

IKF Board of Directors  
Meeting Minutes  
September 22-23, 2012 Ontario CA.

President Bill Hilger called the Saturday Open Meeting to order at 8:15 am. Directors present at Roll Call were Glenn Araki, Ed Diederich, Bill Hilger, Jack Hoegerl, Doug Norgaard, Mike Schorn, and Rick Scribner. Tom Rayl and Art Verlengiere were not present at Roll Call.

President Hilger welcomed the following Members and Guests in attendance: Don Durbin Sr., John Motley, Janet Scribner, Sharee Hoegerl, and Carmen Carranza.

**Financial Report**

Treasurer Hoegerl presented the Profit & Loss Three Year Comparison Report. Income is up from the previous year. Rulebook sales and pass income up. Expenses are down from previous year. Net income and Cost of Goods sold discussed. Balance Sheet comparing current year and past two years. Discuss Reserve Accounts. Accounts Receivable Report. Discuss various Committee Budgets. Board discussed the various finance reports.

Discussion on ECommerce store. New items to be introduced in the future.

Hilger presents plaques to outgoing Directors, Mr. Ed Diederich, Mr. Mike Schorn, and Mr. Rick Scribner. The Board thanks them for their years of service and dedication to the sport of karting and the IKF.

Diederich questions the TaG weights for the Vortex ROK TT and the Motori Seven engines in the 2012 IKF Rulebook. Wants correct weights in the 2013 IKF Rulebook. Motley states the weights currently used are based on a successful TaG Program. Scribner suggests a matrix based on actual race results. Durbin states the current Rulebook weights are right and working. Motion by Schorn for the Vortex ROK TT and Motori Seven to remain as printed in Section 275.5.3 of the 2012 IKF Rulebook.

Second by Scribner.

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

Absent: Rayl, Verlengiere

Passed

Scribner feels record keeping would be prudent in the future for more meaningful discussion.

Diederich states BSI will not send information on helmet testing. BSI puts a certain code on their stickers. A lot would like to use the BSI rated helmets. Motorcycle associations and some four wheel vehicle racing have already approved them. Good till December 20 2013 in the IKF. Will let IKF know of any changes and see if we can be on the list for changes. Standards are good for 10 years.

**600 Tire - Sprint Racing**

Motley says the bumper rule discussion in Sprint racing was all because of the 600 tires. The 600 tires, used in the United States, are not CIK tires. It is a special tire made only for the United States. From importer down, it would be better to stock two tires instead of three and not have a special tire. Other programs get along with only two tires. Schorn agrees. Difficult for 4 Cycle. Scribner's concern is backlash. Schorn suggests 1 or 2 years. Motley suggests waiting until the end of the homologation period. Scribner suggests getting feedback from 4 Cycle racers. Hilger suggest verbiage be added to the IKF website and the 2013 Rulebook, to be effective in 2014.

Ed Diederich exits the Meeting.

**2012 Grand National Reports from Directors in Charge and Tech Directors**

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

The event was held at the Fresno, California Fairgrounds hosted by the Kerman Kart Club with 74 drivers and 190 entries.

The facility had modern bathrooms, showers, great camping facilities, multiple trees and being located within the city offered all the other services as well.

There was one large building that was climate controlled where the scale and technical area was and this was also used for the drivers meeting and relief for all drivers and pit crew as the week went on due to the heat.

A temporary racing track was built on the parking lot and this track led to many great races with multiple passing zones as well. This temporary track took the so called home track advantage away.

The construction of the track with started the weekend before as the track was built. Ron Perry and the Kerman Kart Club along with Mike Shorn and others constructed the temporary kart track. Many hay bales, cones, safety barriers etc. were place to build the track and it was very well laid out.

Myself with race official and IKF Board members walked the surface to look at all aspects of the racing surface and made comments and or suggestions on where additional barricades or barriers could be used. There were some additions but very few.

Racing each day was very good due to the multiple passing zones throughout the course.

Yes, there was the occasional flare ups but for the most part very minimal.

One morning the local television set up and did multiple segments on the IKF event. This started at 5 a.m. and continued till around 9. Very good publicity.

The Kerman Kart Club had a banquet on one evening where a buffet was held in the climate controlled building. This was very nice as everyone that purchased a ticket was able to sit down and visit with many other people.

The Vintage Karting group was there with Ernie Fisher directing the activities. This group put on multiple exhibitions each day and showed the racer of today how it was done back in the day. Faye Pierson brought the Bug Museum display and set it up in the climate controlled building for all to see. A very nice collection of memorabilia.

Ron and Shelly Perry along with the Kerman Kart Club worked their tails off each day to make everything right. I thought the facility was first class and the racing surface was just as good.

Ron was everywhere making sure things were right and Shelly was there to do the same.

The only thing lacking at this event was the pre-race marketing. Sometimes you need to hire an outside source to get the marketing completed so one can do all the other things needed for a successful event.

I would have no problem recommending this facility being used again for such a race.

I also want to thank Rick Scribner for filling in for me on the day that I was under the weather.

Also want to thank all the IKF Board Members in attendance for the input and support of the event.

Thanks to Dave Brant (Race Director), Bob Philips, (Flagman) and all the support staff for their hard work as well.

Once the race was over the track was dismantled in less than two hours.

All in all the Fresno Fairgrounds was a great place to host the Grand Nationals and thanks to Ron and Shelly Perry and everyone involved with the Kerman Kart Club.

Schorn agrees with Hilger's report. Would like to see them host another Grand National event. Amenities were great. Kids had a great time with water features.

## **2 Cycle Sprint – Tech Director in Charge John Motley**

The track and tech area were excellent, our tech was in a large air-conditioned fair building and was just great! When the competitors pulled off the track they went inside the cool building to weigh and tech. My associates included Carolyn Adams, Frank Jimenez and on Saturday only Don Durbin. Each did an outstanding job and should be thanked for it. The club supplied scale, scale person and procedure was outstanding.

We had very few controversial calls at this event. Most were clear cut, there was a question raised about a rule interpretation on Saturday when I was not present, Don Durbin may be able to address that issue.

We did supply (courtesy of Glenn Araki working with Empire Karts) intake restrictors for the Rookie Comer class. These were both black anodized and printed with the IKF logo. They should become the required restrictor and sold through kart shops and our on-line store. This is a roadmap for other mandated similar components. They should be anodized and sold in this manner.

My only comment to those that did not attend because it was a "parking lot race," was you missed a great event. Unfortunately too many took this view and coupled with the punch/waiver issues as well as a lack of wider promotion reduced the entries to a level below what it deserved.

Discussion regarding the restrictors.

#### **4 Cycle Sprint – Director in Charge Ed Diederich**

As I arrived at the Tri-City Kart Club facility in Richland, WA Tuesday, it was apparent to me that the club had already spent many hours preparing the facility for the 4 Cycle Grand National event. The grounds were very clean inside the perimeter fence as well as outside the perimeter fence. IKF & sponsor banners were strategically placed around the perimeter fence so as to be visible from most angles while attending the event. Registration was already setup and operating a day ahead of schedule. A quick observation of the registration layout and procedure assured me that everything was in a logical order and facilitated easy and fast registration. Everything was organized in a "user" friendly order for the competitor's convenience and also fully in compliance with all policy and procedural IKF recommendations. Joanne and Cory Poyner were my designated track/kart club contacts. Joanne was in charge of Registration. The Race Director, Dave Brant and I had traveled together on the plane from Reno to Pasco and then shared a rental car for the duration of the event. Larry Hewitt was the Starter/Flagman and was experienced at that position. EMT personnel were on a rotating basis meaning we had two different EMT personnel each day beginning on official practice day. Track prep was very good, all barriers and cones were properly placed for maximum effect and the barriers were backed up by midget racing tires. Tech Director, Mike Schorn was there and had his "Tech" crew identified and was discussing the flow for competitors for post-race tech beginning at the scale and continuing on to the "Tech" tent.

Cathryn Schorn was designated as the Grid Master. "Cat" has had this responsibility many times in the past and does an excellent job. The Tri-City track requires 4 turn workers. Each turn worker has about a 60% view of the track. There were always the required number of turn workers with the relief turn workers filling in when one or more turn worker(s) needed a break. The track barriers were setup in compliance and there was more than ample "run-off" area. This is the first time I have seen redundant scales at an event. Tri-City had a set of Longacre four pad scales as well as a traditional scale to use for verification of class weight. The Race Director, Tech Director and Director In Charge all had their IKF Rule Book in hand and ready to help clarify any rules issues. Each night the radios were charged and each morning there was a radio check to assure that the event staff could communicate with each other. Fire extinguishers were deployed each morning and retrieved each day after the racing was completed. Kart removal was done via a golf cart/trailer combination. At no time was the retrieval vehicle on the track before the checkered flag was displayed and the last kart had entered the exit road to the scales. Scoring was done by Cindy Schorn and there were no race interruptions that were scoring related. All results, grids and final finish order sheets were printed promptly and accurately and posted on the results board. There is a small concessions stand that is permanent at the track. They had plenty of liquids, snacks and sandwiches for sale throughout the week. Restroom facilities at the Tri-City track are permanent and feature showers also. Rent-A-Cop security was utilized and very effective. Both the American and Canadian National Anthems were played every day before the main events got underway. Duffys/Eagles/awards were presented in the morning for the day before and in the evening for those classes that were run during that day. From Friday on, there were two

photographers on site for the racing each day. Trash barrels were positioned approximately every 50 feet so the racers didn't need to go very far to get rid of their throwaway materials. The spectator area was accessible from the general public part of the facility and was fenced to restrict spectators from getting into the pit area or grid area.

One of the unpleasant responsibilities that I had to perform was to eject a mom of one of the drivers. Overall this event was well prepared for and with the exception of a couple of over eager drivers on track and the mom in the pits, this event went off very smoothly. As would be expected, the racing in each class was intense whether there were 8 karts or 20 in the race group. I am happy to say that we had one competitor earn his "Expert" status at this race event. Lloyd Mack won four Duffys, (had one taken back after post-race tech) which qualified him for his "Expert" status in IKF. There was no "walk away" Duffy winners with the possible exception of World Formula Masters. Mat Kattenek won the Masters class by about 20 kart lengths. I credit the Race Director, Dave Brant, Tech Director, Mike Schorn (and crew), the Starter, Larry Hewitt, Joanne Poyner (and registration crew), Cindy Schorn-Scoring, "Cat" Schorn-Grid Master, all of the volunteer turn workers and Terry (announcer/race calls) for making this a very successful and exciting 4 Cycle Sprint Grand Nationals.

On another note, I have some suggestions recommended by the racers that will help these events be more user friendly in the future and help bring the IKF Grand National events back to their rightful stature in kart racing.

Discussion on the motor blow up of the C50's. Scribner asks if a letter of concern should be sent to the manufacturer. Araki states it is the flywheel. Motley states the keyway is a stress riser and would cause that kind of problem. States many blow up in the pits. Scribner has concern for shrapnel everywhere. Board discusses a "Quiet Zone" at Grand National events. Went real well; no complaints; well received. Discussion on age. Needs to be mandatory at regional and Grand National races and recommended for club races. Schorn to work on "Quiet Zone" verbiage for a vote by the Board for inclusion in the 2013 IKF Rulebook.

#### **4 Cycle Sprint – Tech Director in Charge Mike Schorn**

On arriving the Monday of the event, the Tri City Kart Club had once again worked very hard to make their track one of the best facilities hosting an IKF Grand National. It is a shining example of hard work and pride of ownership which makes this a picture post card track. The tech barn and adjoining tent was large enough to hold all the class winners in a confined area. There was adequate room for all 7 tech officials and kart representatives for engine disassembly. There were 184 entries for the event and every entry was dealt with honesty, integrity and fairness.

I hope that my first attempt at Tech Director in Charge was not too stressful or demanding as we all have many things going on at the Grands. This was however one of the most memorable Grand's that I have attended. From the 184 entries at the event we had over 17 post race DQ's. Unfortunately the pre-race talks on the official practice day and race days were not taken to heart as we unfortunately were forced to DQ over 6 drivers for safety wire infractions in which I emphatically informed the racers that it is a DQ penalty and please don't get caught for something as minor as that.

Day 1 there were 11 DQ's, 3 Running lift, 4 Safety wire, 1 Pilot Jet, 1 Cam profile, 2 Piston pop out

Day 2 there were 6 DQ's, 3 Running lift, 2 Safety Wire, 1 Carb venturi

Day 3 no DQ's

I would like to thank and give my admiration on the professional job the Post tech crew of Terry Nash, Roger Cathy, Chris Hatch, Jon Hatch, Cory Poyner, David Dean, performed during the event. Without them and the volunteers of the Tri City Kart Club this event would not have happened. Thank you to the Tri City Kart Club Officials, officers, and members for their

assistance in providing a great facility and ensuring that we had whatever we needed to perform our duties.

Discussion on safety wire. Motley feels illustration would be good in the Rulebook. Schorn to address with Rulebook changes.

Discussion on weights. Motley says different series have different weights; is confusing. Is problem that does not need to exist. Scribner says rule, as written, is ok. Durbin discusses weight incident; feels rules are well founded.

## **2 & 4 Cycle Speedway – Director in Charge Tom Rayl**

The Nationals ran on schedule except for one day. We were half way through the heats when the rain came. The next day we started early to finish the prior days show and then started in on that days show. This made for a long day for everyone. On practice day we were served a great meal by Koopman Racing, Aulner Bros, and University Plains Speedway.

### Track Prep

We need to thank Mylan Mork for the great track every day.

### Art's quiet pit rule

The quiet pit rule was used with some complaining. Some of the racers forgot and when reminded they shut the engine off and moved to the fenced off area. University Plains Speedway had two areas fenced off to start the engines.

### Accidents

We only had two racers that needed hospital attention. Both were minor and released.

### Entries

4 Cycle Entries 345

2 Cycle Entries 66

As with all karting events, entries were down. I think combining the 2 Cycle and 4 Cycle was the largest contributing factor.

### Awarded Expert status

4 Adults and 3 Juniors with many first time Duffy winners.

### Dropped classes

We had to drop five classes for lack of entries to race for the Duffy. These classes were:

1. Briggs Animal Blue Wazoom Medium
2. Briggs Animal Super Heavy
3. Yamaha KT100S LTD
4. Super Sportsman (Super Box)
5. Yamaha Limited Heavy

### Pre Tech

Standard miscellaneous things.

Biggest issue was short wheel base on some older karts. Some karts were almost  $\frac{3}{4}$  inch too short. Interesting fact, all 2012 karts made the wheel base check easily.

### Engine Tech

1. A 2 Cycle would not remove engine for cc check for third place; a DQ resulted
2. A 4 Cycle flathead was DQ'd for porting into threaded hole for carb bolt

### Engine Builder Awards

2 Cycle Engine Builder award went to Larry Killam.

4 Cycle Engine Builder award went to Tom Rayl.

### Raceceivers

At times I wished the Junior 1 would have used them as well. Cell phones were an issue with the Raceceivers as racers could unplug from the Raceceiver and plug in their cell phone for communication with pits. Cell phones could be an issue with the younger generation, as they carry them all the time. The Raceceivers advantage doesn't out weight the arguments at the scales. In the future I wouldn't use Raceceivers because of this.

### Sportsmanship

Sportsmanship was the worst I've ever seen. We had 4 Juniors that would not take the podium for pictures in protest of the finish of the race. I feel that disciplinary action should be taken. One racer was asked to leave the track for working on his kart under a yellow and flipped the race officials off. He was not allowed to race the rest of the event. One participant jumped over the fence to help a kart that slid into the bales. He was escorted off the race track and not allowed to race the rest of the event.

#### Suggestions

1. IKF should never again have the 2 and 4 Cycle Nationals combined
  - Lack of participation from 2 Cycle racers
  - Too long of an event
  - Cut down on entries from 4 Cycles
2. Qualifying – this means the track must have a timing system. Reason, more classes can be run in a shorter number of days.
3. Lower the entry number for a Duffy to 5 for the 4 Cycle.

#### My thoughts as the Director in Charge

The Director in Charge should not be involved with his corresponding Division. It's too difficult for disciplinary actions. Speedway Directors should attend Sprint and Sprint Directors should attend Speedway. Director in Charge needs to have served as an assistant Director in Charge for at least one event.

Discussion of Raceceivers. Use of cell phones instead of Raceceivers at the event. Hilger and Norgaard feel they are a good tool to use at the event.

Discussion on combining the 2 and 4 Cycle Speedway Grand Nationals. Norgaard states they tried it this year. Was one 4 Cycle tech issue. Discussion on measuring the wheelbase.

### **2 & 4 Cycle Speedway Report– Tech Director in Charge Jack Hoegerl**

The IKF 2/4 Cycle Speedway Grand Nationals were held July 30th through August 4th. The event was held in Brookings South Dakota hosted by the South Dakota Kart Club.

The Pre Tech was performed by Doug Norgaard, Ron Hansen, Tom Rayl, and myself. The use of body and chassis templates sped up the process.

The 2 Cycles used Burris castor and 110 VP racing gas. Although the normal pump in and pump out procedure was not used because of the small number of 2 Cycle entries, the fuel spot check was successful.

The track had an enclosed drive on and drive off digital scale and qualified scale attendant that worked effectively.

Engine Tech was performed in an enclosed, well lit, and fan cooled area. The Tech personal were George Clausen, Larry Killam and myself.

The only disqualification was from refusal of Tech because he already had enough third place finishes.

Hoegerl states there would not have been a 2 Cycle Speedway Grand National if Doug Norgaard had not stepped up and had the event.

Letter from Mr. Brett Potter regarding the blue flag and Rookie Comer class at the 2 Cycle Sprint Grand National. Discussion by Board. Board sees both sides of the issue. Discusses the Rookie Comer Class. Araki suggests regulations on what classes you can enter if you race the Rookie Comer class. At club level, some clubs don't offer Junior I, only offer KPV1. Araki suggests that any driver that enters the Rookie Comer class can only enter Junior I classes at an event. Cannot enter a PRD class. Can run Kid Kart and Rookie Comer.

Motion by Araki to change the second sentence in Section 850 to read: Competitors of proper age may compete in Rookie Comer 80, and also compete in Junior I, Rookie Sportsman and KPV1 classes only, without restrictions. This change is effective 1-1-2013.

Second by Scribner.

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

Absent: Diederich, Rayl, Verlengiere  
Passed

Email from Mr. Doug Hanson re: entries for a Duffy - 2/4 Cycle Speedway Grand National. Will be addressed later by the Board.

Email from Mr. Don Choquer re: 4 Cycle Sprint Grand National Schorn has addressed this already and covered all aspects.

Email from Ms. Jennifer Ward re: 4 Cycle Sprint Grand National. Schorn responded to this. Board discusses ambient temperature. Reviewed by the Board and no action taken.

Email from Ron Perry regarding actions of Michael Mantel at the 2 Cycle Sprint Grand National. Board reviewed the email and incident and recommends suspension.

Motion by Scribner to suspend Michael Mantel immediately until December 31 2013.

Probation for two years from January 1 2014 to December 31 2015.

Second by Norgaard.

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

Absent: Diederich, Rayl, Verlengiere

Passed

## **PROPOSAL**

Submitted by Hoegerl:

Section 402 2 Cycle Speedway

Class #9 100cc Super Stock Light

Increase weights by 10 lbs.for each engine type.

New weights will be:

Yamaha KT100S 310#

100cc Piston Port 330#

100cc Reed and Rotary 350#

Hoegerl states they have lost participation in the classes. Don't know why. Did not receive input from members. To be effective 1-1-2013.

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

Absent: Diederich, Rayl, Verlengiere

Passed

Rod Verlengiere 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

Motion by Araki to delete from Section 207,2 Cycle Sprint National Championship Classes, #7 Super Sportsman and #11 IAME Cup due to participation.

Second by Schorn.

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

Absent: Diederich, Rayl, Verlengiere

Passed

Motion by Norgaard to delete from Section 209, 4 Cycle Sprint National Championship Classes, #8 Briggs Animal Heavy and add IKF Briggs World Formula Super Heavy due to participation. Second by Araki.

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

Absent: Diederich, Rayl, Verlengiere

Passed

Road Race: Schorn states that Don Holmboe wants to change the TaG class to front brakes allowed. Discussion by Board. No action. Schorn to send in for an email vote.

**Approval of the 2013 Grand National Dates & Classes**

4 Cycle Speedway July 8-13, 2013	Huron Kart Club Rolling Thunder Speedway	Region 5A Huron SD
4 Cycle Sprint July 16-20, 2013	Portland Karting Association McMinnville Track	Region 6 McMinnville OR
2 Cycle Sprint July 23-27, 2013	Willow Springs Kart Club Willow Springs Kart Track	Region 7 Rosamond CA
Road Race 2 <sup>nd</sup> wk. of September	Portland Karting Association Portland Int'l Raceway	Region 6 Portland OR
2 Cycle Speedway July 22-25, 2013	Newton Kart Club Newton Kart Track	Region 5 Newton IA

Motion by Norgaard to approve the dates for the 2013 4 Cycle Speedway and 4 Cycle Sprint Grand Nationals as stated above.

Second by Scribner.

In Favor: Araki, Hoegerl, Norgaard, Scribner

Abstain: Schorn

Absent: Diederich, Rayl, Verlengiere

Passed

**2013 IKF Road Race Grand National & Local Option Classes**

	2013 Proposed RR Classes	Weight	Tires
1	Yamaha KT100S Light	370	Open
2	Yamaha KT100S Heavy	390	Open
3	Formula Kart Exp. FKE1	360-400	Open
4	Unlimited/FKE III	400-475	Open
5	Tag Enduro	410	Open
6	80cc Laydown	420	Open
7	Inter-Continental-E	460	Open
8	Yamaha Ltd. Light Sprint	330	Open
9	Yamaha Ltd. Heavy Sprint	360	Open
10	Formula 80 JR.	Remove	
11	Rotax Max JR	320	MG
12	TAG Heavy	390-415	MG
13	Tag Light	370-385	MG
14	Formula 125 Ltd.	385	MG
15	Formula 125 Ltd. Heavy	420	MG
16	Formula 125	385	MG
17	SWRA Super Stock CR125 Light	385	MG
18	Formula 80 Sr.	Remove	
19	Super Stock CR125	400	MG
20	WC Super Stock CR125	400	MG



21	IKF Briggs World Formula Medium	365	MG	
22	IKF Briggs World Formula Heavy	390	MG	
23	IKF Briggs World Formula Super Heavy	405	MG	LO
24	Sprint Stock	125	385	MG LO
25	Rotax Max	390	MG	LO
26	TAG JR	310-330	MG	LO
27	Rotax Classic	390	MG	LO
28	WC Inter-Continental-E	465	Open	LO
29	125cc-150cc Open/FKEII	360-400	Open	LO

Discussion by Board.

Motion by Schorn to accept and remove the National and local option classes listed above for the 2013 IKF Road Race Grand National.

Second by Scribner.

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

Absent: Diederich, Rayl, Verlengiere

Passed

Award the 2013 2 Cycle Sprint Grand National Back Up Track

Discussion by Board.

Scribner states the Cameron Karting bid was not accepted as it came in after the deadline.

In Favor of Santa Maria Karting Association: Araki, Hoegerl, Norgaard, Schorn, Scribner

Absent: Diederich, Rayl, Verlengiere

Passed

Award the 2013 2 Cycle Speedway Grand National

Motion by Norgaard to award the 2013 2 Cycle Speedway Grand National to Newton Kart Club and award the Tri Cities Kart Club as the Back Up Track.

Second by Hoegerl.

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

Absent: Diederich, Rayl, Verlengiere

Passed

#### 2014 Grand National Bids

The Board discussed the bids received for the 2014 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, 2013. This Questionnaire will become part of their Agreement. An evaluation of the fee schedule for the Grand Nationals will be conducted in terms of price per entry per level of participation.

#### 2 CYCLE SPRINT

Region 7	Adams Motorsports Park w/support from So Cal Sprinters	Riverside CA
Region 7	Santa Maria Karting Assoc. Santa Maria Kart Track	Santa Maria CA
Region 11	Cambrian Go Karts The New San Jose Mile	San Jose CA
Region 6	Southern Oregon Karters Jackson County Sports Park	Medford OR

#### 4 CYCLE SPRINT

Region 7	Adams Motorsports Park w/support from So Cal Sprinters	Riverside CA
Region 7	Santa Maria Karting Assoc. Santa Maria Kart Track	Santa Maria CA
Region 6	Southern Oregon Karters Jackson County Sports Park	Medford OR

#### 2/4 CYCLE SPRINT

Region 11	Cambrian Go Karts The New San Jose Mile	San Jose CA
Region 6	Southern Oregon Karters Jackson County Sports Park	Medford OR

## **2 CYCLE SPEEDWAY/SPEEDWAY MIDGET**

Region 5 Newton Kart Klub	Newton Kart Track	Newton IA
Region 5 Tri County Karters	Delaware Speedway	Delaware IA

## **4 CYCLE SPEEDWAY**

Region 5 Newton Kart Klub	Newton Kart Track	Newton IA
Region 5A Huron Kart Club	Rolling Thunder Speedway	Huron SD

### **IKF Region 12**

The Board discusses the creation of a Region 12 in Central California. Araki states that Regions 7 and 11 do not want to travel out of their Region to race. Cost of racing is also a reason. Great opportunity to create a completely different Region. Araki feels it will work with Don Durbin on board. Ron Perry and Don Durbin to be Co-Coordinator of the new Region. Asks Rod Verlengiere about Santa Maria being in a new Region – they could host a Region 12 race and a Region 7 race. Discussion on boundary of Region 12 i.e. from Galt as the Northern Boundary and Bakersfield as the Southern Boundary. Verlengiere feels there is no downside. Araki states it is up to Santa Maria. Durbin is in favor of this. Has concerns about Medford and Redding; an option would be to hold a small series with Medford and Redding. Scribner has discussed this with Dan Pellizzari. Durbin states that the Redding club has been extremely supportive of the Region 11 series. Hilger lists possible tracks for Region 12. Durbin will pursue tracks for the new Region. Press Release to be done.

Motion by Schorn to create a new IKF Region to be Galt as the Northern Boundary and Bakersfield as the Southern Boundary.

Second by Araki.

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

Absent: Diederich, Rayl, Verlengiere

Passed

Motion by Norgaard to name the new Central California Region, Region 12.

Second by Scribner.

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

Absent: Diederich, Rayl, Verlengiere

Passed

Durbin wants to work with the new Region 12. Araki feels the Region needs to have a different Coordinator. Perhaps have Co-Coordinators. Araki spoke with Ron Perry regarding this. Durbin feels they need to agree on a program.

### **Sprint Bumper Rule**

Motley says the updated picture needs to be added to the Rulebook. Current picture does not show the lower bar.

Araki suggests the IKF Rulebook be printed every other year with a Rule Update to be printed the second year. Downside is loss of advertising revenue. Discussion on website advertising.

### **Cameron Karting - Electric Kart Local Option Class**

Local option classes submitted by Cameron Karting for approval to run. Discussion by Board. Board requests specifications and rules before approval. Hilger to call them.

Rod Verlengiere exits the Meeting.

Motion by Scribner for Section 212.3, 405.3 Duffy Award Restriction to change from 10 to 5. Section 110.9: Delete: See Section 212.3 2 Cycle Sprint and Section 405.3 4 Cycle Speedway, for further restrictions.

Second by Schorn.

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

Motion by Araki to remove all verbiage under Section 104.6.4 Exceptions. Replace with:  
Exceptions are not allowed. Effective 1-1-2013.

Second by:

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

Motion by Schorn to change Section 207 #1 Kid Kart weight to 160#.

Second by Norgaard.

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

Motion by Scribner to add as Section 108.5.4 Kart Retrieval Vehicles must await the conclusion of the practice, qualifying or race event prior to entering the competition area of the track to retrieve disabled karts. Kart Retrieval Vehicle may enter competition area when all karts are stopped and may enter the track at the direction of the Race Director only.

Second by Norgaard.

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

Motion by Hoegerl change Section 508 Appeals. Change 3<sup>rd</sup> sentence to read: Before a disputed part leaves the control of the Tech Inspector **and the tech area**, the part or parts in question.....

Second by Scribner.

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

Terry Nash joins the Meeting.

Motion by Schorn to add to Section 105.1 General Safety: No crew member, interested bystander or other are allowed on the racing surface at any time during the race.

Second by Norgaard

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

Motion by Schorn change first sentence in Section 110.6.1 to read: Junior II's aged 12-15 for Sprint and Road Racing Divisions will be allowed to practice and race on track with Senior classes when conditions are deemed acceptable by the Race Director.

Second by

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

Hilger announces the Sanction Fee will be \$5.00 in 2013.

### **Grand National Punches**

Motley asks about a no punch program. Hilger states a strong regional program takes care of punches. Araki states the punch rule gives some idea of drivers experience. Discussion by Board. Motion by Norgaard to change the waiver fee in Section 104.17.6 with 3 races within 200 miles:

No Punches - \$400

1 Punch - \$300

2 Punch - \$200

Motion by Hoegerl to change the waiver fee in Section 104.17.6 with 3 races within 200 miles:

No Punches – \$300

1 Punch – \$250

2 Punch - \$200

Second by Scribner.

In Favor of Norgaard Motion: Araki, Hoegerl, Schorn, Scribner

In Favor of Hoegerl Motion: Norgaard

Absent: Diederich, Rayl, Verlengiere

Norgaard Motion Passed

Hilger states the above rule is for those inside the 200 mile rule. Araki states the 200 mile rule should not have to pay the \$400. Board agrees to stay at \$200 fee for less than 3 races within 200 miles.

### **PRD Rules**

Motley asks for communications with the person in charge of the PRD Rules. Araki agrees.

Motley to rewrite the rules. Motley says there are two sets of rules.

### **2013 IKF Governor and IKF Regional Coordinator Appointments**

National Coordinator: Glenn Araki

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

Speedway Coordinator: Open

E. New York Governor: Open

New Jersey Governor: Open

W. New York Governor: Open

#### Region 2

Coordinator: Open

North Carolina Governor: Open

Motion by Norgaard to accept the above Appointments.

Second by Scribner.

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

Absent: Diederich, Rayl, Verlengiere

Passed

#### Region 3

Coordinator (Speedway): Andy Bear

Wisconsin Governor: Mark Alton

Minnesota Governor: Open

#### Region 4A

Coordinator (Speedway): Open

Coordinator (Sprint): Jay Jacobellis  
New Mexico Governor: Andrew Huerena

Region 4B

Coordinator (Road Race): Open  
Coordinator (Sprint): Tom Harris  
Coordinator (Speedway): Dave Snyder  
Coordinator (Speedway Pavement): Francis Rougeou  
Louisiana Governor: Francis Rougeou  
Texas Governor: Tom Harris

Region 5

Coordinator (Speedway): Dave Abell  
Coordinator (Sprint): Open  
Coordinator (Speedway Pavement): Open  
Iowa Governor: Lisa Harney  
Missouri Governor: Open

Region 5A

Coordinator (Speedway): Doug Norgaard  
Nebraska Governor: Joe Hilger  
Kansas Governor: Open  
North Dakota Governor: Brad Gilbertson  
South Dakota Governor: Doug Norgaard

Motion by Norgaard to accept the above Appointments.  
Second by Araki.  
In Favor: Araki, Hoegerl, Norgaard, Schorn, Scribner  
Absent: Diederich, Rayl, Verlengiere  
Passed

Region 6

Coordinator (Road Race): Mike Schorn  
Coordinator (Sprint): Bill Hettick  
Coordinator (Speedway) Open  
Idaho Governor: Larry Robb  
Oregon Governor: Mike Schorn  
Washington Governor: Bob Thompson

Region 7

Co-Coordinator (Sprint): Tabled to Sunday.  
Arizona Governor: Bernie Lacotta  
Hawaii Governor: Tim Hultquist  
South California Governor: Open

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 by Schorn to accept the above Appointments.  
Second by Norgaard.  
In Favor: Araki, Hoegerl, Norgaard, Schorn, Scribner  
Absent: Diederich, Rayl, Verlengiere  
Passed

Region 12  
Co-Coordinator (Sprint): Don Durbin & Ron Perry  
Central CA Governor: Roger Miller

Motion by Scribner to accept the above Appointments.  
Second by Norgaard. .  
In Favor: Araki, Hoegerl, Norgaard, Schorn, Scribner  
Absent: Diederich, Rayl, Verlengiere  
Passed

Terry Nash exits the Meeting.

### **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  
Tabled To Sunday

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

Motion by Norgaard to accept the above Appointments.  
Second by Scribner.  
In Favor: Araki, Hoegerl, Norgaard, Schorn, Scribner  
Absent: Diederich, Rayl, Verlengiere  
Passed

Sprint Committee  
Chairman: Don Durbin  
Committee: Glenn Araki, Josh Veloz, John Motley

Speedway Committee  
Chairman: Bill Hilger  
Committee: Dan Koopman, David Snyder, Ralph Woodard, Doug Norgaard, Andy Bear

TaG Committee  
Chairman: John Motley  
Committee: Don Moormeister, Terry Nash, Jack Hoegerl, Jesus Vasquez, Don Durbin

Motion by Norgaard to accept the above Appointments.  
Second by Araki.

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

Meeting adjourned at 5:42 pm.

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President Bill Hilger called the Sunday Open Meeting to order at 8:10am. Directors present at Roll Call were Glenn Araki, Bill Hilger, Jack Hoegerl, Doug Norgaard, Mike Schorn, and Rick Scribner. Ed Diederich, Tom Rayl and Art Verlengiere were not present at Roll Call.

President Hilger welcomed the following Members and Guests in attendance: Don Durbin Sr., Mike Manning, John Motley, Janet Scribner, and Sharee Hoegerl.

Hilger reads an email from Stewart Willis regarding on and off track race incidents at Region 7 Sprint events particularly the most recent race at Grange Motor Circuit. Discussion by Board. Motion by Hilger to place Matthew England and Owen Lloyd on probation effective immediately to December 31 2013.

Second by Norgaard.

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

Terry Nash joins the Meeting.

### **2013 IKF 2 Cycle Sprint Grand National**

Lengthy discussion with Mike Manning. Manning concerned about history of low turnout, importance of sponsorship, correct staff. Has event and some class sponsors already. Using guidelines/timetable supplied by the IKF. Will be a night race. Club race within one month of event. Staff in place. Tech set up same as before. Need to pick the right classes. New Sprint Committee on Board. Need a strong marketing person. Board to approve entry fee. There is a one-time per person gate fee. Class structure is important. Focus on little guys – core of the racers. Two classes were eliminated by participation stats. Wants to offer the KPV 4 Heavy class. Four day show- 2days/4 classes & 2 days/5 classes. Suggests offering sponsorship packages – made it attractive and easier to sell. Discuss oil for event. Discuss Rotax support and classes. Need a Grand National Committee to help – Durbin, Motley, Araki. Use social media and begin promotion soon. Discuss scheduling of event date with other organizations. Waiver program is handled by the IKF. Concern is those who have not supported karting – Araki has criteria for this. IKF Board can approve a waiver program extension. Vintage Kart show to be at the event. Discuss date of event, Manning needs a July date. Need class structure within 30 days to assure inclusion in the 2013 IKF Rulebook. Suggestion to run the Honda Kid Kart Class – Honda could give engine as give away prize. Suggests a Road Race Program called “Nifty 550” – driver can enter as many classes as they want for \$550. Hilger suggests an Engine Builder Award as done in Speedway.

Motion by Scribner to approve July 23-27 2013 for the 2013 2 Cycle Sprint Grand National.

Second by Schorn.

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

### **Region 12**

Scribner says there were so many tracks north of LA that they created a new Region 12. Boundaries will be announced. Tracks can run in two regions. Don Durbin and Ron Perry are the Region 12 Sprint Co Coordinators. Araki reads the potential Region 12 tracks: Atwater, Bakersfield, Buttonwillow, Fresno, Infection, Salinas, Santa Maria, Stockton, and Willow Springs.

Manning wants to remain a Region 7 track – region goes back 30 years - Nash agrees. Araki states the Region 7 tracks are CalSpeed, Grange, Las Vegas, Perris, and Phoenix. Discuss regional boundaries.

Sharon Barros joins the Meeting.

Board discusses Region 7 and Region 12 with Sharon Barros. Stewart Willis will work with a new Region 7 Committee to make smooth transition from 2012 to 2013. The 2013 Region 7 Committee will be Sharon Barros, Jerry Henderson, Mike Manning, Terry Nash, Tech Director, Race Director and Flagman. Durbin discusses at length the 2012 Region 11 Sprint program and events, including the tire and fuel programs. Discussion of the 2012 regional program and keeping the Region 7 Sprint regional program “alive” in 2013. Discuss the responsibility of the Race Director who is in charge of the event. Respect needs to be shown to the workers. Durbin says Region 11 team did outstanding job. Discuss financial pooling program. Region 7 Sprint Program must move forward. 2013 Region 7 Series Competition. Feels banquets are important to the region. Discuss punch credit for club races – email vote to be done. IKF should work on branding i.e. the Duffy, Screaming Eagle, Lake Speed Award, Engine Builders Award. Looking at IKF Facebook page. Looking to add a Marketing person, reduce number of Directors, make Committees stronger, reduce number of yearly Board Meetings. Hilger thanks Sharon Barros and Mike Manning for their input. Discuss So. California clubs.  
Terry Nash exits the Meeting.

#### **2013 4 Cycle Tech Committee Chairman & Members**

Motion by Norgaard to appoint Mike Schorn as the 4 Cycle Tech Committee Chairman and Lee Miller, Roger Cathey, David Snyder, Mark Alton, George Shear, Terry Nash, Dan Pellizzari, and Tom Rayl as the Committee Members.

Second by Scribner.

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

Absent: Diederich, Rayl, Verlengiere

Passed

Sharon Barros exits the Meeting.

Norgaard states the dates for the 2013 IKF 2 Cycle Speedway Grand National at the Newton Kart Club are July 22-25, 2013. Rain Dates are July 26-27, 2013. Hoegerl to work with Newton Kart Club on the class structure for the event.

Motion by Schorn to add the following local option classes for the 2013 4 Cycle Speedway Grand National at Huron Kart Club. Will run all 17 National classes in Section 403.

Adult LO206 Heavy 370#

Junior II LO206 Heavy 320# with restrictor plates

Second by Norgaard.

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

Absent: Diederich, Rayl, Verlengiere

Passed

#### **Committee Reports**

##### **2 Cycle Tech Committee Report**

This year started with the IKF/SFI Training seminar in West Des Moines IA. Although the attendance wasn't high, those attending were quite enthused. This was the third seminar since implementation of the certification program. I feel we are beginning to see results of this effort with the Tech procedures being performed in the field and the decrease of phone calls I usually receive.



The year was rather slow in terms of Technical conflicts. Without new classes and new engines Tech is stable. Although this is convenient for me, the 2-cycle division is not growing. Most contact with committee members is made through e-mail communications. Members usually respond in a timely manner. If follow up is needed phone calls are made. Committee members are always available to accept my phone calls and offer to help. We currently have several items to address before the Tech Book is published. Engine crankcase seals, Throttle shaft diameter, 3rd. bearing supports, plug wire shielding, and drilling of engines for wire seals. Recommendations will be made at the September Board Meeting.

Motley demonstrates wire seals to the Board. Information to come.

Rules Changes/Updates from Hoegerl:

Motion by Scribner to add the following:

Section 603.2.14 Exhaust Temperature Fitting Add at end of paragraph: Lambda Sensors can be used.

Section 603.2.19 Pressure/Vacuum Test Add after/Crankcase Integrity is permitted. Seals do not have to be OEM but integrity must be maintained. Then continue with the rest.

Section 622.50.7 Plug Wire: OEM add: Outer protective shielding allowed.

Section 622.51.12 Plug Wire: OEM add: Outer protective shielding allowed.

Need to add new Section on Rookie Sportsman Comer Restrictor. Picture from Felton and Requirement to meet Section 603.2.19 Pressure/Vacuum Test.

Second by Norgaard.

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

Absent: Diederich, Rayl, Verlengiere

Passed

Hoegerl states that he has been approached twice about not requiring third bearing supports in the Yamaha classes with dry clutches. He ran it through the Committee, and, in his opinion also, we don't have any failures with using the third bearing support now and he would still like to maintain the requirement. If they were going to do anything, they would have to start specifying which clutches you could use and not have to have a third bearing support. Does not want to get into brands and weights and sizes. Discussion by Board. Hoegerl mentions they are looking at wider sealing of engines and information to come.

Rule Cleanup by Hoegerl. Section 401.13.4 Location

Add: The rear number panel must be in place and visible.

#### **4 Cycle Tech Committee Report – Mike Schorn**

2012 Was a relatively stable year. We did not see many changes in the 4 Cycle engine areas.

The addition of the Burris pistons for the Animal engines have been a help to competitors allowing more engine on the same block.

Most all parts for all of the engines were in supply and tolerances were better than in the past.

Items of note:

We did see some lack of attention to detail at the 4 Cycle Sprint Grand Nationals as there was more than the usual number of DQ's this year. I would contribute that to the lack of tech on a club and regional level.

The LO 206 Animal package is becoming more and more popular in areas of the country. We are seeing a couple of parts issues that Briggs is working on.

The clones are leveling off without many changes this year.

World Formula is still popular in the Northwest and was one of the largest classes at the 4 Cycle Sprint Grand Nationals.

There is contingent in Arizona that has been promoting the World Formula and is becoming more and more popular.

Flatheads are still very popular in the Midwest but the Animal is becoming more of a choice.

The manufacture has been able to stabilize most of the parts and there is not a need for many rule changes for the 2013 season.

The 4 Cycle Committee has sent in comments and suggestions throughout the year and haven't seen a need for many changes either.

I would like to thank the Committee Members at this time.

Terry Nash	Lee Miller
Roger Cathey	Chuck Sloggett
Dave Snyder	Mark Alton
Doug Norgaard	George Shear
Mike Clements	

Motion by Scribner to add/change the following rules:

Rule Changes/Updates from Schorn:

Add to Section 716.8.1 Minimum length 2.865" no-go. Maximum length 2.881"

Add to the end of second sentence of Section 717.16.1 Maximum length 2.881"

Add to end of Section 719.16 Maximum length 2.881"

Add first sentence to Section 701.12

Section 701.12 Head Briggs or Burris Head BSF-301-00 allowed.

Add first sentence to Section 701.29

Section 701.29 Side Cover: Briggs or Burris side cover BSF 107-00 allowed.

Change Section 716.4.3 Venturi: Vertical dimension is .794" no-go. Horizontal dimension is .615." no-go. When .615 no go is inserted horizontally into the filter side of the venture, it may not pass into the slide area. When the .615" no go is inserted horizontally in the manifold side of the venturi, it may not enter the venture section at all. 602" gauge is inserted horizontally; it may not pass into slide area at the narrow point formed by the overlap of the two venture circles. No machining allowed.

Add Section 700.3.8 and Section 722.4.8 Clone Restrictors:

Section 700.3.8.1 & Section 722.4.8 Restrictors must be installed between carburetor and intake manifold. Must have a gasket on both sides of restrictor. Maximum thickness of each gasket .070"

Section 700.3.8.2 & Section 722.4.8 Junior I restrictor. Green to have one hole .450" when no-go presented to hole from Manifold side.

Section 700.3.8.3 & Section 722.4.8 Junior II restrictor. Blue to have one hole .550" when no-go presented to hole from Manifold side.

#### **Section 717.2.5 – Schorn to email to me**

Change to read: Springs attaching silencer to header highly recommended to be safety wired.

Silencer must still be safety wired to header. Picture to be added.

Second by Norgaard.  
In Favor: Araki, Hoegerl, Norgaard, Schorn, Scribner  
Absent: Diederich, Rayl, Verlengiere  
Passed

Schorn to submit Quiet Zone verbiage for an email vote prior to the 2013 IKF Rulebook.

#### **Shifter Tech Committee Report - John Motley**

There is almost no activity in this area, I probably got 3 inquiries total for the year. This reflects that those clubs or Regions almost all use SKUSA rules as a local option. As I have said for years the IKF lost that business (except for Road Racing) years ago.

#### **TaG Committee – John Motley**

More action here, but still not much as it is the second year of our three year approval period. Just a few issues that were primarily housekeeping. Will be working on the PRD.

We did have inquiries from 3 manufacturers about inclusion of their engines, Sonik Sport, X30 and FIM (Parolin). They were all invited by letter to participate in the IKF program as a single make class that they would support. At this writing we have received no response.

I expect these three and others will apply next year for inclusion in the 2014 – 2016 approval period and others such as the existing Sonik will not pay their renewal and be dropped from the program.

#### **Speedway Committee – Bill Hilger**

Hilger states there were no series races this year. Need Speedway series for 2013. Norgaard had the Weekly Speedway Series this year; not sure if this was successful. By not having a Speedway series this year, the pit pass sales were down even with the Weekly Speedway Series.

Norgaard states they are going to run the Weekly Speedway Series in 2013. Signed Letters of Intent and reports were not sent to the IKF Office. Hilger states they need to get a Speedway series going to keep competitors motivated. Hoegerl states in 2 Cycle Speedway, there were barely enough races to get 3 punches. Lacking in Speedway. Norgaard says costs are high.

Norgaard exits the Meeting.

#### **Road Race Committee – Don Holmboe**

Report read by Mike Schorn

Only have one overall comment then a couple of details.

Road race turnouts suck. Smarter men (woman) than I have very little success in changing this fact.

- 1) Recommend the implementation of the engine request from Ron Coffin.
- 2) Recommend a change to the TAG rules to ALLOW front brakes. Match other organization.

Motion by Schorn Section 301 Road Race Grand National Championship Classes, #12 TaG Heavy and #13 TaG Light Change "No Front Brakes" to "Front brakes allowed".

Second by Scribner.

In Favor: Araki, Hilger, Hoegerl, Schorn, Scribner

Absent: Diederich, Norgaard, Rayl, Verlengiere

Passed

Motion by Schorn to add to Section 301 Road Race Grand National Championship Classes #4 Unlimited/FKEIII: KTM300 Gas/Oil 450#.

Second by Scribner.

In Favor: Araki, Hilger, Hoegerl, Schorn, Scribner  
Absent: Diederich, Norgaard, Rayl, Verlengiere  
Passed

January 2013 IKF Board Meeting date is January 26-27, 2013.

Araki discusses letter from Shannon Action asking the Board to consider changing the age requirements for the Junior I classes to be more in line with WKA and Rotax. Asking for Junior I to be competition age 13. Araki does not agree. Letter was reviewed and discussed by the Board. No action taken.

Brief discussion of Marketing candidate.

Meeting adjourned at 1:12pm.