Proposals

From White

Proposal 1: At 200.1, 209, and 213: Eliminate Stock Heavy (Flathead) as a 4 Cycle Sprint Grandnational class.
Seconds: Scriber, Schorn

Proposal 2: This is dependent on the above Proposal passing.
At 211.5.2 Change Senior race distances to: Pre final: 8 -12 miles, Final: 10 -14 miles. Change Junior race distances to: Pre final: 6-8 miles. Final: 10 - 12 miles. Or to distances recommended by Sprint Committee after the 4 Cycle Sprint GN in 2007.
Seconds: Pence, Hilger

Proposal 3: Add at 301 Class 13: 5" diameter wheels only. Add as 306.9.7: IKF World Formula - 5" diameter wheels only.
Seconds: Schorn, Scribner

Proposal 4: At 258, the only Sprint Shifter classes that will run at the Sprint Grandnationals will be those that have had Regional Participation in the previous year.
Seconds: Hoegerl, Pence

Proposal 5: Amend 104.17.2 to read: All drivers participating in a an IKF Grandnational in Speedway and Road Race divisions must have competed in 3 IKF Regional events since the previous year's Grandnationals.
Seconds: Richter, Pence

Proposal 6: Add 104.17.2.1 IKF Sprint Experts may enter the Grandnational in their Expert Division without participating in three Regional events.
Seconds: Pence, Richter

Proposal 7: Add 104.17.2.1 IKF Road Race Experts may enter the Grandnational in their Expert Division without participating in three Regional events.
Seconds: Pence, Richter

Proposal 8: In the rule book, at every instance where the 3 karts for a Duffy requirement is stated, increase this minimum to 5.
Seconds: Scribner, Pence

From Hoegerl:

Proposal 9: Add to page 88, Section 622 Comer K-80, 2007 Tech Book.
Piston: Bottom ring must be left on piston. Piston and ring must be installed into cylinder and must not fall through cylinder under it's own weight. Rings to be of magnetic material and can not drop through cylinder, max. end gap to be .040".
Seconds: Schorn, White

Proposal 10: Add to page 90, 2007 Tech Book Section 622.51.7 Rings: Bottom ring must be left on piston. Piston and ring must be installed into cylinder and must not fall through cylinder under it's own weight. Rings to be of magnetic material and can not drop through cylinder, max. end gap to be .040".
Reason: To equalize the playing field.
Seconds: White, Richter

From Motley:
Proposal 11: Section 207
Replace SSX-V exhaust with RLV "Q" exhaust for (5) Jr. Super Sportsman; (8)Sr. Super Sportsman and (9) Super Sportsman Heavy.
Reasons:

(a) Quieter, allows IKF to become pro-active on noise issues as the current exhaust is the loudest 2-cycle class. Has been used for two years in the Northwest due to noise issues with positive results.
(b) Looks like a "real" pipe which is a more positive image.
(c) Is of all welded design which makes it easier to tech.

This could be approved with a cooling off period allowing regions to adopt it for 2008 or wait until 2009, at which time it becomes mandatory. However I suggest it be mandatory for 2008 Grandnationals.
Seconds: White, Brown

Proposal 12: Section 623.7.16
Change RLV SSX/SSX-V muffler to welded on end cap by manufacturer (part # to be determined).
Reasons:

(a) Lessens ability of competitor to modify the exhaust illegally.
(b) Removes the decision of whether the end cap is "leaking too much". The current design all leak so the tech official is often faced with the decision of "how much is too much".
(c) We have, up to this year provided welded end cap exhausts to participants at the Grandnationals, as the concern has been that some modified exhausts are in use. If this is a concern at the Nationals it is certainly as large a problem at club and Regional events.

Seconds: White, Schorn

Proposal 13: Section 623
Change RLV YBX muffler to welded on end cap by manufacturer (part # to be determined)
Reasons:

(a)Lessens ability of competitor to modify the exhaust illegally.
(b)Removes the decision of whether the end cap is "leaking too much" The current design all leak so the tech official is often faced with the decision of "how much is too much".
(c)We have, up to this year provided welded end cap exhausts to participants at the Grandnationals, as the concern has been that some

modified exhausts are in use. If this is a concern at the Nationals it is certainly as large a problem at club and Regional events.

I have discussed these changes on both the SSX and YBX exhausts with RLV and believe we can work an exchange, inspection or modification program out with minimum expense to our members. Most competitors replace these exhausts on a regular basis anyway.
Second: Schorn, Hilger

Proposal 14: Sections 620.54.2; 620.54.3; 620.54.4
Change exhaust design to welded on end cap by manufacturer (part # to be determined)
Reasons:

(a)Lessens ability of competitor to modify the exhaust illegally.
(b)Removes the decision of whether the end cap is “leaking too much” The current design all leak so the tech official is often faced with the decision of “how much is too much”.

I have discussed this proposal with Gary Gebhart from Horstman Mfg., and while he did not have objections to the suggestion he would like to see it effective in 2009. He is concerned about any more changes currently as we have the ignition and cylinder issues in play at this time.
Seconds: White, Richter

From Pence:
Proposal 15: Section 207, classes 8 & 9
Remove wet engine clutch restriction; change to allow wet clutch, or dry clutch per Section 202.
Change 202.5 title to: Requirement for clutches
Add to end of 202.5.1: ...or dry clutch meeting specifications in 205.4.
Change title in 202.5.2 to: the approved wet clutch manufacturers are:
Renumber 202.6 to 202.5.4
Renumber the following paragraphs appropriately following 202.5.4.
202.5.4----202.6 Requirements for Dry Clutches:
202.5.4.1----202.6.1 Clutches for Junior Super Sportsman, Super Sportsman, Super Sportsman Heavy, Formula Y/C Heavy and Masters Formula Y/C can use a dry clutch if it meets the following specifications.
202.5.4.2----202.6.2 Clutch Specifications
202.5.4.3----202.6.2.1 The clutch assembly including the basket, and excluding the starter nut, shall be checked for weight. The clutch assembly will have a minimum weight of 19 ounces and a maximum weight of 24 ounces.
202.5.4.4----202.6.2.2 The clutch will have no more then 4 friction surfaces and no less then 4. No more then one-friction surface per side of each disk is allowed. The friction material must form a continuous band around the face of the backing plate no less then .410" wide. The friction surface-band will have a minimum I.D. of 1.500" and maximum O.D. of 3.00".
202.5.4.5----202.6.2.3 The Clutch must be manufactured in the U.S.A.

202.5.4.6----202.6.2.4 Clutch may not be manufactured from the following materials: titanium, carbon fiber, carbon/carbon, magnesium or other exotic material.
202.5.4.7----202.6.2.5 No alteration of the clutches original design, other then replacement of disks, springs, shims, arms and fasteners using standard parts is allowed.
Seconds: Scribner, White