

WKA Trustee Board Meeting  
June 24<sup>th</sup>-25<sup>th</sup>, 2019  
Concord, NC

The following Trustees and Officers were present:

Officers:

Mike Tetreault	Chairman of the Board/District 8
Dave Davies	2 Cycle Vice President

Trustees:

Chris Kardashian	District 1
Robby Harper	District 2
Chuck Gafrarar	District 3
Bobby Moore	District 4
Randall Lyles	District 5
Pat Slattery	District 6
Bill McLaughlin- proxy	District 7
Roger Hatcher	District 10

Apologies for their absence:

Kevin Williams	President
Bobby Gettys	Vice President
Angelo Buffomante	Treasurer/District 9
Steve Jacobsen	Secretary

Monday June 24<sup>th</sup>, 2019

Absent from today meeting: R. Lyles

Trustee Harper called the meeting to order at 11:42am.

In the absence of President Williams- Trustee Harper and Chairman of the Board Tetreault have been asked to lead the Board meeting.

R. Harper introduced guest speaker Tim Wilkerson owner of AKTPA Insurance. Mr. Wilkerson addressed the board on his background and years of experience in the insurance business and his knowledge for insuring tracks and karting events. He presented to the board his ideas of how to save WKA money through the wrist bands sales and also educated the board on how the insurance policies work regarding premiums paid in and claims paid out. The conversation continued with several trustees asking questions and answers being provided by Mr. Wilkerson to the board. Both sides agreed to continue the conversation once additional information and been gathered. Mr. Wilkerson thanked the board for their time and look forward to speaking with them again soon and stepped out of the meeting.

Review of the Charlotte Karting Challenge was next on the agenda.

M. Tetreault discussed the Dirt Track events, starting with the social media exposure that one video he posted on the WKA Facebook page received when Fridays practice began.

-The group that was hired to officiate the dirt races, is a tight knit group that works exceptionally well together, and were great to work with.

- Operationally- we learned some things and know we can improve on somethings moving forward. The speedway was a great partner to work with, if WKA needed something they were super quick to respond.

- The racers seemed happy with the track conditions.
- Discussion of the actions of one UAS competitor.

R. Harper discussed the Road Race event:

- Over all he felt that there was a good turnout, the date hurt us some, but hopefully going forward we can have a different date and the turn out will be better.
- Staff at CMS was great to work with in helping with the track layout and moving of tire bundles
- The track layout discussion took place- Road racers were disappointed that they did not receive more of the Roval to race on. The board understood their frustration and was in agreement that that needs to be reviewed for the next event there at Charlotte.

M. Tetreault updated the board on the ManCup event

- Entry count was lower than what we had hoped for.
- Discussion of the events track layout was discussed and how the track layout was decided on prior to the event. The track was fast and some people did not feel that it was safe, while some people expressed they had a good time at the event, because it was a challenge and unlike a kart track they had ever run before. The discussion of options for future sprint track layout and location was discussed.
- Saturdays decision to end the race day when the rain came in was discussed along with how the points were decided based on ending of the day. Some felt that the decision was made to quickly to call off the day and not allow the competitor to run after the rain and lightning had stopped. Some also felt that they should have been able to run their main races the next morning in place of their warm up round.

M. Tetreault presented the board a brief history of karting in the US dating back to 20 yrs to the present and how many series there are now versus then. A 2019 calendar was presented to the board with each racing series race included on the calendar, to show how much kart racing is happening across the US, which lead to a discussion on the 2020 WKA season. A detailed discussion took place, on track locations, weather at those tracks during the year, and what engines that are being run at those tracks and within those regions across the US. M. Tetreault asked the board to review and think about class structure for 2020 and also event format, do we want to continue the same race format for Saturday and Sunday? Potential track destinations for 2020 were discussed and the board agreed to allow President Williams and M. Tetreault to continue to explore some options and destinations for the next conference call.

R. Harper asked the board to review Rules 362.16- Stock Honda and 362.17- Sprint Shifter regarding the drivers age requirements. Our current tech manual requires the driver to be the age of 18, where other series or clubs allow the driver to be the age of 16 starting the new competition year in Daytona.

Motion was made by R. Harper to change the age requirement on rules 362.16 and 362.17 to Drivers required age: 16 and older.

Seconded by Bobby Moore      vote: M. Tetreault- yes, R. Hatcher- yes, P. Slattery- yes, C. Kardashian- yes, C. Gafrarar- yes, R. Harper- yes, B. Moore- yes      Motion passes

Upon reviewing rules- Board noted that rule 103.2.1 date needs to be updated for next years rule book.

M. Tetreault presented to the board the idea of having a rule book/ tech manual for more than one year. Discussion took place among the board of the pros and cons of this idea, and no decision was made at this time.

R. Harper present the topic of spec fuel for Road racing to the board. After discussion among the board on different brands of fuel, different testing procedures and how different some fuels test versus others,

R. Harper. R. Harper asked the board to continue this discussion at the next meeting after he has had an opportunity to speak with the Road Race Competition Committee.

R. Harper presented to the board that the Road Race Competition Committee is requesting to add the Vortex Engine to the KA100 class. After some discussion R. Harper advised the board he needs to take this back to the competition committee for more review. Topic is tabled until next conference call.

5:04pm Motion to adjourn made by R. Harper Seconded by: R. Hatcher

Tuesday June, 25<sup>th</sup>

Absent from today's meeting: R. Hatcher

8:44am M. Tetreault called the meeting to order.

M. Tetreault advised the board that we had a sanctioned track reach out to WKA and ask about WKA having or creating a WKA Qualifying Line up regulation in the tech manual, as we currently do not. After discussion among the board it was decided that since different tracks do qualifying line ups differently, such as pill picks, fastest lap during qualifying, number draws or based off order in which entry was received, it was best that WKA not create or stipulate how qualifying line up should be done, allowing the tracks to decide what would be best for them.

The new Honda engine motor for Kid Karts were discussed. The board decided at the time to table it for future discussion.

Discussion of Cadet 206 weight was discussed. It had been previously discussed and voted on during the last Board members conference call to change the minimum weight to 250lbs. A competitor's dad asked the board to re-review the weight. The board agreed to discuss during the next call, since President Williams was present and he had presented his findings to the board and they would like for him to be on the call.

R. Lyles presented to the board a set of rules that the Dirt Competition Committee would like to see added into the tech manual for the Open Modified class.

Open Modified #375 lb or Limited Modified up to .080 or #350 lbs.

-Any flat head single cylinder aluminum cast block only. Commercially available at least 60 days prior to the event. No over head valves will be allowed.

- No Billet Block's allowed

- Any bore and stroke combination- 14.5 Cubic Inch Maximum

- Formula for cubic inches: Bore x Bore x .7854 x stroke= cubic inch

- No PVL ignitions allowed

- Single carburetor only. Normally aspirated, no fuel injections allowed.

- Maximum valve diameter- 1.500"

-Stock factory 5HP flywheels may not be used. Listed below are the only legal flywheels:

- Clements #BSA

- Hortsman

- Holloway or ARC #6607

- United Machine and Fabrication #FS-1001
- ARC #6608
- Flywheel must remain as per produced and unaltered
- Engine shroud must be on engine
- Open header pipe not to extend past rear bumper. Header supports and wiring is mandatory.

This will be WKA's 45<sup>th</sup> Anniversary at Daytona, a special logo has been designed and will be revealed within the next few months. Items such as event detail, potentially adding an additional event and event structure were discussed among the board.

M. Tetreault presented to the board a Level 2 protest from the Charlotte Karting Challenge Dirt track event, Junior 3 class. After lengthy discussion, questions asked and answered, a motion was made by R. Lyles to deny the protest. Seconded by B. Moore      Vote: M. Tetreault: abstained, C. Gafrarar: yes, B. Mclaughlin: yes, R. Lyles: yes, P. Slattery: yes, C. Kardashian: yes, B. Moore: yes  
Motion passes- Protest denied.

Lengthy discussion took place on the Dirt Series rules needing to be updated. The board fully agrees that this needs to be done and information will be gathered for a future discussion on the rules.

Rule 214.3.1- LO206 Cadet, Chassis was reviewed by the board. A discussion took place on left side engine chassis.

Motion made by B. Mclaughlin: to not allow left side engine chassis in the LO206 cadet class. The updated rule will read as follows:

Chassis: WKA ManCup Cadet or standard kart, CIK Sprint chassis rule per TM section 200. No left hand drive chassis.

Second: C. Gafrarar      vote: R. Lyles: yes, M. Tetreault: abstained, C. Kardashian: yes, P. Slattery: yes, C. Gafrarar: yes, B. Moore: yes, R. Harper: yes. abstained: B. McLaughlin

R. Harper made a motion to adjourn meeting at 10:46am

Seconded: P. Slattery

Respectfully Submitted by,  
Kelly Frazier

