

IKF Board of Directors
Meeting Minutes
October 15 & 16, 2011 Ontario CA.

President Bill Hilger called the Saturday Open Meeting to order at 8:07 am. Directors present at Roll Call were Glenn Araki, Ed Diederich, Bill Hilger, Jack Hoegerl, John Motley, Doug Norgaard, Mike Schorn, Rick Scribner, and Art Verlengiere.

President Hilger welcomed the following Members and Guests in attendance: Roger Miller, Don Durbin Sr., Steward Willis, Chris Morrow, Sharee Hoegerl, and Carmen Carranza.

Financial Report

Treasurer Hoegerl presented the Profit & Loss Three Year Comparison Report. Income is down from previous year. Insurance and pass income down. Grand National income down from less classes run. Expenses are down. Net income and Cost of Goods sold discussed. Balance Sheet comparing current year and past two years. Reserve account down. New computer equipment purchased for the IKF Office. Re-funding of Committee Accounts. Explains General, Regional and Reserve Accounts. Accounts Receivable Report. Goes over the Reserve accounts, CD accounts, Fixed Assets. Board discussed the finances, expenses as low as they can go, need to increase income.

Grand National Waivers discussed. Hoegerl states there were more waivers because of Region 5 and 5A punch race rain outs. Also accounts for lost revenue. Discussion on IKF reaching out to tracks/clubs for pass sales. Need to grow the sport. Preserve value of the Duffy. Discussion of National and Regional programs. Motley states he gets little input on what the members want.

Ron Perry joins the Meeting.

2011 Grand National Reports from Directors in Charge and Tech Directors

Road Race Report – Director in Charge Ed Diederich

Event held in Decatur TX. 95-100 degrees each day. Professional race. Entries low. Really good racing. Small amount of younger drivers. Safe event. Great program and advertising. Good promotion. Tech – no major problems, color of weights.

Road Race Report – Tech Director John Motley

Good weather. Good organization. Fair track but complaints about bumps. Good tech with John Sefick. Low entries.

4 Cycle Sprint – Director in Charge Mike Schorn

The event as a whole went very well. The numbers were down. The Shasta Club was willing to do anything that was needed to make the event run smoothly. They brought in a veteran crew to ensure the racers had a great event. The facility was well prepared for the event.

There were a few things that could have gone better, one of the problems was how the pre-entries were handled and verifying the punch rule and making sure this was done correctly. Practice could have run better with an improved schedule.

The tech crew did an excellent job. Tech was done in a timely manner and very efficiently.

Day 1 went smoothly we had 1 DQ in tech. We had 44 entries. The driving was good and very competitive across the board. Even with the numbers down we had some very talented and skilled drivers.

Day 2 we had 45 entries with the Masters class being our biggest class of the event running this day. The races that day were fun to watch and were very competitive. We also had several DQ's this day.

Day 3 entries were down and we had 1 DQ. Racers did a great job and we ended the event on a positive note.

Over all the event went well and I think it was a positive experience for all involved. I would like to

thank Rick and Janet Scribner for all of their help at the event. I would also like to thank Glenn Araki, and Terry Nash for helping to make the event go smoothly. Thanks also to the Shasta Kart Club and all their members for their hard work. .

4 Cycle Sprint – Director in Charge Terry Nash

Report read by Mike Schorn. Sparse showing of competitors preceding the event. Rain forecast. Low entries. Participants were cream of the crop. Racing competitive – most winners were not decided until the last lap. Hard working tech crew - considers them the best in the country. Roger Cathey, Mike Schorn, Chris Hatch and Mike Orear to be commended for their devotion to honesty and integrity and understanding of the Rulebook. Did groundwork in preparation for next years event. Wants young engine builders involved in the tech process. Word was tech was strict but fair. Pre-tech done with a form letter signed by the competitor. No DQ's because of safety violations. Few DQ's in the tech barn with no disputes over the calls.

4 Cycle Speedway – Director in Charge Bill Hilger

370 entries. Event hampered all week by intermittent rain. Practice went well. BBQ Dinner offered. On Opening Day, City Officials and Dignitaries spoke to the crowd. Fly over. Staff worked very hard. One day event postponed. Very competitive race days, multiple challenges. One incident. Safe event. Raceceivers were used at event – went very well. Very valuable tool. Good feedback from drivers. Registration was superb, staff was very friendly. Race officials worked together very well. Club members worked very hard; good personnel. Nothing but praise for the volunteers that hosted the event. Maxxis tires were given away each day at the drivers meeting. Numbers were down. Next year is a combination of the 2 & 4 Cycle Speedway; lots of planning on classes and race structure. Will probably add a day or more to the event. Chase'n Race'n Magazine was at the event; impressed with IKF race structure. Great event. Medical staff great. Engine Builder Award sponsored by Briggs & Stratton/IKF was won by Tom Rayl. Hoseheadradio.com was also at the event, live internet radio.

4 Cycle Speedway – Tech Director in Charge Doug Norgaard

Pre Tech went very well. All karts were checked before practice on Monday and all karts were checked before every day of racing.

SDKC had tech tools to check all measurements on the kart including seat height. The only thing SDKC did not have to check with was the wheel base measurement. That had a few racers upset, the racer said that there were karts that were short on the wheel base. With that being said SDKC after the Grands have purchased a tech tool to check wheel base with.

Mark Alton did a great job of staying on top of post heat techs. Mark checked different things when the racers came off the track after the heats. Mark also checked tires and engine seals after the features before sending the karts to post tech.

Mark wrote down the top 5 finishers on a tablet for each class like I asked for. Then we set up 4 stations for teching. We had a very smooth working system going and tech was over in just little over one hour. We had 4 very good tech people, Cal Tchetter, Lee Miller, Mark Alton and Shawn Huse. We had one engine that did not pass tech. Every tech person checked the engine one by one and came up with the same thing. So, as a group, we had to disqualify the racer. With all the hard work from the 3 pre tech people and 4 post tech people, this was a very smooth tech program this year.

2 Cycle Speedway/Speedway Midget – Director in Charge & Tech Director Jack Hoegerl

The 2011 IKF Speedway/Speedway Midget Nationals were held July 31st through August 5th. The event was held at Delaware Speedway in Delaware, IA, and was hosted by Tri-County Karters / promoted by Bill and Candice Rieken.

The week started hot and humid along with temps. 95-100 degree temperatures, humidity 90 degrees. Daily pre-tech was performed by Chris Schweer and myself. Sunday afternoon before the official practice began, a barbecue dinner was provided by the Rieken. Every night of the event either bottled water, watermelon, a dinner or ice cream was provided.

Monday's night of racing started with the track being dusty, but Dennis (the track man) soon had the track under control.

Tuesday night continued with hot weather and fierce competition. Wednesday started with a cooler night, and tempers mellowed.

Thursday night was beautiful racing weather, with a chance of rain. There was no rain and the event completed Thursday night as scheduled. All racing for the week was completed before the midnight curfew. Final awards were given out that night. All other awards were given out the next afternoon of the previous night of racing.

Post tech was performed by George Clausen, Larry Killam, Tom Krause and myself. These guys bring many years of experience and dedication to the event. There was one engine DQ because of a timing issue. Unfortunately, this was a first place winner. A correction to the engine was made by Tech personal for the next night and the competitor won that night. This shows the dedication of the help I have.

Fuel was a pump-around system with Burris castor being used.

Flagman for the week was Chris Schweer, who held his own during the event. Registration and scoring were led by Christy Schweer. Two excellent corner workers, Eric and Andy Pollard, served for the entire week.

Race directing was alternated by Lisa Harney, Dave Abell, and Eric Pollard.

The First Responders were present all week. Did not have to get on the track. No reportable injuries.

Candice Rieken had obviously spent many days arranging this event and was always available for help.

As usual, by the time the event was over some competitors expressed unhappiness in the officiating and felt IKF should bring in all outside officials. As usual, no competitors were willing to pay a higher entry fee to make that happen. Even Though Region 5 had suffered several rain outs and a race cancellation the event entries maintained their average of 200 entries.

Overall this was a successful event for everyone.

Faye Pierson joins the Meeting.

2 Cycle Sprint Report– Director in Charge Bill Hilger

Event held at CalSpeed was a week of good racing but the heat took its toll. 229 entries. Experienced group of employees under the direction of Rob Niles. Everyone knew what their task was and did it very well. Race Officials and Rob Niles met to discuss plan for the week. Race Directors were Bob English and Taylor Jocelyn. Races were good each day. Track layout led to safe racing. Multiple passing zones were available. Heat took toll on the racers and staff. Had extra staff. Bridgestone tires were handed out at each drivers meeting. Registration staff was A+. More than one competitor complimented on the registration staff. Registration staff is the first contact at the event. Racing surface and facilities were very good. Food not so good. Plenty of officials. Assessment of penalties took a long time. Feels the awards presentation should be done at the drivers meeting before the race starts. Not fair to sponsors. Raceceivers worked well the first day. Days were too long for the competitors – rushed them though and out. Rob Niles and his employees did a great job hosting the event. Attendance low. Event not promoted as it should be.

Araki comments that tech was rushed.

2 Cycle Sprint Report – Tech Director John Motley

Excellent staff of Gene Severino, Frank Jimenez and Carolyn Adams. Two issues in tech – limited space and drop dead time deadline to be met. KPV pipe and clutch issues. Variety of DQ's. Heat was a problem. Overall, tech went fine, no terribly controversial issues. PRD USA supplied air cleaner cups. Did PRD leak down test. Needed more space and shade. Pre-tech Form was big issue, did not have a Form for each day. Discussion on the Pre-Tech Form. Should have a Form for each day.

Colin Reese joins the Meeting.

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.

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

2. TaG classes: the engine brand and model may not be changed after qualifying.
Discussion by Board.
Seconds by Schorn and Scribner.

In Favor: Diederich, Hoegerl, Motley, Norgaard, Scribner, Verlengiere
Opposed: Araki, Schorn
Passed

3. Port Measurement in TaG engines.
Discussion by Board. Conflict in measurement and degrees. Digital encoder or degree wheel to be used.
Seconds by Schorn and Diederich.

In Favor: Araki, Diederich, Hoegerl, Motley, Norgaard, Scribner, Verlengiere
Opposed: Schorn
Passed
Submitted by Scribner.

4. 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.

In Favor: Araki, Diederich, Hoegerl, Motley, Norgaard, Schorn, Scribner, Verlengiere
Passed.

Submitted by Scribner:

5. 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.

In Favor: Diederich, Hilger, Motley, Norgaard, Verlengiere
Opposed: Araki, Hoegerl, Schorn, Scribner.
Passed

Submitted by Scribner:

6. 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.

In Favor: Diederich, Norgaard
Opposed: Araki, Hoegerl, Motley, Schorn, Scribner
Abstain: Verlengiere
Failed

Submitted by Scribner:

7. 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.

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

Submitted by Araki:

8. 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.

Opposed: Araki, Diederich, Hoegerl, Motley, Norgaard, Schorn, Scribner, Verlengiere
Failed

Submitted by Araki:

9. Section 207 Class 3: Change age on the Rookie Sportsman class to Attained Age 7- Competition Age 11.

Seconds by Motley and Verlengiere.

Opposed: Araki, Diederich, Hoegerl, Motley, Norgaard, Schorn, Scribner, Verlengiere
Failed

Submitted by Schorn:

10. 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.

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

Submitted by Motley:

11. 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.

Motley states it is a local option stand alone class. Rules to go through Committee for approval for inclusion in the Rulebook.

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

Submitted by Hoegerl:

12. 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.

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

13. 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.

Opposed: Araki, Diederich, Hoegerl, Motley, Norgaard, Scribner, Verlengiere
Abstain: Schorn
Failed

Janet Scribner joins the Meeting.

Participation Stats

2 Cycle Speedway – No changes.
4 Cycle Speedway – No changes.
Shifter – No changes.
Speedway Pavement – No changes.
Road Race – No changes.

2 Cycle Sprint

Add to Section 207 as National Class: PRD JR 1
Delete in Section 207 and add to Section 850.1: Rookie Sportsman
Motion by Hilger to delete IAME Cup Jr. from Section 207.
Second by Verlengiere
In Favor: Araki, Diederich, Hoegerl, Motley, Norgaard, Scribner, Verlengiere
Opposed: Schorn
Passed

Motion by Verlengiere to add Rotax Max Masters to Section 207.
Second by Norgaard.
In Favor: Araki, Diederich, Hoegerl, Norgaard, Schorn, Scribner, Verlengiere
Abstain: Motley
Passed

4 Cycle Sprint

Add to Section 209 as National Class: Jr. II Briggs Gas Animal Heavy
Delete from Section 209 and add to Section 850.2: Jr. II Briggs Animal

Approval of the 2012 Grand National Dates & Classes

2 Cycle Sprint

Motion by Schorn to approve June 18-24 2012 at Fresno Fair Grounds.
Second by Diederich.
In Favor: Araki, Diederich, Hoegerl, Motley, Norgaard, Schorn, Scribner, Verlengiere
Passed

2 & 4 Cycle Speedway

Motion by Schorn to approve July 29 – August 4 2012.
Second by
In Favor: Araki, Diederich, Hoegerl, Motley, Norgaard, Schorn, Scribner, Verlengiere
Passed

4 Cycle Sprint

Motion by Schorn to approve July 11-14 2012.
Second by Diederich.
In Favor: Araki, Diederich, Hoegerl, Motley, Norgaard, Schorn, Scribner, Verlengiere
Passed

Schorn to speak with 4 Cycle Sprint promoter regarding local option classes submitted for the Grand National.

2013 Grand National Bids

The Board discussed the bids received for the 2013 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, 2012. 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 7 Willow Springs Kart Club	Willow Springs Kart Track	Rosamond CA
Region 6 Italian Motors USA	Sumas Int'l Motorsports	Sumas WA
Region 6 So. Oregon Karters	Jackson Ct. Sports Park	Medford OR

2 & 4 CYCLE SPEEDWAY/SPEEDWAY MIDGET

Region 5A Huron Kart Club	Rolling Thunder Speedway	Huron SD
---------------------------	--------------------------	----------

Update on Region 11 Sprint by Don Durbin. Upcoming meeting with clubs. Discussion on possible race dates and other series dates. Plan is to not schedule over major events.

Scribner suggests exception to the no double points rule for races held after the Grand Nationals.

Durbin feels something has to be done for events after the Grand Nationals. Scribner says 100 bonus points does not change the game; double points could be a game changer. Araki states the double points help those who attend vs. those who do not attend.

Durbin discusses points structure in qualifying, pole position. Araki states this can be done in the regional series. Discussion on IKF and series points. Regions need to declare their regional points structure for the year.

Stewart Willis asks about the Junior I Comer re: no option year. Araki suggests a new class be created: Rookie Comer, 7-9 yrs. old. Will allow a 10 year old to race the class. Willis suggests 7-10 competition age with no option year. Araki needs help with verbiage to allow them to go from Kid Kart to Rookie Comer and back. Wants same competitor to race three days. Araki states purpose of class is to allow them to not move up. Can be run as a local option class. Wants to see class run in Region 7 series.

Discussion on lack of IKF branding in regional series and Grand National.

Christopher Morrow discusses the Grand National waiver rule. Asks for clarity to the exceptions that allow for a waiver and intent of the rule. Has specific issue with this year's Grand National waiver i.e. states winner of class was not eligible to race. Not fair to other competitors. Discussion of waiver form. Board decided to accept waivers up to the day of the event. Board approved the waiver request.

2012 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

Minnesota Governor: Lorri Koopman

Region 4A

Coordinator (Speedway): Tammy Mehrer

Coordinator (Sprint): Jay Jacobellis

New Mexico Governor: Andrew Huerena

Region 4B

Coordinator (Road Race): Open

Coordinator (Sprint): Open

Coordinator (Speedway): Open

Coordinator (Speedway Pavement): Francis Rougeou

Louisiana Governor: Francis Rougeou

Texas Governor: Hank Cantrell

Region 5

Coordinator (Speedway): Dave Abell

Coordinator (Sprint): Open

Coordinator (Speedway Pavement): Open

Iowa Governor: Lisa Harney

Missouri Governor: Open

Region 5A

Coordinator (Speedway): Open

Nebraska Governor: William Hilger

Kansas Governor: Open

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: Roger Cathey

Oregon Governor: Mike Schorn

Washington Governor: Bob Thompson

Region 7

Coordinator (Sprint): Open

Arizona Governor: Bernie Lacotta

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): Don Durbin Sr.

Coordinator (Road Race): Roger Miller

Northern California Governor: Roger Miller

Northern Nevada Governor: Open

Motion to approve the 2012 Regional Coordinator and Governor appointments above.

Second by.

In Favor: Unanimous
Passed

2012 Advisory Committees

National Tech Director

2-Cycle: Jack Hoegerl

Committee: Lynn Haddock, Terry Ives, John Motley, Don Durbin Sr., Terry Nash

National Tech Director

4-Cycle: Mike Schorn

Committee: Lee Miller, Roger Cathey, Chuck Sloggett, David Snyder, George Shear, Doug Norgaard, Mark Alton, Terry Nash

Shifter Tech Committee

Chairman: John Motley

Committee: Terry Hegar, Don Holmboe, John Sefcik

Road Race Committee

Chairman: Don Holmboe

Committee: Debbie Kuntze, Chris Hegar, Roger Miller

Sprint Committee

Chairman: Art Verlengiere

Committee: Lynn Haddock, Les Hand, Kent Laukaitis, Keith Freber, Chris Villarreal, Don Durbin Sr.

Speedway Committee

Chairman: Bill Hilger

Committee: Dan Koopman, David Snyder, Ralph Woodard, Doug Norgaard, Doug Johnson

TaG Committee

Chairman: John Motley

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

Motion by Diederich to approve 2012 Committee Chairman and Members.

Second by Hilger.

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

Passed

Committee Reports

2 Cycle Tech –. Jack Hoegerl

I have improved my methods of communication with members via e-mail and phone calls. With being a Board Member too many times rules are made or changed at Board meeting leaving Tech Committee members out of the loop. I have made a serious effort to keep members informed by e-mailing updates and phone calls. at the same time they are submitted for publication. It appears that not only IKF members but, also Tech Committee members don't review the Tech updates on our website. I stress that I have discussed the changes previously with members unless the changes were made at a Board meeting.

For the 2012 season Don Durbin Sr. and Terry Nash have been added to the Committee which includes Lynn Haddock, Terry Ives, John Motley and myself as Chairman.

The 2011 season saw only a few updates or clarification of rules. The KPV engine saw several changes for 2011. The first being a new importer, a new pipe and header, a crankcase casting change, and several clutch changes throughout the season. We are currently going thru another clutch drum change. While these changes appear to be for the good, I would hope that this situation closes. I feel that IKF is just along for the ride.

With the economy as it is, the Committee tries to keep cost, availability, and obsolete products in mind. With this in mind we continue to keep changes at a minimum.

4 Cycle Tech Committee Report - Terry Nash – read by Mike Schorn

The 4 Cycle Tech Committee was a busy entity this past year. Changes in the 4 Cycle racing world were noticed for 2011 with the smaller numbers across the board at sanctioned events. Backed up by the smaller numbers of karters racing at our National events. I believe the economy has played a large part in our diminished numbers. Although the numbers were smaller the racing among the entries was very tense. The frontrunners seem to come to the big events. Communication with the Committee as a whole was fair. There should be some changes made for 2012 to thin out the group and include only those wanting to be actively involved.

Once again I would like to accolade Mike Schorn for all of his hard work and valued counsel this past year. Without his hand on the computer communication, the whole year could have fallen in a heap.

Throughout the 2011 season many concerns were voiced in the area of measuring many components in the Briggs production engines. Because of the differences in measurements discovered with production changes, many engine builders were polled as to how to handle the changes. We fielded questions and provided viable solutions to all. Documentation and dialogue with Briggs was obtained and therefore 2011 was handled.

For 2012 there will be some significant changes to the Rulebook in the area of 4 Cycle Tech. Changes submitted by the manufacturers in the area of production have arrived and there are many tech issued to contend with. The many hours of polling and discussion will help us arrive at concise and clear rule updates.

Schorn reads the 4 Cycle Committee requested rule changes. Discussion by Board. No action at this time.

Shifter Tech – John Motley
Nothing to report. Nothing to change.
Verlengiere asks about spec shifter pipes – Motley says to submit to him.

Speedway Report - Bill Hilger
No Report

Road Race Report – Don Holmboe
State of Road Racing in IKF is dormant. The most active Region is in Texas with SWRA but their participation is down also. All turnouts are down and Clubs, such as Portland Karting, have cut back their number of races. The Texas economy is better than average thus a healthier situation.

Cause: "It's the ECONOMY" Less discretionary incomes coupled with very high rental rates for prime RR tracks, equals falling participation.

Fix: Nothing in short term. RR Clubs/Promoters need to negotiate tougher with track owners. There is some wiggle room on costs. Have seen some give on rates for track in north central Oregon, Grass Valley. Portland Int'l Raceway only fills 2/3 of the available track time. Clubs need to change their mindset and start negotiating rates.

In Texas a new promoter is going to put on a 1.2 mile race in Dallas next March. A street/road race. Might be a good example for the traditional Road Race Clubs to investigate.

TaG Committee – John Motley
No new engines. Strictly housekeeping issues.

Sprint Committee – Art Verlengiere
No Report

Roger Miller discusses rule changes for 2012, states he has not received anything from the Board. Hilger has verbiage to discuss tomorrow. Miller states there are Flags in all Sections of the Rulebook – Board comments to leave in each Section.
Don Durbin Sr. discusses TaG weights. Diederich made a proposal but the weights were not right. Need to revisit and possibly adjust the weights. Disparity between engines. Durbin wants to use SKUSA weights. IKF has no data base. Discussion about engines and weights. Motley reads weights, Seniors & Masters:

Rok TT – 375 & 405
Motori 7 – 370 & 400
Leopard & Rotax – 355 & 385
PRD – 345 & 375

Hilger states the Rules will be done on Sunday.

Directors Agenda Items

Bill Hilger: No items.

Morrow asks about the Claimer Rule. Wants clarity on the rule. Discussion by Board.

Motion to Adjourn by Diederich
Second by Norgaard
Meeting Adjourned at 6pm.

President Bill Hilger called the Sunday Open Meeting to order at 8:07am. Directors present at Roll Call were Glenn Araki, Ed Diederich, Bill Hilger, Jack Hoegerl, John Motley, Doug Norgaard, Mike Schorn, Rick Scribner, and Art Verlengiere.

President Hilger welcomed the following Members and Guests in attendance: Terry Nash, Don Durbin Sr., Roger Miller, Ron Perry, Janet Scribner, and Sharee Hoegerl.

Motion by Hilger in Section 105.2.1 Pre-Race Technical Inspection – add additional sentence to the end of the first paragraph: This applies to each day of multiple day events and also includes official event practice days, and morning practice sessions. Second paragraph, change “Checklist” to “Form” and add sentence to end of second paragraph: Form is available on the IKF website under “Forms.”
Second by Verlengiere.
Tabled for discussion later. Roger Miller to work on verbiage.

Rule Changes & Clarifications:

Section 105.2.1.4 Wheels: Add: Wheel covers not allowed.

Section 106.7 Drip Pan: Strike the word “mandatory” and replace with “suggested”.

Section 105.6 Safety Fastening – Under Exceptions, paragraph #3, Entire paragraph to be in bold typeface.

Motion by Schorn: Section 105.9 Starters Second sentence, strike words “may not be used” and replace with “is strongly recommended to not be use”...

Second by Norgaard.
In Favor: Unanimous
Passed

Motion by Diederich: Section 210.3.4 Revise Sentence “C” to read: Will be allowed only one attempt at one lap....

Second by Schorn.

In Favor: Unanimous

Motion by Hilger: Sections 401.15.3.3 and 451.16.3.3 Add after “button head cap screws” the words “or non-protruding hardware...” and then continue the sentence

Second by Norgaard.

In Favor: Unanimous

Sections 401.14.2.3 & 451.15.2.3 Sentence in second paragraph that starts with word “Foaming” – Replace “Foaming the” with “Use of expanding foam...”

Motion by Hilger: Section 105.1.6.3.5 Neck Collars – Add: EVS R4

Second by Diederich.

In Favor: Unanimous

Passed

Araki asks Roger Miller about an age issue. Discussion by Board. Miller to add Driver Ages to

Sections 207, 209, 251, 275, 301 as in the bottom of Sections 402 and 403; will recommend to Board for approval for Rulebook addition. Hoegerl states this is a clarification not a change to the Rulebook.

Motion by Scribner: Section 201.8 4 Cycle Sprint Bodywork – Add additional sentence at the end: Rear wheels may extend beyond the rear bumper by a maximum of 1” on each side.

Second by Schorn.

In Favor: Araki, Diederich, Hoegerl, Motley, Norgaard, Schorn, Scribner

Abstain: Verlengiere

Passed

Motley discusses the IKF Shifter/TaG licenses.

Shirley Hilger joins the Meeting.

Motion by Araki to add a Rookie Comer class to Section 207. Attained Age 7 to Competition Age 10. Allows a Kid Karter to run both classes and go back. Rules to follow.

Second by Schorn.

In Favor: Araki, Hilger, Motley, Norgaard, Schorn, Scribner, Verlengiere

Opposed: Diederich, Hoegerl

Failed – Required a Super Majority Vote

Possible submission as a regional championship / local option class. Need to publicize the class.

Lengthy discussion on 4 Cycle Committee Tech Updates submitted by Schorn. Board requests a rewrite on the updates and the Board will readdress.

Hoegerl adds to Sections 401.17.2 and 451.18.2: Continue the last sentence with additional language “...and must have a belt/chain guard”.

Motion by Hoegerl re: Section 620.53.1 Clutch: Effective January 1 2012 maximum I.D. is 3.360”
New drums have three holes and are the only ones allowed.

Second by Verlengiere.

In Favor: Unanimous

Passed

Verlengiere discusses the possible candidates for the appointment of the 2012 Region 7 Sprint Coordinator. No action taken.

Motion by Verlengiere to eliminate the punch requirement for the 2 Cycle Sprint Grand National.

Discussion by Board and members on punches and waivers.

Second by Schorn. Schorn Withdraws his Second.

Verlengiere Withdrew the Motion.

Motion by Verlengiere: add to Section 102.1.1: The IKF Board of Directors reserve the right to modify, change, or overrule any portion or the entire Rulebook for any reason by Super Majority vote of the Board of Directors. These changes may be effective immediately.

Second by Schorn.

In Favor: Unanimous

Passed

Verlengiere initiates discussion on homologation of engines. Lists benefits to engine importers. Tabled to next Phone Board Meeting.

Motion by Verlengiere: Add additional sentence to the end of 800.14. For Section 200 (2 Cycle and 4 Cycle) Regional race programs, multiple points (2X, 3X, nX) may be awarded for races held after the first Grand National event (either 2 Cycle or 4 Cycle) for that year.

Second by Araki.

In Favor: Araki, Diederich, Motley, Norgaard, Scribner, Verlengiere

Opposed: Schorn

Abstain: Hoegerl

Passed

Ed Diederich exits the Meeting.

Motion by Schorn: Section 209 Class #14 IKF Briggs World Formula Masters - remove references to 200# driver. To be a true Masters class at 40+.

Second by Scribner.

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

Absent: Diederich

Passed

Motion by Schorn: Add to Section 209 Briggs Gas Animal Masters class at 370# and age 40+.

Second by Verlengiere.

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

Absent: Diederich

Passed

Schorn states he will bring up 4 Cycle Homologation at the next Phone Meeting for discussion.

Norgaard discusses Section 102.2.1 Rule Change Enactment. No action.

Norgaard adds weight of 390# to the Briggs Animal Super Heavy in Section 405.2.1 if a local option class in 2012.

Norgaard suggests the creation of a National Speedway program. Discusses details of the program with the Board. Scribner submitted similar program two years ago. Norgaard to work on program.

Membership Letters:

- Email from Robert Brooks re: age 4 verbiage in Rulebook. Discussion by Board.

Clarification to Section 104.3 Second Paragraph begins: All Participants over the age of 4....

Change to read: All participants ages 4 and up.....

- Email from Pederson: transponder flag - Discussion by Board.

Issue to be forwarded to Governor for handling.

- Email from Pat Barlee re Section 201.6.1 Discussion by Board. No action.

Araki asks if 1 or 2 Shifter classes can be run at the 2012 2 Cycle Sprint Grand National. Hilger says to bring Proposal to the Board for approval.

Motion to Adjourn by Verlengiere.

Second by Norgaard

Meeting Adjourned at 12:45pm.