

IKF Board of Directors
Meeting Minutes
November 9-10, 2013 Ontario CA.

President Bill Hilger called the Saturday Open Meeting to order at 8:22 am. Directors present at Roll Call were Glenn Araki, Bill Hilger, Jack Hoegerl, and Art Verlengiere. Doug Norgaard did not attend the Meeting.

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

Financial Report

Treasurer Hoegerl presented the Profit & Loss Three Year Comparison Report. Income is down, including membership, Karter News and pass sales. Expenses are down including Board Meeting expenses. Discuss the General Account, Liability and Regional Accounts and Balance Sheet comparing current year and past two years. Accounts Receivable Report. Board discussed the various financial reports. Discuss steps to bring more tracks and clubs on board to rebuild strong regional programs.

Don Malony joins the Meeting.

2013 Grand National Reports from Directors in Charge and Tech Directors

2 Cycle Sprint – Director in Charge Bill Hilger

The IKF 2 Cycle Sprint Grand National was held at Buttonwillow, California on October 11th, 12th and 13th with the official practice on October 10th.

This event was put on through IKF with the help of the committee consisting of Glenn Araki, Sharon Barros, Jerry Henderson, John Motley, Don Malony, Don Durbin, Pat Eldridge and Bill Hilger.

IKF rented the facility and hosted the event.

The racing staff was organized by Don Malony as well as track duties.

This committee did not have a lot of time to get everything in place to host this event. A tremendous amount of planning was done in a very short time frame.

Registration went extremely well as Terry, Shelly and Pat handled the duties. No complaints here. Pat Eldridge was on site to help and learn about the ins and outs of registration and paperwork involved each day to host an event.

The racing staff was very well informed as these were the best corner workers I have ever worked with at a 2 Cycle Sprint Grand National. The flagman, grid and scale worker were equally as good. Don Malony ran a tight ship and kept everything on schedule to keep expenses down.

There were a few hiccups in scoring but those were taken care of and things went smooth after that.

The PA system was adequate and the announcer kept everyone informed as well.

Three days of racing with 7 classes scheduled each day. Only one class was eliminated due to entry count, otherwise the other 20 were good to go for the Duffy.

The ambulance did not have to move once during the event, due to good racing and driver etiquette and a good racing facility as well as track control by officials.

The racing facility was in good shape and led to great races and some great finishes. A lot of passing was accomplished on the racing surface.

The podium banner was appreciated by everyone and really looked good. The awards ceremonies were well attended.

The attitude throughout the pits was very positive and seemed like everyone worked together to make this an enjoyable Grand National.

The engine builder award was introduced for the first time and P1 Engines was the winner.

The entries were down some from the previous year but some of the decline was due to the time frame of the Grands. The date may not have been the best but it was the best we could do.

Special thanks to everyone on the committee and their commitment to IKF and karting.

All in all, this event was given a B- by the committee as we held a phone conference after the Grands to discuss all aspects of the event.

I truly believe that IKF should host the Sprint Grand Nationals in the future.

2 Cycle Sprint – Tech Director in Charge Jack Hoegerl

The IKF 2-Cycle Sprint Grand Nationals were held October 10th. thru October 13th. at Buttonwillow Raceway Park in California. The track is a great facility and the weather was great.

The Tech area consisted of easyups, 4 tables, and semi fenced area. No lighting was available.

Tech personnel consisted of Carolyn Adams, Frank Jimenez, John Passon and myself. I had an excellent group of hard working people. Our day began at practice and ended several hours after finals. There were several penalties for not meeting minimum weight requirements during the event.

We had 1 disqualification because of an airbox violation. Chassis tags, fuel testing, engine painting and tire marking were performed after qualifying. We had several engine substitutions through the event but the policy of must demonstrate damage kept it under control.

The VP MS 98L race fuel was used for this event with the sponsored Motul Kart Grand Prix 2T oil.

There were no complaints on fuel or oil.

This was the first Nationals with the Honda Kid Kart engine. Pump gas and Motul 4-cycle oil was provided. The combination worked well.

The only thing lacking for this event was entries.

4 Cycle Sprint – Director in Charge Dave Brant

Always look forward to a good race week, and this one did not disappoint. After a short flight, it was appreciated that a ride awaited my arrival into the Portland airport. In an effort to assist with costs, I was able to secure a ride to the track each day, so no rental car was booked.

Arriving to the track, it was well-groomed, and clean, the green grass added a nice touch to a quality facility. Safety barriers were properly-positioned, and run-off areas, sufficient. The track provided skilled workers, beginning with registration, all the way to scale personnel. The ladies in registration arrived early, and worked to keep up with class changes, charting too all paperwork associated with pre-tech inspections.

It's always important that experienced corner-workers are put in place, with radios close by. Portland's staff did not disappoint, good communication was the norm. Any time a need arose, the staff was quick to react, with an acceptable resolution. The facility makes available to all racers, showers, clean restrooms, and camping sites, so extra staff was needed to accommodate the attendees. Mike Schorn & gang did their best to anticipate expectations for all that stayed on-site, and that was appreciated.

Each day I arrived before 8 am, walking the pits, and fielding questions. The pit row is quite long, so much exercise was the norm as we worked up to our 9 am daily (on race day) drivers meeting. After intros and instruction, the track was opened to practice sessions, then 11:45 qualifying. The track itself is quite nice, with high-speed areas, and passing zones, it seems each race was closely contested. Of course, it all starts with good a good flagman, and Portland has one. The skilled starter was able to communicate w/ race personnel, and we worked well as a group, together. A few finishes were so close, that recaps were needed just after the race, and this too went smooth, insuring we got it right.

Tech was run well, and available to all racers throughout the day, so that questions could be answered, and rules completely understood. Overall, it went very well. I chose to stay close to the tech shed after the racing was over, and available to answer questions if needed.

The Grid was well run and had drivers in their karts and on time. A 90 second clock was on site and used for all classes.

The Tower was professional and on top of all the class changes and additions that come with a Grand National. Always ready to go and responsive to my requests.

The caliber of drivers, and first-rate racing, is admired. I heard people sharing that 'they've never seen passes like that", and it wasn't isolated to the seniors, the Junior 1 drivers just might have been the most entertaining racers at the event! We all would like to see bigger numbers at these Grands, but really, the tally of karts becomes a lost thought when the best of the best chase a DUFFY. It was an incredible week of racing, for many reasons. Drivers using all their skills caught our attention, support staff for racers working so hard to prepare equipment, and a hard-working event staff giving their all. It truly was a Grand-National effort by so many that made the week successful.

Wendell Sawyer joins the Meeting.

4 Cycle Sprint – Tech Director in Charge Dan Pellizzari

Arrived July 15th, at Mac track, racers were just rolling into the facility. The facility looked great, registration & tech-tents were in place. The .75 mile lap is made up of a sweeping left turn shortly after the start, and with the exception of esses on the back stretch to slow the straight-line speed, racers are either running against the rev-limiter, or revving out of the torque curve because of that long stretch. After negotiating a dog-leg turn, minimal passing options exist, so karts run single file through 3 different turns until they get back on the straightaway towards the finish line.

Because of the long straights, developing a strategy is hugely important for drivers to take full advantage of drafting opportunities. This helps to keep karts that might be slightly off the leader's times, close to the front. It became obvious during the week that two karts worked better than one, and also led to some great demonstrations of kart-control as they attempted passes under braking. One might label Mac-track's configuration, a horsepower venue.

The front-loaded effort to arrive earlier in the week proved beneficial in many areas, specifically, post-race tech. The primary focus was to assist with pro-active compliance. Teams were happy to open up their karts to inspection, numerous interactions throughout the week led to tech tools being utilized so a level of comfort could be achieved for the racers. Carbs were checked, cams were profiled, and running-lift at the valve was verified, along with several kart-related inspections for potential safety issues.

Fuel was made available throughout the whole week (a good effort by Mike Schorn) so that racers could test with the same fuel they'd run. Hydrometer & specific gravity tests were implemented after qualifying, and tested again post final for top 5 karts as they sat in impound at day's end. Zero issues encountered on fuel all week, it was nice to have both oil & fuel waste-containers in place as well.

Pre-qualifying ritual: 8 am each morning, pre-tech was open. Karts were inspected, labeled for class & weight, then chassis banded if not run the previous day. With the assistance of one person provided by the track, all went smoothly in this process. Qualifying began at 11:45 am each day, so a small team worked to mark tires with the day's date, kart number, and class number, along with another group painting engine components to seal key parts. Engine painting on 4 cycles will always be a challenge, with numerous requests to break the seal encountered each day. A notepad was utilized to keep up with any requests to break a seal, and then repainting occurred after inspection. An impound area was established inside the tech tent, in anticipation of parts that might be pulled, and then swapped out. Each was labeled for owner & class.

Qualifying Post Inspection: kart-weight was verified & scripted, the same tire-markers greeted each driver at the scales, to insure that the correct tires were still in place, then documented accordingly. One racer installed the wrong tire compound on the first day, the problem was caught prior to qualifying, zero issues otherwise with tires for the balance of the event. As karts exited the track after morning qualifying, all were impounded the first & second day. The testing of fuel, carb components, pipe lengths, safety wire compliance, and maximum kart widths were the norm. I'm pleased to share that zero issues were encountered after qualifying runs.

Pre-finals were run on a tight timeline, so karts were hustled into and then back out of tech.

Inspections were done to confirm that seals were not broken, and kart components were within the rules, along with chassis tags. Dependent on the class, more invasive inspections were done to confirm that each was correct, and a higher degree of inspection was implemented predicated on finishing order. All racers & teams responded positively to these inspections. Zero issues of non-compliance were encountered related to qualifying or pre-final tech.

Day 1 Post-Final Tech Protocol:

Kart weights were confirmed at the scale, and tires verified, no issues. The top 5 karts in each class were isolated immediately after rolling off the scales, and watched over. Various levels of invasive tech procedures were utilized, with the demand that all karts finishing P1 & P2 pull motors, and carry them into tech. Since Parc fermé was 25 yards away from scales & the tech tent, maintaining custody was very easy.

Two racers in the Jr II Gas Animal class demonstrated issues of non-compliance. Surprisingly, each had the same problem, a missing exterior choke cover that allows more air to enter the

carb. *Section 716.4: "Air must enter carb at the air horn only"* addresses the problem. Both teams understood, and one parent actually was glad to find the source of their "lean" problem.

A Junior I Gas Animal Light ran into a problem with a rocker arm. The issue was length, it was too long. *Section 716.8: "Maximum length 2.881"* In this instance, the rocker was nine thousandths oversized, and appeared altered when compared to the same known-good part. The parent read the rule to me, and understood why the decision was made to DQ the engine from his 2nd place finish. The engine builder was notified by the parent, work was done to that motor in an effort to achieve compliance. A side-note: the dq'd Jr. I driver won a Duffy with that same motor on the third day, and sailed through tech without issue.

A World Formula Medium driver also encountered a problem with a rocker arm. The issue was length, it was too long. *Section 716.8: "Maximum length 2.881"* In this instance, the rocker was eight thousandths oversized, and appeared altered when compared to the same known-good part. The driver is an engine builder (associated with the rocker issue above) and understood his disqualification from the 2nd place finish, along with the Jr 1 racer above.

Gas Animal Masters saw one contestant fail for an engine-related issue. *Section 716.19.1 reads "Depth of head at shallow part is .011 minimum"*. The cylinder head was cut by an engine builder incorrectly, well under established numbers, and zero argument was encountered, the builder simply said, "I made a mistake".

Day 2 Post Race Tech- Zero issues

Day 3 Post Race Tech Zero issues

Each race-winner experienced the same process, motors disassembled completely, then checked for compliance in each part, as per the rulebook. Second-place finishers endured a similar fate, with the exception that pistons were not pulled. Racers finishing third through fifth were teched, and each day included a different inspection.

The tech committee met on Wed, July 17th to discuss variances on two parts that have been encountered by builders in 2013, along with a clear protocol regarding any issues that might be experienced. We had a clear plan in place, fortunately, no problems (related to our meeting) surfaced. The team in the tech tent included Roger Cathey, Chris Hatch, Mike Schorn, and Tom Agan. All worked well together, and followed the handout supplied that outlined an overview as to how I wanted to handle non-compliant parts. Dave Brant was included in this tech meeting, also observing the process during post-race tech as well.

Much thought & effort went into the task of taking stress out of the tech barn, as it relates to racer interaction. A racer-friendly approach was received well by all, and extra time was taken to explain each step in the process. On a few occasions, racers were asked to assist in the process, be it degreasing a cam, or reading dial indicators related to running lifts. All appreciated the interaction, and it was so nice to have very professional tech volunteers assisting with this shared effort, each had the best interests of IKF & the racer in mind.

It was a great week of racing, and a stellar effort by the host track to accommodate attendees. Mike Schorn was instrumental in making so many things come together correctly, represented IKF well from start to finish, and the club as a whole should be commended for their collective efforts. Personally, I was pleased to work with Dave Brant again. He was clear in his words, concise with his calls, maintained the schedule, and was both visible & approachable all week.

Only a few issues arose on track that might be labeled "intense", Dave handled each well. Many worked hard to make the 2013 IKF Sprint Grands a success, and aside from smaller numbers overall, this event cast a very positive light on IKF. It's always nice to hear positive feedback from those that competed all week, as it relates to tech procedures, and racers were satisfied to have

their karts checked in advance for compliance, the process helped to eliminate the likelihood of issues in post-tech.

2 Cycle Speedway – Director in Charge Doug Norgaard

JULY 21-25 2013 at Newton, IA

Started the Nationals on Sunday the 21st

Newton had done a lot of changes to the place and the place was starting to look like a top notch facility, Wes and Josh has a ton of time in the place, new paint, new tech shed, scale inside the shed, fold down tables for post tech, good lighting in the tech shed, concrete to the scale, Newton put up a new awards podium. Wes and Josh have a few more changes coming like a shower and modern bathrooms. Everybody at Newton takes pride in the race track. Jack and I did pre tech for practice and everybody had a few changes to get done but it was miner things (missing cotter keys). Overall practice went very well. After practice was over a few racer made some changes and had the karts rechecked.

Monday the 22nd

Jack and I did pre tech and everything went well. Started hot laps and we got one round of practice in and we took a little break to watch the weather. With Wes, Josh, Jack, and myself decided to cancelled Monday's show because Mother Nature wanted to show power.

Tuesday the 23rd

Ran Monday show today. Started pre tech again and it went fast. The racing was close and good driving. Josh (race director and head flag person) had a good handle on the track. Everything went well and we were done at a decent time.

Wednesday the 24th

Ran Tuesday show today. Pre tech was flowing a lot faster, everybody knew what to do. It made our job easy and fun. Another good day of racing on the track. Wes had the track excellent again. With rain in the forecast for Friday and Saturday into Sunday, it was decided to have 2 shows on Thursday. Some in favor and some not in favor of the 2 shows.

Thursday the 25th

Started the first show about 1pm and Wes again had the track excellent. Started the second show after the first show, did pre tech and 2 rounds of practice. Knowing that the rain was just outside of Newton Josh ran a tight show and when Jack started tech the rain came.

Jack – Larry – George did a great job in post tech. Jack thinks he needed one more but I did not see a problem with only having the 3 tech guys. I think it went very well, my hat is off to the 3 tech guys.

Yes the entries were down but karting is in a down cycle right now.

Wes did a great job on the track every day. Josh did a wonderful job as Race Director. Everybody at the Newton Kart Club was great and very friendly. Thanks to Sharee for all her help. Thanks

Jack for making this a Great Nationals to be at. The 2 cycle program is strong and IKF needs to help this program out to keep it strong.

I would vote to bring the IKF 4 cycle Speedway Grand Nationals to Newton in 2014.

The other thing I feel that would bring the numbers up in 2014 if the 4 Cycle Grands are at Newton, would be to drop the 3 punch rule and try it. If it does not bring the numbers up go back to the punch rule. This way we will try something and the racers can be a big part of this change.

Thanks again to everybody that made this Grand Nationals a big success.

2 Cycle Speedway Report– Tech Director in Charge Jack Hoegerl

On July 21st through 25th, the IKF 2-Cycle Spdwy Nationals was held in Newton Iowa. Last year 2-Cycle was combined with 4-Cycle and the entries were around 80 and this year it was about 140. This year's Region 5 program was hampered by rain-outs. The poor Regional's carried over into the Nationals.

I would have expected 150 to 200 as in the past years. For some reason there wasn't enough JR. 2'S for light or heavy class and they also offered a local option JR 3 class that didn't run either. This should of been 30 entries total.

Sunday night was official practice and went well. Monday night we completed one round of practice and a rain and wind storm set in. Monday night was then canceled until Tuesday. Tuesday's night racing was Monday's program. Wednesday's night program was Tuesday's Program. Although Friday was listed as a rain date, the forecast for rain on Friday was high. It was decided that on Thursday, we would run Wednesday's program in the afternoon and Thursday's program that night.

This hurt some of the entries as some wouldn't race during the day and others couldn't or wouldn't run two classes on the same day. This cost some entries. It appeared to be a good decision as it rained Thursday night about 20 minutes after racing was completed. Still not knowing what Friday could bring.

Post Tech was performed by George Clausen, Larry Killam, and myself. I usually have one more person but, he wasn't available. I need to find another person to help. We didn't have any technical disqualifications. Fuel pump around system was used that worked well and competitors felt like it made it equal for everyone.

The track preparation was great all week. There were many improvements made to the facilities.

I received several compliments on Doug's race directing and help in pre tech.

Sharee handed out and sold t-shirts and hats. Also, handed out box mufflers from RLV and spec pipes from Buller Built that were provided by them.

I'm sure Doug will have more to offer on this event.

The only thing we really needed was more entries.

4 Cycle Speedway Report–Director in Charge Bill Hilger

The event was held July 8th thru the 12th at Rolling Thunder Speedway in Huron South Dakota.

The Huron Kart Club worked very hard with limited resources to put this event on.

The track preparation by Calvin was second to none and the track consistency from day to day was excellent. The racing surface is in my mind the best in the Midwest. We started every day on time except once due to an overnight shower but the delay getting on the track was minimal.

Racing was great and many passes can be made on this surface. This is a driver's track and those that can wheel a kart with a good set up got to the front.

We were on the track at 1:30 each day and racing was completed before 6 most days, which gave the competitors plenty of time to socialize and spend money in the community which was noticed by many a business.

The local newspaper was there to get reports and pictures for the next day's edition.

Registration went very wheel each day and the ladies in the registration building had everything under control each day.

The pits were kept clean each day, the food vendors had a variety of good food as well as great breakfast sandwiches. Ice was available at the track which is always a plus.

Transponders were used as well as the visual scoring, and all went well here as well as the scoring staff is very well seasoned.

The only downside to this event was lack of numbers.

I believe we should reduce the number of days that this event takes. Start earlier in the morning and drop some classes. A five day event was great when we had 400 to 500 entries but with the numbers today, one to two days could be eliminated.

We had one participant ejected for his conduct on the track and towards officials, otherwise everyone was well behaved.

The quiet pit rule was used and no issues with participants using this area.

The pre-tech form was used after thorough practice day pre-tech and this saved multiple hours for officials each race day.

The race staff was good to work with and everyone understood their positions.

As stated, great racing facility, great racing surface and thanks to all the sponsors, parents and drivers for supporting IKF and karting.

Road Race – Director in Charge Rick Scribner

The 2013 IKF Road Race Grand National was held at Portland International Raceway hosted by Portland Karting Association. Headed by Mike Schorn, this year's event was smaller in staff, drivers and entries as compared to prior events hosted by PKA. This seems to be universal at most all karting events due to competition from other family activities and/or the economy. In spite of the smaller staff there were no issues that created any delays or frustrations.

The 3 day event totaled 182 entries. Most classes were well above the 5 entries needed for a Duffy award. The corner workers and flagman provided by the raceway did not report any contact, bumping or pushing by any of the competitors during the event, as a result, NO RED FLAGS.

Each day races went off like clockwork until day 3 when rain arrived. Once the track became slick a rain day was declared. This lasted until the afternoon when the track became dry enough to go back to "dry's."

There were three races that were so close at the checkered flag it was imperative the karts were scored by visual means as per 113.4.1. I also took video of these close races. A World Formula race was so close the visual spotters were only marginally certain who actually won the race. To further complicate the finishing order the AMB scoring system recorded different results as compared to the visual means. To further investigate I measured transponder locations on both karts which turned out to be almost identical. I then reviewed the video in stop action to clarify the proper finishing order did agree with the visual spotters. The race winner was actually the kart scored second by the scoring system but did finish just inches ahead of the other kart. Further investigation into the scoring system showed the transponder on the kart scored first was of the newer type and had about 3 times the "hits" verses the actual winning kart which had an older type transponder. Both transponders showed 4 flashes of the LED for charge strength. This reinforces the use of rule 113.4.1 but video was very useful in this instance. Both kart drivers were contacted and informed of the findings and both were in agreement.

In all it was a really good event and the awards ceremony was, as always, very professionally orchestrated by Mike Schorn. The Ruttman award was won by Rus Dyer for a very innovative kart.

Road Race – Tech Director in Charge Don Holmboe

The IKF Road Race Nationals at Portland International Raceway between Sep. 19-21 was quite uneventful, from a Tech perspective.

The Tech personnel were Tom Martinet, a very qualified individual, and myself. We were to have one other person but he was not able to attend. Throughout the event we inspected various items such as chassis, fuel, and motors. Since most of the competitors race up to three times during the course of the event, we checked motor legality in a random fashion, utilizing painted motors and revisiting different areas of the motors as the event unfolded. Fuel was checked at the end of each race, independent of future races to be entered.

The end results, in tech, were two disqualifications. One disqualification was for improper fuel. The other disqualification was for a Rotax FR125 motor out of tolerance.

There were no tense moments and the only criticism I heard was second hand, to the affect that we could have done more.

Motion by Hilger to accept the 4 Cycle rule changes submitted by Mike Schorn as follows.
Second by Verlengiere.

Change Rule # 700.1.3 from: Bolts or studs securing header must be safety wired. Muffler must be safety wired through a hole in the header brace. Safety wire should pass through the perforations on the end of the muffler. Do not weld on the muffler or drill holes in the muffler.

To: Rule # 700.1.3 Bolts or studs securing header must be safety wired. Muffler must be safety wired through a hole in the header brace. Safety wire should pass through the perforations on the end of the muffler or through factory welded cable attachment on muffler. Do not weld on the muffler or drill holes in the muffler.

Rule # 701.27 Only Stock 5 H.P. flywheel permitted.

ADD second sentence- May use ARC Billet Flywheel, Part # 6620, 5HP Flathead, Finned, Non-Adj Minimum weight 4lbs.

Rule # 716.9 Delete 1st paragraph and replace with

Rule # 716.9 Maximum valve lift of .257 taken directly off the valve spring retainer at zero lash. With the motor at TDC and both valves closed, place the dial indicator on the valve keeper, then tighten the ball rocker until you see the dial indicator move, this will assure all of the lash is taken out of the valve. Set dial indicator to zero and check lift. When checking lift off of the valve keeper, the indicator must move parallel to the valve stem, not at an angle.

Rule # 717.2.3 RLV pipe # 5447S required, tech per following diagram:

ON THE DIAGRAM CHANGE: 11-1/16" to 11-0" (+/- 1/16")

Rule # 716.8 reads: Must be stock as from the factory.

DELETE - except for minor deburring is allowed to meet a max length specification.

CHANGE 716.8.1 to read: Minimum length 2.850", no-go. DELETE - Maximum length 2.881

Rule #717.16.1 Change second sentence from: Rocker arm's length must minimum 2.865" and maximum 2.881"

To: to read: Minimum length 2.850", no-go.

Rule 721.9.1 Change second sentence: Overall length 2.865" minimum.

To Read: Overall length 2.850".

Section 700.1.10 Add 2014 RLV B91 silencer and picture.

In Favor: Araki, Hilger, Hoegerl, Verlengiere

Absent: Norgaard

Passed

Motion by Verlengiere to accept the Proposal below.

Second by Araki.

Opposed: Araki, Hilger, Hoegerl, Verlengiere

Absent: Norgaard

Failed

PROPOSAL – read by Bill Hilger.

Submitted by Hilger. Seconds by Hoegerl and Verlengiere.

In an effort to solidify both confidence and participation, much work was put forth by the IKF National 4 Cycle Tech Committee, under the direction of Mike Schorn, towards setting in place the 4 Cycle rules package for the next three years. The decision to leave the rules unchanged and set (frozen) for the next three years comes about after a majority vote by the IKF 4 Cycle Tech Committee, and is done for the ultimate good of the racer. It's a resolution which speaks loudly to the partnership between IKF & Briggs. Many conversations and interactions with David Klaus at Briggs & Stratton, dating back to the Syd White years, has led to this process, which includes "freezing" specifications, tolerances, and the multitude of details that make up a section of our IKF Rulebook. This focus relates to all forms of technical inspection on Briggs engines in the 700 section, focused on all spec classes that include sections 701, 716, 717, 718, and 721, along with associated rules related stock Briggs & Stratton parts.

The 206 rules-platform has been clarified for 2013, along with a few details pertaining to both World Formula and Animal technical processes. It seems IKF's wide array of inclusive engine packages have found neutral ground, so the timing to collectively freeze rules seems a logical step that will promote stability, helping numerous vendors, along with racers, that make up the 4 Cycle community.

We've asked Briggs to commit, for a minimum of three years, to all tolerances for existing parts, along with future parts produced to OEM specs and, in the process, holding their suppliers to acceptable levels. Dave's response was, "I support this 100%, and look forward to working with you guys to make it happen." We all know that everything is political, so forward we push with the premise that this partnership is built with respect for what the other brings to the table, and the greater good of our extended karting community.

It's no secret that racing organizations are working very hard to increase participation at every level, with affordability taking center stage. NASCAR and Formula 1 are examples of groups functioning together & freezing rules for 2013. Even though we're not on the same level, foundationally the premise is identical. Conventional wisdom points towards the solid move of freezing rules in an effort to strengthen karting, and we're optimistic other sanctioning bodies will follow suit.

The National Tech Committee, on behalf of Mike Schorn, offers the before-mentioned information to the IKF National Board for confirmation. We strongly encourage that the process begins immediately, and remain unchanged through 2015. It is with great pride that we submit this work, knowing Briggs too appreciates the effort done to make it happen.

Motion by Verlengiere to accept the Proposal above with the following change and addition.

Second by Hilger.

Add: Subject to annual reviews.

Change to read: remain unchanged through 2016.

In Favor: Araki, Hilger, Hoegerl, Verlengiere

Absent: Norgaard

Passed

Participation Stats – Classes TBD in the Rulebook.

Hilger states that classes should be picked that are best for the Grand Nationals. Araki agrees.

Verlengiere states they need to find common classes for continuity.

Discussion on the Quiet Pit Rule. Roger Miller to work on verbiage for the quiet pit rule to submit to the Board.

Approval of the 2014 Grand National Dates & Classes – To Be Determined

2015 Grand National Bids

The Board discussed the bids received for the 2015 Grand Nationals. Hilger feels that IKF should run the 2 Cycle Sprint Grand National. Araki agrees. Verlengiere states the 2 & 4 Cycle Sprint Grand Nationals should be combined forever.

Motion by Hilger to thank the 2015 Grand National bidders. It is IKF's intent to host all the 2015 Grand Nationals.

Second by Araki.

In Favor: Araki, Hilger, Hoegerl, Verlengiere

Absent : Norgaard

Passed

Wendell Sawyer addresses the Board about novice classes being offered for non-Duffy winners. Lengthy discussion. Sportsman classes offered in Speedway. Sprint offered Expert/non Expert classes in the past. Suggestions that clubs, tracks, regional programs and national programs work together. Could consider changing some classes.

Troy Adams joins the Meeting.

2014 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

Region 3

Coordinator (Speedway): Andy Bear
Wisconsin Governor: Mark Alton
Minnesota Governor: Open

Region 4A

Coordinator (Speedway): Open
Coordinator (Sprint):
New Mexico Governor: Open

Region 4B

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

Region 5

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

Region 6
Coordinator (Road Race): Mike Schorn
Coordinator (Sprint):
Coordinator (Speedway) Open
Idaho Governor: Larry Robb
Oregon Governor: Mike Schorn
Washington Governor: Bob Thompson

Region 7
Coordinator (Sprint):
Arizona Governor: Bernie Lacotta
Hawaii Governor: Tim Hultquist
South California Governor: Open
South CA LT Governor: Al Ramirez
S. Nevada Governor: Open

Region 8
Governor / Coordinator: Stan Crocker

Region 9
Governor / Coordinator: Bruce Fowler

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

Region 12
Coordinator (Sprint): Don Durbin Sr.
Central CA Governor: Roger Miller

Motion by Verlengiere to approve the 2014 IKF Governor and IKF Regional Coordinator appointments.
Second by Araki.
In Favor: Araki, Hilger, Hoegerl, Verlengiere
Absent: Norgaard
Passed

2014 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: Cathey, Snyder, Alton, Shear, Nash, Pellizzari, Miller

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: Don Durbin

Committee: Glenn Araki, Josh Veloz, John Motley, Art Verlengiere

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 Verlengiere to approve the 2014 Advisory Committee Chairmen and Members.

Second by Hilger.

In Favor: Araki, Hilger, Hoegerl, Verlengiere

Absent: Norgaard

Passed

Committee Reports:

Speedway Report by Hilger:

Motion by Verlengiere to change the following: Sections 401.4.1 and 451.5.1 Wheelbase maximum of 50" and minimum 39.75" measured from the center to center at the outside end of the rear axle to the outside end of the front spindle.

Change 401 and 451 diagram 1-A to reflect the 39.75" dimension.

Second by Hilger.

In Favor: Araki, Hilger, Hoegerl, Verlengiere

Absent: Norgaard

Passed

Motion by Hilger to change engine for Briggs Masters in 4 Cycle Speedway.

Change Section 403 Class number 14 and Section 452 Class number 18 to Briggs LO206. 370# 35+.

Second by Araki.

In Favor: Araki, Hilger, Hoegerl, Verlengiere

Absent: Norgaard

Passed

TaG Report by Motley:

Discusses the new IAME X30 engine for 2014; will submit rules for the class. Few changes or part submissions. No TaG rule changes.

Road Race Report by Roger Miller:

No rule changes.

Sprint Report by Durbin.

Nothing going on in Northern California Regions 11 & 12 - hope to revive it in 2014. Suggests leasing the track and running the event. Discusses contact with Region 11 and 12 tracks/clubs. States need for an organized quality racing series. Lengthy discussion. Dialogue to continue. No Sprint rule changes.

Rules Chairman Roger Miller – no rule changes.

Section 206.2.1 Transponder Location discussed. Tabled until Motley speaks with AMB and gets back to the Board.

Hilger presents a plaque to outgoing Director Mr. Art Verlengiere. A plaque was sent to Mr. Doug Norgaard. The Board thanks Art and Doug for their years of service and dedication to the sport of karting and the IKF.

Section 624.7 Hilger states engine homologation will change to \$2000, effective January 1, 2014.

Araki discusses a non-performance rule and a fine system. Rules on violations on non-performance disqualifications. Motley states that most organizations have gone away from fines; positions always matter. Give out reprimands. Suggests turning this over to the Sprint Tech Committees to come up with a rule; get guidelines.

Letter from Jeff Axton regarding Section 104.6.4 Exceptions was discussed by the Board. No change will be made to the Exception Rule. If you are running under IKF rules, no exception from another organization is allowed.

Sharon Barros joins the Meeting. Verlengiere thanks Sharon for all her hard work this year in Region 7 Sprint. Region 7 Sprint ran by a Committee in 2013 – worked well and less conflict.

Durbin states the PRD and Motori 7 homologated engines were not listed in the 2013 IKF Rulebook. All homologated engines will be listed in the 2014 IKF Rulebook.

Motion to Adjourn by Verlengiere.

Second by Hilger.

Meeting Adjourned at 4:15pm.