

**VINTAGE KARTING ASSOCIATION, INC.**  
Board of Directors Meeting Minutes  
October 17, 2010

President Weakley called the meeting to order at 7:05 PM CDT

Board Members in attendance:

Carl Weakley,	President
Carl Billington,	Vice President
Louie Figone	
Dean Kossaras	
Bill McCornack	
Jeff Campbell	

Board Members absent:

Brad Fultz  
Bob Lapke  
Jack Murray  
Jeff Troy  
Jerry Van Deusen



President Weakley opened the meeting by stating that we need to talk about the new board members. I sent out a notice on the rules about selecting board members 2010 has been a very busy year, business and personal for me but I got through it and am now back on track.

MINUTES:

President Weakley asked if all had received the minutes sent out by Director Figone? Director McCornack and Director Kossaras said they did not receive the minutes or a note on the meeting. President Weakley stated the notice went out on Oct. 4<sup>th</sup> and Director McCornack said I got that one. President Weakley stated that they are shown on the email of the minutes that they are on it.

Minutes were approved as submitted unless there were changes to be made later.

Director Figone: Atwater report: Atwater club is supplying participation stickers, similar to the Adams stickers, I am supplying pre-tech stickers. Most of the feedback I a getting is most are coming for Saturday practice and then will be leaving.

Director McCornack: did you do anything with the mailing list I sent you: Director Figone: No, not at this time, I used Dean Seavers email list and added a couple of So-Cal karters, Randy Holt, Bruce Bereiter and Vince Hughes to the list, hoping they would get the word out about Atwater.

TREASURERS REPORT:

President Weakley: For you that do not know, Director Lapke is in Mexico for a wedding so I will give his report. We have a opening balance of \$15979.84, we have a total income of \$1390.00, most of it from the King Kart Raffle, 50/50 money from New Castle, Quincy and Lansing, two memberships. You can see the detail on the report. We had a total expense of \$160.00 for WKA and IKF adds. We have a new balance of \$17209.84. Are there any questions on the treasures report, No, then let it stand as submitted.

We took out adds that will appear in the IKF technical magazine and also the online magazine, these are business card adds.. I think I sent out a note on advertising in National Kart News. Business card adds for a year for \$400.00 plus, that's more than we should spend on advertising. Any feedback, Director McCornack, cheaper ones are good idea, National Kart News is national, I think it's the most popular kart publication, that might be a good idea too. Director Billington: any advertising is good advertising.

Director Kossaras: I agree. President Weakley: then everyone is thinking we should go with a business card advertisement? All board members agreed.

Director Kossaras: can't we get a bigger add, that document goes to a lot of people! Is there a bigger add? President Weakley: I think the next is a ¼ page add. Director Kossaras: how much is a ¼ page add? President Weakley: I'll get that information and send it around it to you. Director Kossaras: I think our job is to promote the sport and set down guidelines. Sometimes we have to spend some money in those directions. President Weakley: I think that with the money we made with the King Kart Raffle, I think that's an excellent use for that money. Director McCornack: I see where Dean is coming from, I think a ¼ page add, I like your idea Carl of a real good looking action shot in the add. I think it's a good step in the right direction unless a ¼ page add is out of sight in cost. President Weakley: I asked Bob Lapke to put together a King Kart Raffle Financial Report for me, we received \$1935.00 out of the deal, we spent \$160.73 for a total income of \$1767.27. I want it mentioned in the minutes that it was Gary Doemelt of Arcola, IL that made this possible, Bill McCornack and Terry Ives supplied the engine and Jim Donovan of Max Torque supplied the clutch. Director McCornack: Carl, did Gary agree to take the kart out to Riverside in January? President Weakley: I do not know. It will have to be worked out. OK, that is the treasures report and with that, I have a few T-shirts and with new members I will ship a new T-shirt. Well, Brad is not here so there is no membership report.

#### MAGAZINE REPORT:

President Weakley: Don't give up on me yet! I have new software and I am putting something together. I have pictures and I want to clean up the verbiage. I have two months done. Director McCornack: its paramount that the magazine is up and running by the first of the year. President Weakley: it will be a hard sell to get people to renew if we don't have a quality magazine. Director Kossaras: the magazine was never promised to begin with, if we have a site, that's better than WKA IKF, Campbell does such a good job with the website. It provides such a service with the promoters and advertisers. Its tough to do the magazine but it will get done. We give them a lot of stuff.. Director McCornack: Dean, we've had a lot of complaints directly to us board members, myself, Bob Lapke, I think Campbell, we hear it directly about the magazine or the lack of. I think a lot of them are looking forward to getting a magazine. Director Figone: Carl, that person that Bill

recommended, nothing has happened with that? President Weakley: nothing has happened with that with me. Director McCornack: Louie, I talked with Don Renton in August and he brought up the fact that his wife might do it and then they declined, Don brought up he had a friend "Gary" he is older and he may want to do it, I think Don forwarded his phone number to Carl. I'm not sure what happened with that. President Weakley: I emailed on the subject to Don and nothing happened with it. Director Figone: what about schools, Jr. Collages, High Schools? President Weakley: I have a woman here in Edwardsville that owns a marketing company and she is willing to do it, I need to pull out the numbers to see what it would cost. Director Kossaras: it sounds like your professional person, if it costs \$1000.00 extra per issue then we cut the issues down but at least it gets done and we don't have to take the flak over it.

Director McCornack: well Dean, we agreed to do six issues with the full color with the multi pages and the other six issues would be the monthly flyer. Director Kossaras: we could still modify it if we have to. If it cost more to get it done then so be it. President Weakley: I get out my notes on her and get back to you. Director McCornack: Carl, I have already agreed to do a column once a month for the magazine.

Director Campbell: this is Jeff and I am in now. I want to say that some people did join to receive the magazine and those people I feel for, not getting what they are paying for.

Director McCornack: yes, I know when we hand out the application we say and oh, you get a magazine also.

Director Campbell: there are people that don't go on the internet or website, they look for the magazine for communication with the organization. We need to make sure the magazine happens.

Director McCornack: we need a deadline date for January magazine. Director Campbell: we can do a flyer for January. Director McCornack: we can do two or three flyers first.

Director Kossaras. We need to have a primo document for the end of the year. Director McCornack: I'll call Don Renton tomorrow.

#### WEBSITE REPORT:

Director Campbell: Not much to report, Delmar pictures are up, site is going well. I have a few more pictures and events to put up. I need to contact National Kart News to straighten out the announcement area, the event listing. Director Billington: I'll help you out.

#### ARCHIVES REPORT:

No Report

#### JUDGING REPORT:

No Report

#### SAFETY REPORT:

Director Kossaras: I am not happy that the promoters are not following the guidelines. The promoters are running the Rear and Sidewinders together, its dangerous, that's a no no. I understand that they did that because someone had a pipe. Our guidelines allow rear engine karts to have oil clutches and pipes because that's historically correct. We took a lot of flak on the sidewinder karts, some people don't think they are vintage. I'm looking at the sidewinder karts the other day and they were more vintage correct than our rear engine karts. Now were making motions to try to get the correct tires on rear engine karts. To have promoters deviate from the guidelines and from history, I have a problem with it and most of all it's a safety issue. I want this in the minutes, I talked to Bill to see if he can't get the promoters to come within the sphere of the guidelines. We set the guidelines and the promoters should follow them.

Another thing, we need to get standard moto-cross scoring. We have the 1970 version of it. I want to try and get the promoters to get to standardize it across the board.

Director McCormack: just to make it clear, I send in the package to every promoter they have that exact copy of IKF moto-cross scoring.

Director Kossaras: I think we really need to remind them, this is a really hot topic. It burns my feathers, one race I go to a DNF gets points, the next he doesn't get points. They need to standardize the scoring. The scoring procedure would be great to put in the magazine so everyone has it. Director McCormack: the problem is these are not sanctioned events, these are guidelines and that's the dilemma we are in. Director Kossaras: these guys are part of us, why fight each other and why fight history? Director Billington: the way the guidelines are written in such a way they don't need to make special classes. Everybody fits. If they are a legitimate kart they fit in a class.

Director Kossaras: you know guys, its like the comment, "No Monster Karts Wanted" I find that offensive. C open foreign sidewinders were a legal class, if you look at Lake Speeds kart, its exactly how he ran it in 1975 except for the air cleaners. They are vintage correct. Director Campbell: yes, they should not make negative comments about things they do not like.

#### EXECUTIVE DIRECTORS REPORT:

Director McCormack: We will not be going to the KMI show in St. Charles. He has cancelled it for lack of showing.

The Delmar event, beautiful weather, had 45 entries, 40 participating. All went to the Clinton Museum; it was down the street from the hotel.

President Weakley: I want to hear on the George Sellon incident. Director McCormack: George Sellon was in the under 6.1 sidewinder class and running middle of the pack, one of the frame members broke, part of the track has an area called the toilet bowl, the g force in the turn pushed the seat strut against the throttle and held it wide open, he went under the chain link fence, cut up his hand, his knee, he is OK, there were three people involved. That's something we could not have picked up in the safety pre check. Director Kossaras: Bill, what kind of a kart was he on? Director McCormack: A Blackhawk. George should have pulled in when he knew it broke. President Weakley: was he on sticky tires? Director McCormack: George does not run sticky tires. It was a combination of Georges weight, George is a big guy and the Blackhawk has a lot of joints on the frame and the G force in that turn all contributed to the accident and the fact

that the brake rotor broke from the hub when he tried to stop the kart. President Weakley: George felt part of the problem was he has Paul Martin brake with a small Airheart disc. Director McCornack: it all started with the ball joint breaking on top of the seat strut. Director Kossaras: we need to warn everyone to go modern front brakes on the sidewinder duals, the Margay front brake setup has not been working.

#### TIRE COMMITTEE MEETING:

Director Figone: last week the tire committee (Campbell, Kossaras McCornack and Figone) held a meeting, we had a very good meeting. I put an email out to the committee with the highlights of the meeting. We discussed one piece verses two piece wheels, tubeless verses tubes and different tires, sidewalls, durometer readings. We are not ready to make any recommendations at this point. We are going to stay away from the wheel issue and only address the tire issue. This tire recommendation is going to apply only to Rear engine karts. President Weakley: if you run a tube in a tubeless tire are there any ramifications? Director Figone: no, not that we are aware of, The Duro tire is a tubeless tire and we all run tubes in them because we are using a two piece wheel and there have been no problems that we are aware of.

I would like to report on the Lancaster Street Race Event. There were 14 single engine rear karts that competed there. The modern karters were amazed at the speeds that the vintage karts achieved Ernie Fisher gave an exhibition with his Konig powered Hovey Hawk and Richard Kennedy did his up on two wheel demonstration.

#### NEW BOARD

President Weakley: I sent out an email on Sept 10<sup>th</sup> to the board. We have 11 board members and the operating procedure calls for 9. Director Figone: I would like to see it posted on the website that we are taking applications for board positions. I see a lot of people that bad mouth the board say they don't have time to be on the board yet these same people spend a lot of time on the different karting websites.

President Weakley: Jeff Troy does not want to be on the board next year and I would like to see a new President for next year. I would like to see more west coast and east coast participation. I think its time for someone else to take the reins. I wish to stay on the board to help you out.

The manual calls for 9 but we have 11, we added the Judging and the Archives positions.

Director McCornack: I would like to see 9 board members, easier to work with.

Director Kossaras: we need board members that participate.

President Weakley: Louie, will you work on West Coast people? Director Figone: OK Carl, I feel that we should post it on the website. President Weakley: Yes, we'll do that.

Director Billington: Ron Withrow sent a proposal for a local option class; this would be an entry level class. Any rear engine kart, original or reproduction with an 820 engine on it and just run among themselves. We need to have it as a promoter's option class and have it at WKA and IKF. Director McCornack: What's the problem with the 820 running with the McCulloch in the over 6.1 class. Director Billington: 820's and Mac's

are not equal. Director Figone: Carl, all 820's are not equal, I see here he wants a single carb with a one inch bore. That means you will have to change the manifold and put on a smaller carb on the new 820. Director Billington: the 820 has a small carburetor.

Director Figone: No, the new Vintage 820 has a big Tillotson with the Boysen reeds.

Director Billington: let me rewrite what he wants and submit it to the board so we can understand it better.

Director Kossaras: At Quincy Bill and I looked over the Mac 49 and I think we will have to add a Mac 49 class. We would like to homologate the Mac 49 class as an official VKA class. We had great numbers at Lansing and Quincy. Did they have any out at Iowa?

Director McCornack: yes, that's the class that Jeff just posted on the website. Director Kossaras: does anyone have any objections to creating a Mac 49 class?

Director McCornack: I think what Carl is saying, he wants an entry level class, I made this argument with Ed (FEDCO) "Vintage Karting growth will be stunted until we have a class where they can go out any day of the week pick the phone up, order a motor get it, put it on the kart new. And the 820 can do that. The 49 cannot do that. Terry Ives is suppose to have pistons for the 49 in .004 increments, but that is on hold, they cannot find the molds that made them for Burriss pistons. For now I think we should put it on hold. For now they can run in the REAR engine class until they show up in numbers, we have 13 classes now. Carl, what do you recommend we do now? Director Billington: let me sort the wording out and I will send it to you. Director Kossaras: let me tell you, the 820 engine has its own set of problems.

Director Figone: Carl, I see here he is proposing sidewinders also in this class. Director Billington: He is getting ahead of himself, I don't think we will get into that. I will look into the motor thing and see what's available.

President Weakley: this would be something we could put into the magazine. If you can't find a vintage kart, you can buy a new reproduction kart, a new engine/clutch and go racing. This would be a receipt for having a new vintage kart.

Director Van Deusen: hey guys, I am just chiming in (8:25PM)

Director Figone: Carl, do you get any requests where to go for a vintage kart? President

Weakley: yes, all the time. I send them to Terry Ives, Ed (FEDCO) and also Bill

McCornack.. Director Figone: do you send them to Robron, K&P for a turnkey

package? President Weakley: oh yes, I tell them about the Dart Kart and the Robron thing but I usually send them to individual guys. Director McCornack: Louie, I get a lot

of calls from the source list that Jeff Campbell puts on our website.

Director Kossaras: that would be wonder full to inter grate into one of our adds in National Kart News, Turn key karts from the following people.

Director Figone: first we would need to talk to those people if they would be interested.

Director Kossaras: one of the problems is liability. Director Billington: its even worse with an engine on the kart. The liability is through the roof when you talk turn key karts.

Director McCornack: Carl, looks like we are headed to someone picking up a kart and an engine from a different source.

Director McCornack: I am getting questions about the Yamaha's in the 80 to 85 class.

Are there any objections with the new Yamaha in this class. Director Van Deusen: put

the old head on the new engine so they look like an old engine. Director McCornack: I

am not worried about what they look like. The old verses the new, I don't think they

have changed much at all. If there are no objections then lets let them run. That will get

the numbers up at the vintage events. Director Van Deusen: where would the dual Yamaha's run? Director McCornack: they run in duel foreign class right now. Director Van Deusen: what about early 80's reed. Director McCornack: well the Yamaha is a foreign motor and typically they are mounted on a sidewinder so they will run with the dual sidewinder class. Director Van Deusen: do we have the dates for Riverside? Director Figone: last weekend in January, January 27-29, 2011.

President Weakley adjourned the meeting: 8:48 PM CDT

Submitted by Secretary Figone.