

WKA Board Meeting Minutes
July 16th and 17th, 2018
Chicago, IL

The Following Trustees and Officers were present:

Kevin Williams- President
Mike Tetreault- Chairman of the Board/ District 8
Angelo Buffomante- Treasurer/ District 9
Steve Jacobsen- Secretary
Dave Davies- 2 Cycle Director
Eric Vause- 4 Cycle Director/ District 4 proxy

Trustees Present:

Chris Kardashian	District 1
Robby Harper	District 2
Randall Lyles	District 5
David Cole	District 6
George Sieracki	District 7

Trustees Absent:

Bobby Gettys	Vice President
John Klutz	District 3
Matt Bryant	District 4
Art Verlengiere	District 10

Staff:

Kelly Frazier

Monday July 16th, 2018- 8:49am

President Williams brought the meeting to order. All board members stood and recited the Pledge of Allegiance.

President Williams thanked everyone for attending the meeting and advised the Board that he received communication from A. Verlengiere that he was unable to fulfill his obligations as Trustee for District 10 and is having to resign from the board.

President Williams introduced the two new members of his Executive Committee and E. Vause and D. Davies took a moment to introduce themselves to the board since joining the Board of Trustees.

A. Verlengiere had previously requested from President Williams and M. Teterualt a list of responsibilities and duties of the President and Chairman of the Board. A detailed list of reasonability and duties was provided to the Board for review and discussion. Also discussed was some of the responsibilities and duties of the office staff and how some responsibilities and duties were divided amongst the office staff.

Mid Year Financial Report was reviewed and discussed in detail. Tires sales were discussed and questions were asked and answered.

President Williams gave the Board an update on Daytona. WKA also has a good relationship with the visitors bureau of Daytona, and are in communication on how to better promote Daytona Kartweek within their community as well as the visitors/racers WKA brings into the community. The Daytona Kartweek and WKA Logos have already been approved by Daytona International Speedway. Daytona International Speedway expressed to President Williams, they would love to see Daytona Kartweek expand to include an additional event, such as Pavement Oval. The Board feels that for 2018 that may not be an option since we are already in July, but would like to explore the option for 2019. The board needs to figure out the interest of racers, race format, schedule, what tires would be best to run, and all the logistics that go along with it. A few names of what WKA could call the Pavement Oval Event was discussed and awards to be given out. Daytona Dirt series was discussed. The Executive Committee is already in the process of planning track preparation and class structures with the dirt community, as well as spec tires.

Margay Ignite is coming back to the ManCup event in Daytona as discussed and approved during a previous board meeting. WKA is excited to have them back, as they are a good and fun group to have join the event, and add excitement to the event atmosphere.

Competition Committee Reports

Manufacturers Cup

M. Tetreault presented to the Board a report from the ManCup Competition Committee with their suggestions and recommendations for the 2019 ManCup Season. Items presented and discussed were: --2019 Schedule with six recommended races

- Drops for 2019- with the drops now being able to drop two full events, eliminating the day drops
- Proposed class structure for 2019 Daytona and the remaining races after Daytona-
- Rotating track each year as not to run the same tracks each year, allowing our Sanctioned tracks the opportunity to host a WKA National Event
- Championship point structure for 2019- points base starting at 200 (eliminating per entry bonus)
- Qualifying: Pole Award bonus points will remain.

After review and discussion of the ManCup Competition 2019 proposal; Motion made by M. Tetreault to approve the proposed 2019 schedule with 2 Full event drops, with 200 base points, 20 bonus points for Daytona and 20 bonus points for New Castle.

Daytona - December 27-30 2018

Mooresville - March 29-31 2019

Badger - May 17-19 2019

Pitt - June 28-29 2019

Norway - Aug 23-25 2019

New Castle - Grand National - Oct 11-13 2019

Motion seconded by C. Kardashian. Discussion continued of the drops, championship points and bonus points. A vote was taken: D. Cole: no, G. Sieracki: yes, C. Kardashian: yes, A. Buffomonte: yes, R. Harper: yes, R. Lyles: yes, M. Tetreault: yes, E. Vause: yes. Motion passes.

The discussion on qualifying points took place. A few questions were asked such as; does WKA keep the qualifying points the same with 5 points going to the pole winner in qualifying or does WKA try a different qualifying point base such as 25 points for 1st, 20 for 2nd and 15 for 3rd. After some discussion, it was decided to keep the ManCup qualifying points the same with 5 points going to the pole winner.

Rule 803.11- Tie Breaking was discussed for verbiage clarification.

Motion made by C. Kardashian seconded by A. Buffomante to modify wording in the first two sentences to read "In the event of a tie in the year-end point totals, the tie will be broken by the driver who possesses the most wins. If there is still a tie or there are no wins, the tie will be broken by the driver with the most seconds."

Vote: D. Cole- yes, G. Sieracki- yes, C. Kardashian- yes, A. Buffomante- yes, R. Harper- yes, E. Vause- yes, M. Tetreault- yes.

Rule 801.1 for 2019 tech manual will be changed to reflect the approved drops for 2019. "A competitor's best four out of six full event points at a Manufacturers Cup events count towards the National Championship."

Proposed 2019 ManCup class structure was the next topic on the agenda. The board reviewed the Man Cup Competition Committee suggestions.

Proposed class Structure:

<u>Daytona</u>	<u>After Daytona</u>
Micro Swift	Micro Swift
Mini Swift	Mini Swift
206 Cadet	206 Cadet
KA100 Junior	KA100 Junior
IAME Junior	IAME Junior
IAME Senior	IAME Senior
KA100 Senior	KA100 Senior
Margay Ignite	Kid Kart
Kid Kart	

Discussion continued on the 206 Cadet class structure, Age: 7-12, CIK Body work, RLV pipe 5506 and 5507

Motion by M. Tetreault to adopt proposed class structure as presented by the ManCup committee. Seconded by A. Buffomante

Vote: E. Vause- yes, R. Lyles- yes, R. Harper- yes, A. Buffomante- yes, C. Kardashian- yes, G. Sieracki- yes, D. Cole- yes, M. Tetreault- yes. Motion passes

Push back bumper program was discussed in length. The board reviewed the Man Cup competition committee's suggestion and also discussed how the program is working across the industry. The ManCup committee and the board agree that it is a good program to implement within the WKA ManCup series.

Motion made by M. Tetreault to adopt push back bumpers, mandatory exhibition starting in Mooresville, NC- GoPro event in October 2018, with full implementation starting 2019 schedule in Daytona. Seconded by: G. Sieracki. Vote: A. Buffomante- yes, C. Kardashian- yes, G. Sieracki- yes, D. Cole- no, M. Tetreault- yes, E. Vause- yes, R. Lyles- yes, R. Harper- Abstain Motion passes.

Push back bumper penalty was discussed at length, reviewing the recommendation of the competition committee. Discussion of the advantages and disadvantages of issuing seconds as a penalty versus positions as a penalty took place. Motion made by C. Kardashian to assess the following penalty for:

1 side push in: 2 position penalty

Both side pushed in: 5 position penalty

Video review of the driver involved permissible in the final only.

Seconded by M. Tetreault Vote: R. Harper- abstain, R. Lyles- yes, E. Vause- yes, M. Tetreault- yes, D. Cole- yes, G. Sieracki- yes, C. Kardashian- yes, A. Buffomante- yes Motion passes.

Current Tech Rule 103.2.1 Competition Age and 103.2.3 Prohibition from moving back an age category were reviewed due to the wording and the board feels they need clarification.

Motion made to change the Competition Age in Section 103.2.1- The competitors actual age between Dec. 25th, 2018 to Dec. 24th, 2019.

Section 103.2.3- remove the word "Sanctioned" from that section.

Motion made by M. Tetreault, Seconded by A. Buffomante

Vote: R. Harper- yes, R. Lyles- yes, E. Vause- yes, M. Tetreault- yes, D. Cole- yes, G. Sieracki- yes, C. Kardashian- yes, A. Buffomante- yes Motion passes.

Tech Rule 214.2 Micro Swift was reviewed.

Motion by C. Kardashian, seconded by D. Cole to remove the sentence from the rule: " National point champion must move out of class for following years competition."

Vote: R. Harper- yes, R. Lyles- yes, E. Vause- yes, M. Tetreault- yes, D. Cole- yes, G. Sieracki- yes, C. Kardashian- yes, A. Buffomante- yes Motion passes.

A long discussion regarding 2019 ManCup entry fees took place, along with returning the tire sales back to the kart shops and WKA no longer including tires in the entry price for 2019.

Motion made by M. Tetreault, seconded by C. Kardashian to drop tire sales by WKA and out of entry fee.

2019 entry fee \$290 with additional \$10 increase at Grand National Event.

Vote: R. Lyles- yes, E. Vause- yes, M. Tetreault- yes, D. Cole- yes, G. Sieracki- yes,

C. Kardashian- yes, A. Buffomante- yes, R. Harper- yes Motion passes.

The Board discussed a recommendation by the Competition Committee regarding removing Over-All Weekend winner from events and making the daily awards more prestigious.

M. Tetreault also advised the Board that the Competition committee would like to see about opportunities for the potential of other oil and fuel distributors / manufacturers to participate in WKA. President Williams to investigate.

Rule 902.9 Tires- for the Kid Kart class was discussed.

Motion made by M. Tetreault, seconded by A. Buffomante to increase the Maximum rear circumference to 33 ¼".

Vote: D. Cole- yes, R. Lyles- yes, E. Vause- yes, M. Tetreault- yes, G. Sieracki- yes,

C. Kardashian- yes, A. Buffomante- yes, R. Harper- yes Motion passes.

Rule 214.1 Kid Kart Fuel was discussed. The competitors have asked that WKA return to 87 octane gasoline, supplied by WKA. Motion by M.Tetrault, second by A.Buffomante to spec 87 octane gasoline, provided by WKA. Motion passes unanimously.

President Williams presented to the board the topic of Video Camera review/ marshalling. More and more competitors are requesting WKA race directors review video due to a penalty that they have been assessed due to an on track incident. Currently rule 110.4, video review is currently prohibited.

Several options were discussed.

- Continue with the current rule without change,
- Allow only those penalized to submit only their on-board video for review,
- Allow any competitor to submit their video for review at an additional fee to submitting an appeal and they must follow the appeals procedure and timelines in place.
- Full video marshalling for officials, (cost-prohibitive)

The board felt it was best to leave the current rule in place, with the exception on the pushback bumper penalty, mentioned earlier; TM Section 208.

The conversation of cameras on karts continued. Currently rule 212.6.1 and 262.12, allow for the camera to only be mounted on driver's fairing under the number panel. New fairing products have made this difficult to be consistent. Motion by D. Cole to change 212.6.1 and 262.12 to: "Cameras may only be mounted on drivers fairing under the number panel, top of radiator, left side chassis mounted bracket. Top of camera cannot exceed 26" from ground. Seconded by G. Sieracki.

Vote: M. Tetreault -yes, E. Vause- yes, R. Harper- yes, R. Lyles- yes, G. Sieracki- yes, C. Kardashian- yes, A. Buffomante-yes, D. Cole- yes Motion passes.

President Williams advised the board that per Daytona International Speedway, they do not allow drones. This information will be relayed to our racers and families.

Extensive conversation occurred regarding the Daytona Dirt Event, and the Dirt and Pavement Oval racing members. President Williams and M. Tetreault updated the board on conversations they have had with potential partners and spec tires for the Daytona Dirt event, track preparation and classes to be offered.

R. Lyles and E. Vause started the discussion on the review of some of the safety changes they feel are needed regarding tech rule 401.8- weights.

Current rule reads: "All bolts must be cotter keyed or double nutted"

After some discussion among the board.

Motion made by R. Lyles, seconded by E. Vause that the last sentence of rule 401.8 should read: " All bolts must be double nutted"

Vote: M. Tetreault -yes, E. Vause- yes, R. Harper- yes, R. Lyles- yes, G. Sieracki- yes, C. Kardashian- yes, A. Buffomante-yes, D. Cole- yes Motion passes.

5:15pm- meeting concludes for the evening.

July 17th- 8:15am-meeting reconvenes.

The discussion of Daytona Dirt continues.

R. Lyles advises the board that he has been approached by a sponsor requesting we add a Masters class at Daytona. The Masters class would be for those 55 yrs of age and older. This class is going to be run at another event in August and the board agrees that WKA will monitor the participation and interest in this class to see if it's something to consider adding to Daytona Dirt since this is a relatively new class for the dirt. The board agrees to table this discussion until the class has run to review the class interest.

R. Lyles asked the board to review figure 487a and tech rule 496.5, in the note section of the rule, he requested the board to consider removing "Drivers seat must be positioned in such a manner that NO PORTION OF THE DRIVERS SEAT MAY BE CLOSER THAN 6" MINIMUM FROM THE INSIDE OF THE LEFT NERF BAR".

After much discussion, the E. Vause and R. Lyles decided to discuss this rule with seat manufacturers. The fear is people will start to alter their seat and compromise the integrity and safety of the seat.

This item is tabled until after more information is gathered.

R. Lyles asked the board to review rule 711.22 Sheet Metal and allow competitors to paint the sheet metal. Motion made by R. Lyles seconded by E. Vause for rule 711.22 to read: "All sheet metal must be used as supplied with the engine and maybe painted."

Vote: R. Harper- yes, R. Lyles- yes, E. Vause- yes, M. Tetreault- yes, D. Cole- yes, G. Sieracki- yes, C. Kardashian- yes, A. Buffomante- yes Motion passes.

R. Harper addressed the board on a recommendation from the Road Race Competition Committee. They are requesting to simplify the WKA License Endorsement Application that is used to request a road race endorsement on their WKA License. The competition committee feels that the section under License Endorsement Explanations and Requirements is cluttered and not easy to understand. They suggest the following replacement and requirements change:

RR Class 1	B Stock/ Formula 125/ Unlimited/ Stock Honda/ 125 Sprint Shifter	
18 yrs old	2 yrs, 4 races per yr in RR 2 or RR 3 classes	
RR Class 2	100 cc Controlled/ Controlled Spec/ Formula 100/ X-30	
16 yrs old	1 yr, 4 races per yr in RR 3 classes	
RR Class 3	All single engine non gearbox sprint karts	WKA legal age
	All single engine non gearbox laydown karts	WKA legal age

Motion made by R. Harper to adopt the proposed changes to the License Endorsement Explanations and requirements. Seconded by C. Kardashian.

Vote: A. Buffomante- yes, C. Kardashian- yes, G. Sieracki- yes, D. Cole- no, M. Tetreault- yes, E. Vause- yes, R. Lyles- yes, R. Harper- yes Motion passes.

R. Harper request that he board/WKA return gas requirements in LO 206 and Clone classes to Unleaded gasoline, 94 octane maximum. WKA may specify source for gasoline. These classes are currently running Sunoco 110 gas, due to the tech manual specifying they use spec fuel. These classes typically follow Briggs and Stratton suggested fuel 87 to 93 octane.

Motion made by R. Harper to return gas requirements to the following 4 cycle gas classes, 362.1, 362.2, 362.3, 362.5, 362.6 and 362.7 to require unleaded gasoline, 94 octane maximum, WKA will specify source for gasoline. Seconded by A. Buffomante

Vote: D. Cole: yes, G. Sieracki: yes, C. Kardashian: yes, A. Buffomonte: yes, R. Harper: yes, R. Lyles: yes, M. Tetreault: yes, E. Vause: yes. Motion passes.

R. Harper requested the board review Rule 362.10- TAG Junior (Final 1 & Final 2) – suggestion made to add Rotax FR125 and PRD Fireball engines @320 lbs, additional specs Rotax must have power valve locked shut, PRD must use Tillison carb HL166B or C. After much discussion on engines and ways to restrict those engines for a junior class, it was the suggestion of the board to send this back to the competition committee for more review, and to allow for more findings to see if this is a safe option/engine for the junior class. Item tabled.

R. Harper requested to correct tech manual to read open fuel for B Stock and Formula 100, which is rule 312.8 Formula 100 and 312.11 B-Stock. Motion made by R. Harper seconded by D. Cole for 312.8 and 312.11 for tech manual to read-Fuel: Open.

Vote: M. Tetreault- yes, E. Vause- yes, R. Lyles- yes, R. Harper- yes, A. Buffomante- yes, C. Kardashian- yes, G. Sieracki- yes, D. Cole- yes Motion passes

R. Harper asked the board to review rule 312.10 Unlimited Final 1 & Final 2, he feels there is a lot of clutter under this section and would like to clean it up. After review and discussion.

Motion was made by R. Harper, seconded by D. Cole to update 312.10:

Driver Requirements: Age 18 and older. Road Race Class 1 License

<u>Gearbox Engines</u>	<u>Weight</u>
One 125cc gearbox single cylinder	420 lbs
One 250cc gearbox single cylinder	460 lbs
One 250cc gearbox twin cylinder	490 lbs
One 450cc gearbox single cylinder 4-cycle	460 lbs

<u>Non-Gearbox Engines</u>	<u>Weight</u>
One 150cc single cylinder	380 lbs
One 250cc single cylinder	460 lbs
Two 100cc single cylinder	465 lbs
Two 150cc single cylinder	490 lbs

- remove number 4 and 5 under rule 312.10,

312.10- OTHER should read: 1. Additional restrictions maybe placed on these engines at any time if it is deemed necessary to maintain parity within the class. 2. Unlimited classes will run for 30 min. 3. All engines are 2-cycle except 450cc gearbox. 4. The Exhaust system: The exhaust system must be a design that will comply with WKA and local noise suppression requirements. 5. Technical Inspection: Post race technical inspection will include kart weight, engine displacement, and exhaust system. 6. Slipper clutch, axle clutch, and sprag units are allowed.

Vote: M. Tetreault- yes, E. Vause- yes, R. Lyles- yes, R. Harper- yes, A. Buffomante- yes, C. Kardashian- yes, G. Sieracki- yes, D. Cole- yes Motion passes

The Road Race Committee is asking the board to review Rule 115.1.1 Helmet Cameras. They are requested that the board to allow helmet cameras. Composite or plastic stick on mounts only. No metal mounts allowed. No drilling holes in helmet. After discussion the board decided to table this discussion until clarification can be obtained from SFI and get their opinion and any standards on this issue. With the new cameras coming out everyday the board feels the rule should also be modified to read, no body cameras, no cameras allowed to be mounted on the drivers body.

President Williams proposed/ recommended creating TM 117.3 – CIK Homologated Equipment, with the following verbiage. “Any equipment, except Engines, approved within CIK for the next homologation period will not be allowed until the equipment is valid according to the CIK Regulations, unless approved as outlined in TM 117.2 above.”

Motion by C. Kardashian to accept President Williams proposal, seconded by E. Vause

Vote: D. Cole: no, G. Sieracki: yes, C. Kardashian: yes, A. Buffomante: yes, R. Harper: yes, R. Lyles: yes, M. Tetreault: yes, E. Vause: yes. Motion passes.

President Williams request the board review rule 115.1 HEAD GEAR . The Recommendation – No longer allowing DOT Helmets at National Events starting in 2019. Stick with our Snell and SFI ratings in the TM.

After some discussion among the board, their decision was to table to recommendation until more information is gathered regarding DOT Helmets in karting.

President Williams requested the board review several rules in the tech manual to clear up verbiage. Competitors have complained that we lack clarity, consistency, and transparency mainly due to lack of definition and direction in some of the regulations.

Recommendations:

Rule 101.3- Responsibilities, Change the last sentence to read: "Thus observation and compliance of the rules and specifications set forth in the documentation is fundamental to the welfare of each participant in a WKA sanctioned event."

Rule 101.4- Nomenclature, to read: Where possible, the terminology in this manual is of general and common usage of the English language.

Rule 101.4.5- Technical Manual Organization , Manufactures Cup Series to now read " Competes on karting specific, paved short courses and includes classes for traditional karts.

Gold Cup series to now read "Competes on karting specific, paved short courses and includes classes for traditional karts."

Rule 106.6- Re-Entry To Course- to now read "If a driver leaves the racing surface other than at a designated pit lane during practice or a race, he or she will re-enter the racing surface at a point as far from the racing "line" as possible and may not re-enter the course at a point that will provide any time or distance advantage. Re-entry must be done in a safe manner and not impede the progress of other drivers. It is the Race Directors decision as to whether or not any advantage was attained by course re-entry, and that decision is final. Drivers must follow direction of the turn marshals or officials in charge."

Rule 107.3- Fire Safety- The second sentence to now read "An area away from fuel or other flammables must be designated for welding, grinding and cutting."

Rule 107.5- Driving Karts in Pits: to now read, " karts may not be driven in the restricted pit area except for specific areas designated by the officials in charge, but never onto, nor past the scales."

Motion by D. Cole to accept the changes suggested to Rules 101.3, 101.4.5, 106.6, 107.3 and 107.5, seconded by M. Tetreault. Vote: M. Tetreault- yes, E. Vause- yes, R. Lyles- yes, R. Harper- yes, A. Buffomante- yes, C. Kardashian- yes, G. Sieracki- yes, D. Cole- yes Motion passes

The following rules were discussed for proposed correction or clarifications but tabled for more discussion and or fact finding:

103.5- Competition License

106.2.1- UnSportsman like Driving

107.7- Refueling

Section 110 Protest and Appeal Procedures, fees were discussed and reviewed. WKA has not changed their fees in many years. It was proposed that these fees be increased. Motion made by A. Buffomante to increase rule 110.2- Protest procedure from \$50 to \$100 and 110.2.1- Appeal of a Race Director Call Procedure from \$100 to \$200.

Seconded by E. Vause Vote: : M. Tetreault- yes, E. Vause- yes, R. Lyles- yes, R. Harper- yes, A. Buffomante- yes, C. Kardashian- yes, G. Sieracki- yes, D. Cole- yes Motion passes

208- Bodywork Components was reviewed for updates. The recommendation was made to the board to remove years "2002 and 2003" to bring the rule up to date to current CIK Homologated bodywork.

Motion by A. Buffomante to remove "2002 and 2003" from rule. Seconded by C. Kardashian

Vote: D. Cole: yes, G. Sieracki: yes, C. Kardashian: yes, A. Buffomante: yes, R. Harper: yes, R. Lyles: yes, M. Tetreault: yes, E. Vause: yes. Motion passes.

President Williams requested the board to review rule 212.11.1 Pushing During Qualifying- The race directors have discussed this rule and feel, for the past two years, ManCup Race Directors have allowed pushing during Qualifying, with instructions and penalties outlined in the Drivers' Meetings. Their Recommendation to the board is to remove this regulation completely.

After a long discussion, Motion was made by D. Cole to remove rule 212.11.1 from the Tech Manual. Seconded by M. Tetreault. Vote: A. Buffomante- no, R. Lyles- no, C. Kardashian- no, E. Vause- yes, M. Tetreault- yes, D. Cole- yes, G. Sieracki- yes. Motion passes.

President Williams requested the board to review another recommendation by the Race Directors, Defining Minimum Event Participation Requirements for Drivers for Sprint Racing – National Events

The concern – With the exception of TM 104.4.2 DRIVER OF RECORD, referring to relief drivers, where the original driver must qualify the kart, the TM really does not identify the minimum requirements drivers must participate in events.

Technically, a driver can enter an event, show up only for the Final each day on new tires, and only race the final, starting from the rear. From a safety standpoint, this may not allow Race Direction the opportunity to assess the driver's safe driving abilities prior to racing either. Their Recommendation – Define minimum requirements for drivers to participate in National Events. Suggestions: Drivers must take the track at least once before making a Qualifying attempt and/or Drivers must make a Qualifying attempt to advance to the Heat Races.

After much discussion, Motion made by C. Kardashian, seconded by M. Tetreault- " Minimum Event participation requirement should be: " Drivers must be present on grid, and make a qualifying attempt to advance to the heat races and be present on the grid and attempt to participate in heats and finals."

Vote: A. Buffomante- yes, R. Lyles- yes, C. Kardashian- yes, E. Vause- yes, M. Tetreault- yes, D. Cole- yes, G. Sieracki- yes. Motion passes.

President Williams updated the board on items he has been working on for WKA regarding WKA's marketing and branding. Items discussed with the Board include: New suggestion for Podium Banner, Broadcasting and live streaming of WKA events, Marketing programs, sponsorship activation plans, outside partnership opportunities, WKA trailer and merchandise, and ideas for new merchandise, Social media and website performance

Motion made by G. Sieracki to adjourn the meeting at 1:13pm, seconded by M. Tetreault.

Respectfully submitted by,
Kelly Frazier
Steve Jacobsen