discrepancies in the technical drawing in the IKF Technical Manual and actual CIK homologated bumpers, it is requested that the approval be listed as "201.6.4" Other rear bumpers allowed are: Scribner Plastics PN 6050.

Motley asks if this has been approved by the Sprint Committee Chairman. Feels there is a problem in the IKF that a lot of things go to the whole Board and the Committee should be making the recommendation on it. Scribner discusses the interpretation of the Rulebook. Verlengiere states the Rulebook already allows it. Scribner problem with the Rulebook is the vertical surface call out, it does not really define it. Verlengiere comments it says CIK style. Board reviewed this and unanimously agreed that it is CIK style and is allowed. Verlengiere states this complies with the Rulebook. Board agrees.

### **Mike Schorn**

Rear Bumper Rule – he is asking the Board permission to allow flex in the previous bumpers to be allowed in 2011. Only compromise he can see for his constituents. Scribner states there was a lot of communication from up there and should speak volumes to the Board. Schorn asks Cantrell if he has seen the bumpers; heard they had been modified. Verlengiere asks Motley if there are any concerns about how it impacts the tire other than not complying to the rule; asks if there are other issues with the design that make it questionable. Motley states there are concerns with it because it allows part of the bumper to run into the tire; it does not have crush like the plastic ones. Scribner states the plastic ones run into the tire too, Diederich says it does not have the same effect as metal does. Verlengiere discusses the bumper Schorn showed to the Board yesterday. Asks if it is rigidly mounted to the bar so when you hit it, it moves toward the tire. Schorn says it can go against the tires and comes back up. Scribner states similar to a molded plastic bumper would do. Schorn says the Rulebook says you can't have plastic and has to have a metal loop. Discusses bolting. Scribner says continuous is not in the Rulebook. Hilger states that most must be drilled and pinned.

Steve Marso joins the Meeting.

Araki states that he has seen more plastics bumpers than steel bumpers come loose or come off the karts on a regular basis. Motley states they are geographically different. Araki states the problem is trying to control which one of the bumpers is ????. Motley reads "retention cables or straps may be utilized however they may not compromise the original design or homologation of the bumper and mounting hardware". Verlengiere states there has been much discussion on this previously and asks where the Board is at today; is Schorn asking for another vote. Hilger states Schorn is asking to allow the bumpers Schorn brought to the Meeting through 2011. Lengthy discussion by Board. Hilger reads the clarification of the rear bumper rule: the bumper may be either CIK style plastic or continuous loop steel tube of double bar design. No flexible components are allowed. Minimum diameter of .625" with .065" wall. The basic design must conform to the following drawing. Hoegerl asks if the elephant ears are added, is it considered continuous. Scribner replies yes when it is welded, it is allowed. If you add the word continuous, it will have to be welded or change the verbiage to say it must be welded. Motley states that most letters came from a narrow geographical area. Scribner feels they need to phase out the hinged or flexed bumpers at a pre-determined time. Araki asks if they can approve the wording that full width bumpers are mandatory in 2011 or whatever year and the rule that Motley writes will be effective January 1, 2012. Scribner agrees with Araki. Want to eliminate the small bumpers. Allow a transition period to get through the season. Motley suggests to not require the full bumper in 4 cycle.

Araki states that, according to how he reads the Rulebook, the bumpers are legal. Scribner agrees with Araki. Motley says to consider the intent of the rule despite slight flaws in the description.

Clarification of the rear bumper rule – Section 201.6 – effective 30 days after posting on the IKF Website.

#### **REAR BUMPER-CIK STYLE:**

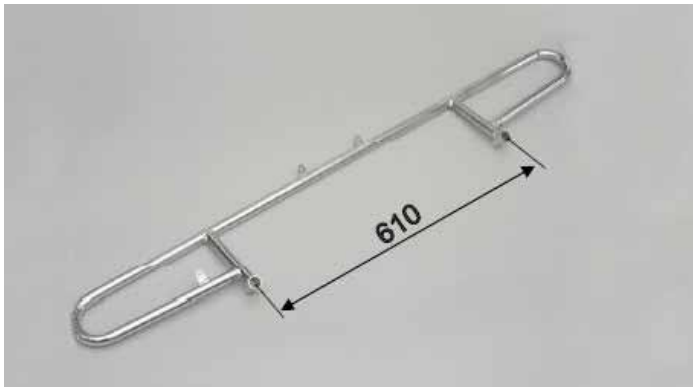
**Note dimensions shown are for adult chassis only, Cadet and Kid Kart must extend to at least center of rear tires and the ends shall not extend beyond the outside of the rear tires, except in a declared rain race.**

The rear bumper may be either CIK style plastic or welded steel tubing loop, of double bar design. Welded on "elephant ear" extensions are permissible. No flexible components are allowed.

Minimum diameter of steel tubing must be .625" with a minimum .065" wall thickness. The basic design must conform to the following drawing: (Note the requirement for the lower bar in Section 201.6.3).

If steel tubing utilized, the rear protection shall extend to at least the center of the rear tires. The ends of any rear protection may not extend beyond the outside of the rear tire/wheel assembly except in a declared rain race. If CIK style utilized, retention cables or straps may be used. However, they may not compromise the original design or Homologation of the bumper and mounting hardware.

**NOTE Dimension on attached photo to be removed.**



Schorn reminds the Board IKF stickers are required on karts according to Section 105.2.1.2.1 in the 2011 IKF Rulebook. Verlengiere asks if this is enforced nationally – reply is yes.

#### **Ed Diederich**

Diederich proposes a review and rewrite of the Governor and Regional Coordinator Policies and Procedures Handbook. Rewrite to define the chain of command. Include the National Coordinator. Board agrees that Diederich, Schorn, Verlengiere and Araki to work on the Handbook.

Diederich suggests formation of a Committee of 3 active racers from Sprint Region 6, 7, and 11 and one Director, as an overseer of the Committee, to review the structure of the Grand National. To make sure we have a product going forward in sprint racing that mirrors what is current in go karting sprint racing. Includes 2 and 4 cycle sprint. Review the current format and scheduling and make recommendations for future formats, scheduling and venue. Develop a proposal by September so the Board can evaluate for the October Board Meeting. Suggests that Araki, Schorn and Diederich approach their regional racers and get the names together by June. Wants the Grand Nationals to be consistent at least over a three year period to run the same classes.

#### **Proposals**

Motley comments the Proposal system does not get used as much as it should based on how it is set up. Few Proposals from the floor. Need to take a look at it to improve it. Need more input from customers. Problem could be the time frame before decision is made. Ineffective system today.

Verlengiere states the Proposal system is for rule changes according to Section 101.2.6; was put in for engines. Diederich reached out to racers in 2008 and got little participation. Sharee Hoegerl suggests Survey Monkey. Verlengiere states the racers want to go where the fast guys are, race the biggest classes and the coolest event, they could care less about what the Board does. Araki agrees. Hilger states the communication is at the races. Diederich states you get constructive criticism if you show up at the races; they are glad to see you at the event.

Norgaard requests Section 105.8.2.1 be added to Section 401.17.4. Clutch/Chain Guard.  
Discussion by Board. Rule Update. Norgaard to forward the update to the IKF Office.

Motion by Schorn to change two class race days at the 2011 4 Cycle Sprint Grand National.  
Request from Shasta Kart Club to run the Briggs World Formula Medium on Friday and the Briggs World Formula Heavy on Saturday.

Second by Diederich.  
In Favor: Unanimous  
Passed

Motion by Norgaard to add the Sportsman Midget class to the 2011 2 Cycle Speedway/Speedway Midget Grand National with a minimum of 8 entries to run for a Duffy.  
Class Specs: Yamaha KT100, 500#, Spec Pipe L2, 16+.

Second by Schorn.  
In Favor: Unanimous  
Passed

Request for 3<sup>rd</sup> punch only race on June 19<sup>th</sup> by Delaware Speedway Died for Lack of a Motion.

Discussion by the Board:

John Motley to be the IKF Tech Director for the 2011 Road Race Grand National.

IKF Tech Director for the 2011 4 Cycle Speedway Grand National – TBD.

Art Verlengiere to be the IKF Co-Director in Charge of the 2011 4 Cycle Sprint Grand National.

IKF Director in Charge of the 2011 2 Cycle Speedway/Speedway Midget Grand National has not yet been appointed.

Hilger states there will be a meeting to go over the 4 Cycle Speedway rules. Will be ready for the October Board Meeting.

#### **RFP Update**

Hilger states RFPs were received from Bridgestone, Burris, Dunlop, Hoosier, MG Tires, Maxxis and Vega.

#### **2012 2 & 4 Cycle Speedway Grand National**

Presentation by Doug Norgaard & Steve Marso. South Dakota Kart Club @ University Plains Speedway in Brookings SD

Doug Norgaard: City behind the event 100%. Radio & TV station on board. History of Brookings. Amenities outlined. Briggs & Stratton co-founder tie to local college. Information given on the track, tech shed, electronic scale, 2-30 kart grids w/ tent, scoring tower, flag stand, electronic scoring, drainage system. Hosting 4 Cycle Speedway 2011 Grand National, Midwest Speedway Tour. IKF insurance only. Ambulance on site. Track overview. Parking discussed. Staff has done 6 Grand National events and numerous regional events. IKF/SFI tech certified.

Steve Marso: Wants to do the 2 & 4 Cycle Speedway Grand National combined. Whole new venture for them. Believes they can do this. Hosted Region 3, 5, and 5A events – all IKF insured. Strengthened karting in the Midwest.

Doug Norgaard states he spoke with Hoegerl about how to combine the 2 & 4 Cycle Speedway Grand National. Do not have to eliminate classes to get it all into the program. Practice on Sunday and add one day to the program. Do 6/6/7/7 classes a day. Not trying to eliminate any 2

or 4 Cycle. Looking at roughly 650 entries for the event. Feels very confident they can host the combined event. Experienced officiating. Neither bidder has a parking problem. Discussion of pit passes sold. Loyal to IKF. Extra lighting. Parking not a problem if it rains. Will use transponders. Is a fast track. Wants to get event completed by 6-7pm. Both bidding tracks are user friendly. Discuss integration of 2 and 4 cycle classes – Diederich, Hilger and Hoegerl to work on this. Need to start earlier in the day. Want to keep 2 Cycle alive.

### **Proposals**

Submitted by Motley:

1. Engine changes in 2 Cycle Sprint/TaG: Should demonstrated damage to an engine occur, the Technical Inspector may allow repair or the substitution of a like engine. The burden for demonstrating damage rests with the competitor. If the competitor is unable to demonstrate damage, one additional engine (total of 2) MAY be approved by the Technical Inspector. If approved, the competitor will start the next competition session at the back of the lineup. The intent of these rules is to repair engine damage, NOT to perform maintenance. The interpretation will be up to the Technical Inspector.

Discussion: Motley states competitors change engines with no penalty. Chaos for the tech personnel. Not a broad based problem – only a handful of people.

Seconds by Schorn and Diederich.

2. TaG classes: the engine brand and model may not be changed after qualifying.

Discussion by Board.

Seconds by Schorn and Scribner.

3. Port Measurement in TaG engines.

Discussion by Board. Conflict in measurement and degrees. Digital read out.

Seconds by Schorn and Diederich.

Submitted by Verlengiere:

4. Adjust the number of entries required to receive a Duffy at the IKF 2 Cycle Sprint Grand Nationals to 15, effective 2012.

Discussion: Verlengiere does not feel giving a Duffy for 5 entries is the right number.

Proposal is Withdrawn by Verlengiere.

Submitted by Scribner:

5. Add to Section 110.9: Duffy Award Restriction. See Section 212.3 for 2 Cycle Sprint, Section 213.3 for 4 Cycle Sprint and Section 405.3 for 4 Cycle Speedway.

Seconds by Scribner and Verlengiere.

Submitted by Scribner:

6. Change Section 212.3 to read: At Grand National events, classes with less than 10 entrants will not be run for a Duffy.

Seconds by Scribner and Verlengiere.

Submitted by Scribner:

7. Change Section 213.3 to read: At Grand National events, classes with less than 10 entrants will not be run for a Duffy.

Seconds by Scribner and Verlengiere.

Submitted by Scribner:

8. Change Section 405.3 to read: At Grand National events, classes with less than 10 entrants will not be run for a Duffy.

Seconds by Scribner and Verlengiere.

Submitted by Araki:

9. Section 207 Class 2: Change age on the Junior I Comer 2 Cycle Sprint class to Attained Age 7- Competition Age 11.  
Reason by Araki: Make an easier transition for a kid karter to go into Junior I. Is a very difficult transition. Too big of a jump, competition wise. Motley agrees.  
Seconds by Motley and Diederich.

Submitted by Araki:

10. Section 207 Class 3: Change age on the Rookie Sportsman class to Attained Age 7- Competition Age 11.  
Seconds by Motley and Verlengiere.

Submitted by Schorn:

11. Section 209 Classes 1,2,3: Change age on the Junior I Briggs Gas Animal Light, Medium and Heavy to Attained Age 7- Competition Age 11.  
Seconds by Scribner and Diederich.

Submitted by Motley:

12. Introduce a new Kid Kart class based on the Honda GX50U engine. Sealed engine, claimer rule. Engine available through Honda Performance Development. Engine is running a number of places; he has tested it. Not suggesting to replace C-51. Viable alternative. Chance to get Honda involved. Motley to send verbiage. Details to follow.  
Seconds by Scribner and Diederich.

Stan Reiter joins the Meeting.

Submitted by Hoegerl:

13. Section 402 2 Cycle Speedway Championship Class #13 Super Sportsman. Allow wet or dry engine clutch per Section 202.5. Reason: Wet engine components are becoming harder to find and dry clutches reliability have improved.  
Seconds by Schorn and Diederich.

14. Section 207 2 Cycle Sprint Championship Class #1 Kid Kart to have an engine claiming fee of \$1,500. This does not include engine mount and air filter. You must also be a competitor in the class. Reason – to allow beginning drivers and their parents the opportunity to learn driving and mechanical techniques.  
Seconds by Motley and Norgaard.

Motion to Adjourn the Meeting by Verlengiere.

Second by Araki.

Meeting Adjourned at 4:10pm.

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President Bill Hilger called the Sunday Open Meeting to order at 8:33 am. Directors present at Roll Call by Secretary Schorn were Glenn Araki, Ed Diederich, Bill Hilger, Jack Hoegerl, John Motley, Doug Norgaard, Mike Schorn, Rick Scribner, and Art Verlengiere.

President Hilger welcomes the following members and guests in attendance: Hank Cantrell, Sharee Hoegerl, Ron Perry and Stan Reiter.

## 2012 IKF GRAND NATIONAL BIDS

### 2 CYCLE SPRINT

Region 11 All Star Karting                      Prairie City Raceway                      Rancho Cordova CA  
Presentation by Rick Scribner. Promoter has 30 years experience in karting. Can do 2 & 4 Cycle Sprint Combined event. Can do a first class event. Could be 600-700 entries. Will begin to use IKF insurance immediately. Discussion re: parking, entry fees. Awarding contingent on the

exclusive use of IKF insurance for 2011 and 2012 except for contracted events. Very organized track.

## **2 CYCLE SPRINT BACK UP BIDS**

Region 7 Mike Manning Willow Springs Kart Track Willow Springs CA  
Presentation by Art Verlengiere. Hosted the 2010 2 Cycle Sprint Grand National. Minor problems. Managed event well. Benefits to starting event later in the day. Should be considered for the job they did in 2010. Covered grid. Little drama. Did remarkably good job. Verlengiere is not opposed to awarding a club/track the event multiple years if they have done a good job. Hosts exceeded expectations.

Region 11 Southern Oregon Karters Jackson County Sports Park White City OR  
Presentation by Stan Reiter. New track paving. Permanent power. New scoring tower. Permanent restrooms, water, flag stand, parking, scales, covered tech, clockwise configuration for event, no noise ordinance, RV dump, asks about rotation schedule, website, banquet facility. Is an option to run at night.

Region 11 Kerman Kart Club Buttonwillow Raceway Park Buttonwillow CA  
Presentation by Ron Perry. Understood back up bids. Temporary tracks for their events. Grand Nationals at this facility before. Counterclockwise track w/chicane. Plenty of pit area. Club started in the 1960's. Good following. 60-70 members. Club hosted successful Grand National and regional races. Track can handle kart count, hookups, scoring, covered grid, indoor tech, covered scale area, snack bar, amenities in area, capable of doing the event, sells IKF wristbands only. Discussion regarding a permanent facility. Verlengiere adds that Kerman puts on phenomenal events at temporary tracks; best at promoting their events. Discuss spectator viewing area. Araki says that Ron has set up and promotes an arrive & drive program; huge help in getting interest in karting.

Region 11 Northern Nevada Kart Club Desert Park Raceway Reno NV  
Presentation by Ed Diederich. Hosted the 2009 Grand Nationals. Fixed track curbing. New formula track sealer to be done in June. Temporary water, large generator, revamped scoring system loop, need updated AMB software. Issue is event date – hot in July/first part of August. Track configuration not changed – 9 turn track, elevation changes. Permanent scoring tower and starter stand, side by side racing in most corners. Premier regional events. No stakes in parking lot – huge repair expense. Need advance notice for night racing. Can't have permanent lighting. Araki says ideal to do at night. Diederich states it can be arranged.

Vote to award the 2012 2 Cycle Sprint Grand National.

All Star Karting: Diederich, Hilger, Hoegerl, Motley, Norgaard, Schorn, Scribner, Verlengiere  
No vote from Araki.

2012 2 Cycle Sprint Grand National awarded to All Star Karting @ Prairie City Raceway.

Vote to award the 2012 2 Cycle Sprint Grand National Back Up Track.

Kerman Kart Club: Araki, Hoegerl, Norgaard, Schorn, Verlengiere

So Oregon Karters: Diederich, Hilger, Motley, Scribner

2012 2 Cycle Sprint Grand National Back Up Track awarded to Kerman Kart Club @ Buttonwillow Raceway Park.

## **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

Presentation by Mike Schorn. Hosted 2010 Grand Nationals. Discussion: Scoring tower, concessions, running water bathrooms and showers, covered grid, tech barn, scale shed, pit area, grandstands, track paved in 2009, barriers, area amenities, active & strong club, 60-90 competitors at a club race, on site ambulance.

Vote to award the 2012 4 Cycle Sprint Grand National.

Tri City Kart Club: Araki, Diederich, Hilger, Hoegerl, Motley, Norgaard, Schorn, Scribner, Verlengiere

2012 4 Cycle Sprint Grand National awarded to Tri City Kart Club @ Horn Rapids Kart Track.

All Star Karting is the 2012 4 Cycle Sprint Grand National back up track.

Araki asks if the 2 and 4 Cycle Sprint Grand National events can be run as two separate events.  
Reply is yes.

### **ROAD RACE**

Region 6 Portland Karting Assoc.

Miller Motorsports

Utah

Presentation by Mike Schorn. Clarifies that PKA is the promoter @ Miller Motorsports. "All you can race" plan. Miller Motorsports is a top rate facility. Race days would be Tuesday – Thursday, or Wednesday – Friday. Track costs. 800 miles to Miller. Arrangements made for equipment to event. Verlengiere states biggest concern could be fuel costs, encourages consideration with the Portland deal. Portland is possibility per Schorn. Scribner asked the NCK President about towing to Miller and reply was yes; they like the facility. Work to not schedule on Sprint dates. Diederich asks if they need a back up track. Schorn states that the back up track would be Portland International Raceway.

Vote to award the 2012 Road Race Grand National.

Portland Karting Association: Araki, Diederich, Hilger, Hoegerl, Motley, Norgaard, Schorn, Scribner.

No vote from Verlengiere.

2012 Road Race Grand National awarded to Portland Karting Association @ Miller Motorsports.

2012 Road Race Grand National back up track awarded to Portland Karting Association @ Portland International Raceway.

### **2 & 4 CYCLE SPEEDWAY**

Region 5A Huron Kart Club

Rolling Thunder Speedway

Huron SD

Presentation by Mike Schorn. Side by side comparison with South Dakota Kart Club given including hot grid, drainage pumps, flooding, flagman, hot grid, lighting, scoring tower, lights, staff, city support. Director questions the presentation to the Board – not instructive, informative or helpful in making a decision. Schorn states they have hosted 2 successful Grand Nationals. Hilger states the first event was a huge undertaking. Both facilities are equally good and both promote karting. Amenities discussed. Tracks are 70 miles apart. Clarifies this is a 2 and 4 Cycle Speedway combined event. Both tracks can handle the combined event very well. Clarifies there is no limit on how many times they can host an event. Diederich feels they need to rotate events.

Region 5A South Dakota Kart Club  
(Presentation done on Saturday.)

University Plains Speedway

Brookings SD

Vote to award the 2012 4 Cycle Speedway Grand National.

Huron Kart Club: Diederich, Schorn, Scribner

South Dakota Kart Club: Araki, Hilger, Hoegerl, Motley, Norgaard, Verlengiere

2012 4 Cycle Speedway Grand National awarded to South Dakota Kart Club @ University Plains Speedway.

2012 4 Cycle Speedway Grand National back up track awarded to Huron Kart Club @ Rolling Thunder Speedway.

Motion to Adjourn Meeting by Motley.

Second by Verlengiere.

Meeting Adjourned at 12p.m.