

VINTAGE KARTING ASSOCIATION, INC
Board of Directors Meeting Minutes
February 13, 2011

President Campbell called the meeting to order at 8:07 PM EST

Board members in attendance:

Jeff Campbell	President
Carl Billington	Vice President
Louie Figone	Secretary
Bob Lapke	Treasurer
Jim Thompson	
Dick Teal	
Jack Murray	
Dean Kossaras	
Ernie Shores	
Bill McCornack	



Board Members absent:

Brad Fultz	
Mike Speed	
Carl Weakley	Past President

PRESIDENT COMMENTS:

We have a lot to go through tonight. The revisions to the guidelines need to be done, I hope everyone has had time to review what Dean has sent out and hopefully we can all agree on it and get it pushed through. We had some definition of classes so we want to pay attention to that. There is a class sheet in the new guideline revision, it is the same sheet that Bill McCornack will be handing out to the event promoters to guide them in setting up the classes.. We have always had a discrepancy with that in the past where there was a much undefined guideline for the classes. I think we have a more defined description of the classes now with the new guidelines.

SECRETARY REPORT:

Director Figone: Did everyone receive the minutes from the January meeting? Are there any corrections to be made?

Director Teal: I did not see anything that needs to be changed. I move that the minutes be approved as submitted. Director Thompson: I second the motion.

President Campbell called for the vote, the motion passes with all board members in attendance voting aye.

Director Figone: I'll try and get the next minutes out sooner; I was pre-occupied with the Riverside event. I sent in a short synopsis and the results of Riverside to Jeff. I also sent it to Sean at Go Racing magazine and to Frank Weir who writes for the European Karting

magazine and he will also send it to National Kart News. Both of them were at Riverside, Frank is from Northern Ireland.

TREASURERS REPORT:

Director Lapke: Opening balance as of the end of December was \$14,541.06. Income for January was 48 memberships for a total of \$1,660.00. The expenses were as follows: printing 300 newsletters \$206.26, 500 postcards \$68.85, 250 membership applications \$152.20, 250 Christmas cards \$98.10, 250 membership renewal forms \$78.55, 500 vinyl decals \$224.31, 300 Nov/Dec magazines \$535.58, Tax on the previous printing \$93.42. Printing 300 July newsletters \$180.07, Envelopes \$75.44, Postage \$264.90. January newsletter, labels and postage \$280.14, National Schedule, postage, envelopes and tape \$865.30, February magazine \$485.00, postage and envelopes for February magazine \$241.97 for a January total expense of \$3,850.09 for a ending January balance of \$12,350.97. All in the checking account.

Director Figone: Jeff, do you want the treasurer's report in the minutes or do you post the report on the website.

President Campbell: I don't post it so put it in the minutes! That way we keep it all together and easier for the members to access it. I do have the 50/50 money from the Riverside event. I have to mail a check to Bob Lapke. That was \$115.00 so that was good.

MEMBERSHIP REPORT:

President Campbell: Jim, in the absence of Brad do you want to give a membership update report?

Director Thompson: I am working with Brad to get an update for a good list for the magazine, were getting it sorted out. Each month Brad sends me the list. He puts the new members in but has not broken out the non members. We are trying to get it alphabetically and we are getting close.

Director McCornack: Mary Jo has a system that works pretty well. Were catching it all and nobody is going to fall through the cracks. I work with Jim and his secretary, Pam Taylor, I send her a schedule like three or four days before each of the VKA events and she will email the promoter with the list of current members.

Director Thompson: we are trying to make it simple for the promoters; I know how hard it is for them to know who current members are.

President Campbell: The easier we can make it for the promoters the better.

Director McCornack: Jeff, I would like to bring this up about the membership, I notice in past years when talking to people, mid season, even late season they are real hesitant to join because they have to pay the \$30.00 and only get a half year, even if they join in November, what we've done in the past is to give them that year and the next years membership. Why don't we go to a 12 month membership from date they join? Then everyone would have a different anniversary date.

Director Thompson: I would disagree on that, we tried that with other organizations that I belong to, we found that it slides through the cracks easy and it seems that if everyone knows that at the first of the year they need to pay, they will pay. It may take a few years for them to get that. My thought might be that if someone joins say in October then they would be paid for the whole next year. I think that would be easier.

Director Billington: WKA goes by the 12 month membership.

Director McCornack: It's something we can kick around. It's something that some of the people at the track has mentioned.

Director Billington: There is a data base system for keeping track of something like this. Instead of using birthday dates it uses the join date.

Director Lapke: Except somebody has to manage it.

Director Billington: we have somebody managing it now, its not that much more complicated.

Director Lapke: Yes but without a paid person.

President Campbell: it would take a lot of more work to keep track of it.

Director McCornack: Most magazines that are doing that have paid staff.

Director Murray: How about a half year membership after June 30th?

Director McCornack: then your back to bookkeeping issues, aren't you?

Director Murray: Well then make them pay for the 6 months plus a year!

Director Lapke: That's a lot easier. We have a check in, there on the list, that's all we do. We need to pick a cutoff date.

President Campbell: I'll have Jim and Brad work on it and come back at the next meeting with their recommendations.

Director McCornack: I have one more thing. Jack Murray has brought up the idea of customized membership numbers, like MC101, West Bend 820 or something and sell them for a nominal fee, a personalized number that would be yours for life.

Director Murray: I came up with that idea for the Corvette museum and it was a giant hit, we raised a lot of money. All the numbers went within a month.

Director McCornack: I think it is a great idea and we could raise a lot of money over the next few years. It's a one time charge for the reserved number and then they pay the annual renewal fee. If anyone does not like the program they can opt out and keep their regular number.

President Campbell: This is something for Jim and Brad to think about.

Director Thompson: I think that's a good idea too, if we can get a little input from you guys what that number is worth so we can have a discussion and then get back with you.

Director McCornack: That's the big question, what do you guys think its worth?

Director Murray: \$100.00. We have only 400 some members; I think it would have to be \$100.00.

Director Billington: If you let your membership lapse for a year do you loose it?

Director McCornack: Yes, you would loose it. That would make them re-up so that they would not loose their special number that they paid \$100.00 for.

Director Figone: Could a member sell his number?

Director Murray: Interesting question

Director Thompson: I would put it as a non-transferable number, that way you do not have to deal with it.

Director Figone: Then Jim and Brad will work on this. I am looking at Brad's email and we have 171 paid members so far for 2011.

Director McCornack: I see that list and on the master list I see at least 40 people that I know want to be members that either have forgotten or not thought about it. 40 people waiting to join.

Director Billington: You could try automatic renewal like WKA does. You explain to the member they leave their credit card number with us and we will automatically renew their membership.

President Campbell: That would go along with credit cards through pay pal. Pay pal service, if we were set up we would have the ability to collect memberships on line.

Director Billington: Can a member renew their membership at the website?

President Campbell: If set up, yes, with a pay pal account we can do it.

Director Billington: I think we should do that so we can get new memberships or renewal on the website.

President Campbell: I think it was Brad or Jim that was looking into that.

Director Thompson: I remember the discussion. I think Bob was going to look into it at the treasury aspect of it.

President Campbell: The account is something that Bob would have to control.

Director Lapke: I have no interest in dealing with a computer designed system. It's not something I want to take on.

President Campbell: It's going to take someone to take care of it; it will have to be monitored

Director Thompson: I think we should table it for now, it's something that will be simple in the future as technology advances and we can look at it later on.

WEBSITE REPORT:

President Campbell: Not much to report here. I did make the trip to Riverside and I have a lot of photos up and some video up. I have more video to post.

SAFETY REPORT:

Director Kossaras: Not too much on safety, I have been concentrating on the VKA guidelines as several of you know, I have bounced them off a half dozen directors. As soon as we get this done I would like to write something for Dick on the helmet issue for the next magazine. Louie, I want to ask did anyone give you any grief on the tire issue?

Director Figone: No, I had a few people tell me they were glad that I did it. I had one rear engine kart that had Bridgestones on the rear, I loaned him a set of mounted tires for the event. He did not realize the tire rule for rear engine karts and I think he had bought the kart the way he had it at the event. We had a good response on the tire rule.

Director Murray: Were those foreign dual's?

Director Figone: No, it was a single engine rear kart.

Director Murray: I talked at length to Tom Smith and he said that his dual with two 820's was unstoppable and unmanageable, he didn't think it was the kart and he thought he did not have enough tire on the Max-torque special. I talked to Dean about this earlier and I would like to see the dual rear run sticky tires. I think it will be a big safety issue. And the 5.5 inch tire that Gus had is not available anymore so it's actually gone smaller to 3.9 inches.

Director Thompson: What size tire did Tom run?

Director Murray: Tom had the 10.5 x 5 x 5 Duro Vintage Speed

Director Figone: That tire is not being made anymore. His new Vintage Speed tire is the 11 x 6.00 x 5, they are 5.5 inches wide and he has 500 of them.

Director Kossaras: I just got a set of them from Gus and mounted them on my Chaparral. They look just like the tire of the 60's. I called Gus yesterday, I had some concerns on availability and he assured me he will have all the tires we need by late April in all the sizes we will need.

President Campbell: Jack, what did Tom have on the rear of his kart?

Director Murray: Tom had Vintage Speed that was 5 inches wide.

President Campbell: He didn't run the 11x6?

Director Murray: No, he felt the same as I do, that tire is too wide for an early rear engine kart.

President Campbell: So what tire did he want to run?

Director Murray: He did not say what he wanted to run. I would like to see the sticky tire rule be allowed for the twin rear and the C open karts.

President Campbell: The 11x6 tire that Gus sells looks very vintage, has a 65 durometer, very close in durometer to the Dunlop SL3 which is what we want to run in the dual rear class.

Director Lapke: If everyone runs the same tire they will all have the same braking capability.

Director Kossaras: And they will all slide the same.

Director Lapke: I think Tom will have to make the decision for performance or the look of 1962.

President Campbell: If the concern is that there is not a narrow enough tire on the list then the alternative is to go to a modern sticky tire that's narrow enough isn't really a solution either because that's going to look even stranger yet.

Director Lapke: I would find something that looks right and minimize the amount that you run that kart. That kart isn't something you want to be out there doing battle with.

Director Figone: You drive within your ability

Director Murray: I think if there is a problem it will work itself out in 2012.

Director Kossaras: All the feedback I have gotten here is they were happy with the rule change. I think we are good there.

President Campbell: We had an incident were someone lost the brake clevis. Very important that they know they need to have a cotter pin and washer on the brake system, not safety wire. Also a brake line blew out on one of the karts. It is very important that pre-tech be done even for practice days.

Director Billington: A lot of the racers do not know how to put a kart together, we need to teach them the safety aspect.

Director Lapke: We need to get into the guidelines. I see one I think we need to add; "with a brake upgrade the disc needs to match the caliper"; the hub and disc must be upgraded also. The issue is you can over power the old hub/disc with an updated caliper.

Director Kossaras: I can add that into the guidelines.

Director McCornack: Dean, so we are still working on the final draft because I haven't received anything yet.

Director Kossaras: I sent the final draft out to everybody; the only thing we left off was on item 7, limited to 6.1 inches.

Director McCornack: The last one I got was dated February 10th, is that the one we are going with or will you have a new one?

Director Kossaras: That was the last draft.

Director McCornack: So is that what we are going with?

Director Kossaras: That's what everybody is looking at.

Director Teal: What Dean is saying is that he needs to add 6.1 to item number 7

Director Kossaras: Yes, and we still need to vote on approving the Mac 49 class. We want to take page 5 so that Bill can take it right out of the VKA guidelines and hand it to the promoters so we have standardized classes that we hope everyone will follow.

Director Figone: Dean, did you email these out?

Director Kossaras: Yes

Director Figone: I have not gotten anything.

President Campbell: Louie, it looks like it went to the wrong address. I'll forward it to you now.

Director McCornack: Dean, it sounds like there may be a few little tweaks to work out. You want to send me the final draft when it's done?

Director Kossaras: I need to add 6.1 in the over 60 class. The other thing is the proposed Mac 49 class. The manifolds, there was never an aftermarket V-6 manifold for the Mac 49.

Director McCornack: There's another way to say that. You could say two or four pedal intake reed assembly allowed.

Director Murray: Be careful Bill, you have that four pedal reed cage of Howard Kapland; it is really pushing the limit.

Director McCornack: that's really the wrong one to pick because that's an Iame reed cage.

President Campbell: Has to be period correct, two or four pedal reed available at the time. Either a reproduction of one that was available at the time or an original McCulloch reed cage.

Director Teal: What about a Go Power 6 pedal?

Director Kossaras: That's the only one I was not certain about.

Director McCornack: They are a small reed cage; it's like a little pyramid. That would be OK.

Director Lapke: And they fit everything.

Director Kossaras: I was going to leave V12 and V16 not permitted.

Director McCornack: Yes, just do that, I don't know what else to do.

President Campbell: We don't want any modern manifolds.

Director McCornack: We will censor them. We'll watch the class. They are self policing.

President Campbell: For now it is very general. If we need to change things down the road we can address it later. The intent is to run them with period correct equipment

Director Billington: I make the motion that with the noted changes we accept the new guidelines as submitted.

President Campbell: I second the motion. We need to get this released and out there. It would be nice to vote on a finalized version that has all the correct punctuations that has all the details in it. With that said lets take a vote on it with all the changes we discussed at this meeting. All in favor say AYE, anyone opposed?

Director Figone: Jeff, I am opposed. This Historic class, you have 1966, is this for engine and chassis? Is that correct Dean?

Director Kossaras: Yes, that is correct.

Director Figone: That allows Chaparrals, which is not historic.

Director McCornack: Louie, you and I have had this discussion, yes, a Chaparral should go in the rear class but what do you do when someone shows up with a Chaparral with an MC 8, what do we do, do we kick him out, we are more for the motor than the kart.

Director Lapke: And the Chaparral is not a whole lot different than what Dart had in '62 with a Mac 7.

Director McCornack: Louie, what's your concern, that it will be a big disadvantage that the guy with the Chaparral out handling some of the karts.

Director Figone: Then in historic what you are allowing is a Chaparral with an 820 on it. Two 820's

Director McCornack: No, it' has to be 6.1 in that class. Now at Riverside did you allow the 820's in there too?

Director Figone: Yes, the cutoff was 1962

Director Billington: If you have a Power Products 81 or 82, where do you run that?

Director McCornack: It should be in historic. It's up to the promoter

Director Billington: I think we need a little bit of promoter discretion on this to be able to interpret each situation as they come up.

President Campbell: What's the need for changing the year?

Director Figone: Why did we move from 1962 up to 1966 in historic?

Director McCornack: It was between Dean and I about a year ago somebody brought up the question what is the cutoff. I think I brought up 1964 and Dean was wanting 1966, I think that's how it got to '66.

President Campbell: I thought the historic class year was moved up once before. It was at 1962 at one time.

Director Figone: I see here it was at 1964 last year.

Director Kossaras: Bill, I thought it was always at 1964 and you are the one that moved it to '66.

Director McCornack: We had it at '64 and you are the one Dean that moved it to '66. I had it at '64 and earlier for karts and engines. Do you want to leave it at '64? What do you want to do?

President Campbell: I think it would be best to leave it where it was. It's been '64 so leave it there.

Director Teal: For the last couple of years it's been 1964

Director McCornack: I know, I have been printing it that way.

Director Figone: I am for rolling it back to '62

Director Billington: I am for '62 as well.

Director Thompson: I run that class with a '64 Fox Kart, if we change it to '62 it would not qualify.

Director Kossaras: Whether you make it '64 or '66 does not make a whole lot of difference, the Rupp karts were two piece frames from '64 through '68. I don't think it makes a whole lot of difference. Was there anything exceptional in 1966?

Director Billington: I think it should be '62

Director McCornack: This is a real tough one

President Campbell: If everyone remembers back a few years the date was moved up to '64, it caused a huge ruckus. I would strongly suggest not touching that date! '64 has been in there for four or five years now, you're only going to upset people by making changes. It took them a couple of years to adjust, let's leave it.

Director Billington: I can live with that.

Director Kossaras: I will change it to '64 then.

Director McCornack: Do you want to do a vote on 1964?

Director Kossaras: Is there anybody that objects to 1964 for historic class?

President Campbell: Let's go back to where we were voting on this, the '64 is one of the changes that we talked about and we are going to leave it at '64.

Director McCornack: Sportsman/historic!

Director Figone: Have we run any events with it at '66?

Director McCornack: I don't think so.

Director Figone: Then we do not need to vote on it, that's the way it was.

Director Kossaras: 1964 it is. Over 60, 6.1 I need to add that. I don't think there's anything else that was noticeable. We need to approve the Mac 49 class.

President Campbell: Lets do the AYE'S and NAY'S, what we are voting on are approving the guidelines with the changes that we just got done talking about including Sportsman historic class to be 1964 where it has been All in favor say AYE and any one opposed say NAY. All were in favor with the exception of Director Figone and his reason is he just received this updated guideline and cannot vote on something he just received.

President Campbell: I think that is really understandable. None of us can walk away from this. We need to scrutinize this and if we see anything more in there like the historic date of 1966 we need to discuss this and make changes. We can't wait any longer; we need to get this in the hands of the promoters.

Director Figone: I would probably vote for this but I need time to study it. If I see anything in the next week or so I will notify the board.

Director McCornack: Remember Louie, you always have the promoter's options to run the event how you want. You as a promoter know your clientele and know what they want and if they want 1962 then you can adjust for your event.

JUDGING REPORT:

Director Murray: Real quick, Riverside, we had a couple of karts in the un-restored original class, quite a few in the restored class, we had a couple of spectacular karts in that class, a '66 Lancer GT1 with a Mac 9 on it, the guy purchased it new in 1966, almost every part on it was original, his competition was an Ala Kart sling shot owned by John Mullen, it was a beauty too. Haddock, Thorin and I came up with the idea that picking the kart with the most correct parts on it so the Lancer won. The modified class went to a Yamaha powered kart that Ron Wimmer had.

Director Figone: Jack, remind them that it was not a KT100 engine, it was a Yamaha 250 motorcycle engine

Director Lapke: It was too new to be period correct. That was a '70's engine, not a '60's engine.

President Campbell: That was a neat kart, it was vintage inspired. He put a ton of work in it. It was beautiful.

EXECUTIVE DIRECTORS REPORT:

Director McCornack: I am working on some new venues, Cuddebackville, New York, Ocala, Florida, they are going to pick a date in January, Parris California, they have some interest again, I'm going to pursue that. I'm working on an engine list for the '80 to '85

group and the '79 and under group. And a kart list for Bug and Margay, I'm working on that. I am all done, that's my report.

NEWSLETTER REPORT:

Director Teal: I have a lot for the newsletter and the magazine. We'll leave it the way it is for now.

Director McCornack: Jack is doing an article on judging for you.

Director Teal: I want to do an article on safety and how to prepare your kart for the racing. Pictures are helpful. There's lots of stuff out there. Ernie wrote up stuff from his early days of racing that I will use. Louie if you have the Riverside information send it to me and I can edit it. That's all I have right now.

President Campbell: I want to thank everyone for taking the time for attending, its 9:28 PM EST and I am adjourning the meeting.

Submitted by Secretary Figone