

IKF Board of Director Meeting

Phoenix, AZ ** March 29 & 30, 2003

Directors in attendance: Doug Cole, Tim Doll, Deborah Davidson-Harpur, Jack Hoegerl, Jack Lehmann, Brad Swiggart, Syd White, John Podlesni, Carl Woltjer.

Members and guests in attendance: Chas Lemon, Jim McMillan, Gordie Johnson, Terry Humphrey, Randy Perkins, Lee Miller, Chris Omar, Steve Flitman, Joe Torres, Roger Cathey, Mark Bevel, Adam Mollenkopf, Brian Montross, Dan Maracle, Bill Ladwig, Jim Hawkins, Randy Baden, Dwight Schilds, Mark Griffith, Casey Robella, Ashley Robella, Joe McGinley, Dannette Spock, Bob Phillips, Terry Nash, Frank Lowers, Jim Lauer.

Financial Report presented by Carl Woltjer. A written financial report is available by request. Explained IKF funds are divided into three categories of money: approximately \$125,000 in a "savings account"; \$80,000 to \$90,000 in Regional Funds; \$60,000 in operating fund (used for day to day operations of the organization).

Co-Treasurer Podlesni: "The IKF is solvent today because of Art Verlengiere and the work he did." Did a comparison of first quarter 2002 vs. 2003, noting that IKF is continuing to do well. Announced plans to upgrade office computer system. Spoke to growth of karting as a sport; IKF focus is to enhance this growth by providing competitors with guidelines. "We are growing with the sport." Asked membership to provide positive input to help with this growth.

Benefits for members Swiggart: Announced IKF is in the process of implementing improvements for membership - 1) Reiterated computer upgrade; 2) Re-vamping the web-site (Montross asked if this format would allow Regionals to be "hosted" by the IKF website? Directors took this request under consideration); 3) Purchasing a second full set of radios; 4) Every Grand National participant will receive a commemorative t-shirt and hat. Noted these benefits are possible because of the most recent increase in membership dues.

McGinley: Asked about company advertising on the Grand National t-shirt? Rate is \$200 per sponsor. Deadline to secure sponsors is "real soon".

Briggs & Stratton Animal Motor in Speedway Venue: At recommendation of 4-Cycle Tech and Speedway Committee, *for 2004* 4-Cycle Super Stock (325 lbs), Limited Modified (375 lbs) and Star (400) classes will be combined into one class, to be called the Tilly Class. Two new classes will then be added to the Grand National schedule utilizing the Animal Motor (335 lbs & 360 lbs). Engine rules will be determined at the Fall BOD meeting; anticipated to be run as methanol classes - Tech Manual Section 716. Noted that some parts of the Animal engine are being revamp; there will be no rule distinction between the different versions of the engine. Woltjer commented that multiple-engine classes are seldom successful; suggested these three classes just be written off completely. Torres reported in his region the combination has worked well, allowed people to utilize equipment they own and race in a field with other drivers.

□ Motion to implement this change by White; second - Doll.

In favor: Hoegerl, White, Woltjer, Doll, Davidson-Harpur, Doll, Lehmann, Podlensi

Passed

Cable Activated Braking System: 112.18 does not address the braking system, which is now showing up in competition.

□ Motion by White to add (effectively immediately) to 112.18.1: Any cable used as an actuator in a brake system must have a minimum diameter of .071". Any non-factory-applied end must be blocked by a "flat type" cable clip. Bolts on cable clip must be secured with locknuts or double nutted.

Additionally, as of 01/01/4 add 112.18.2: "Any cable used as an actuator in a hydraulic brake system must be doubled with two separate cables."

Second- Lehmann

In Favor: Hoegerl, White, Woltjer, Doll, Davidson-Harpur, Doll, Lehmann, Podlensi

Passed

4-Cycle Tech Clarifications

Add at end of 701.35: .020" rods are allowed

715.8.1: Change 2.80: to 2.880" (typo)

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Add: 715.26.5 Any commercially available sparkplug allowed. Sparkplug must be stock except plug sealing ring may be removed.

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Add: 718.2.1 Camshaft profile limits are as specified in 716.9.1

Add to 717.1 as last sentence: RLV silencer #4108/5447-S is required.

Delete at 717.1 "Flex length non-tech."

Karter News: Davidson-Harpur asked tracks, shops and drivers to submit articles and photos for upcoming issues of Karter News. Items should be sent directly to her (see Karter News under Director listing for address). August to December issues are usually full with Grand National coverage. January through July are good months for submissions, however, items must be submitted from November to May to get into those issues.

Letters from Membership

From Terry Traeder re: waiving punch rule for his 2003 Grand National event. Currently there are three tracks within the radius hosting Regional races. Swiggart expressed concerns re: setting or changing a precedence on this issue. No action taken.

From Claudio Valiante: re: Waiver of 3 punch requirement for Canadians to complete in the Leopard class. Letter with dates of races within 400 mile range for be forwarded to Valiante.

From Jim Hawkins (Arizona Karting Assn.) re: Quarter Midgets and 250cc Modified Midgets - local option request. Inquiry re: insurance coverage for practice and race if AKA goes to complete IKF insurance coverage? Also inquiry re: "sling-slot" cars? Swiggart stated classes/vehicles outside the parameters of the rule book raise issues. IKF wants to encourage AKA to continue with IKF insurance for karting events; can refer AKA to a rep from the IKF insurance company re: options for the non-IKF divisions. Swiggart noted that other venues insured by another company would not prevent AKA from being an IKF Premier Track as long as AKA covers all karting events with IKF insurance. IKF insured events and events insured by other companies cannot be run simultaneously. Discussion re: running IKF insured and non-insured together: if a non-IKF-insured vehicle comes off the track and strikes an IKF insured participant, who pays? Suggested questions also be directed to Tom Watson at Saturday night's scheduled insurance seminar.

From George Durdin (CRE) re: approval of local option class. Hoegerl noted he had previously responded to this request; had said 'no' to Rotax Jr. I and Rotax Jr. II 125cc engines. Discussion re: requested classes and age specifications -- don't comply with IKF format. Hoegerl also noted several versions of the requests have come through. IKF will send letter stating IKF does not approve motor configurations outside the IKF parameters; committees can work with Mr. Durdin to design a request that will meet his needs and the requirements of IKF.

Clarification: Classes run at a club race are insured under IKF if they go through the process of being approved as a local option class.

Discussion: Woltjer explained that groups requesting local option classes should work together so that they are all running the same configuration; this is important for the future so that if the class grows, all entries are counted under the same class and it has a better opportunity to become a Regional class. Note: all local options must be re-approved each year. Suggestions from Torres: a standardized form for requesting local option classes to all needed information is provided, and that all approved local option classes be posted on the website so that other tracks can conform to the same class and accomplish building a single class. Board took both suggestions under consideration.

From Mark Griffith re: 4B Speedway local option class approval of 5 to 7 year old class. Has been approved as a local option class, *exhibition only*. No points are kept. Engine specs can be received from IKF office at individual requests.

From David Bauder re: pipe/header rule change. Expressed displeasure with move to replace slippery pipes with spec pipes; Doll noted he will make a proposal re: this issue (proposal must receive two seconds to be considered).

From Rhonda Mims-Brown re: TAG Regional Class seat rule. Discussion - copy of rules for class are on file at the IKF office upon request. Drivers in this class are responsible for acquiring these rules, in which the seat specifications are outlined.

From Daryl Owens re: KT100S Light/Heavy class - noted request is similar to Bauder letter.

From Debbie Kuntze re: helmet legality/safety. Question re: whether attachment compromises integrity of helmet. Board opinion is helmet should be worn as manufactured. Swiggart noted IKF is attempting to finalize helmet certification other than Snell rating. Letter from IKF will be sent to competitor that he may not at this time run the helmet in question. Opinion of Board is that once modified, the helmet in question is no longer Snell approved. Davidson-Harpur requested an update in Karter News re: this issue to alleviate problems at Grand National events. Swiggart will contact SFI re: appropriate verbiage, will fax to Directors.

From Shannon Pospisil re: Suspension. Motion by Davidson-Harpur to reduce suspension to six months. Died for lack of a second.

□ Motion by Podlensi to re-send a copy of last letter sent from IKF to both S. Pospisil and T. Pospisil (next letter).
Second - White.

In Favor: Hoegerl, White, Woltjer, Doll, Cole, Lehmann, Podlensi

Opposed: Davidson-Harpur

Passed

From Tad Pospisil re: IKF Grand National Attendance/Suspension. See S. Pospisil above.

From Jack Kirkpatrick re: Region 7 Buttonwillow race. No action.

From Tobin Whitt re: Region 7 Sprint race ruling. Podlensi explained flagman did not show checkered flag until half the field had passed; some frontrunners continued to race, while others thought race was over and slowed; top three changed positions by the time they came around again. Flagman did throw checkered flag to leaders when they came back around again. Question re: who won? Podlensi refers to rule book 210.13. Doll: you race to the checkered flag. White suggests should have gone back a lap for scoring. Davidson-Harpur cited 109.13 - Race completed when receive checkered flag. Swiggart suggested both competitors receive first place points; concern is that second place driver has now lost points.

□ Motion by Doll to award Witt first place points; second - Davidson-Harpur

In favor: White, Doll, Davidson-Harpur, Cole, Lehmann, Podlensi

Abstain: Hoegerl

Absent: Woltjer

Passed

□ Motion by White to add at 109.13 and 210.13 You have completed the race when you receive the checkered flag at the finish line. Second - Doll.

In favor: White, Doll, Davidson-Harpur, Cole, Lehmann, Podlensi

Abstain: Hoegerl, Woltjer

Passed

From Micky Troxell re: Region 7 Buttonwillow race. No action

Proposals

#1) In Road Race, IKF Intercontinental E (class #22), add to the approved engine list: Single cylinder 4 Stroke motocross engines up to 450cc maximum displacement (Honda, CRF, Yamaha-YZF, Suzuki-DRZ, Cannondale-X440). All engine parts to be OEM with no modifications -- exceptions are piston, rings, bearings, seals, gaskets, exhaust header and silencer, air box and air cleaner, and hardware. Engine may be updated to current model year specifications using (unmodified) latest model year EOM parts. Minimum silencer dimensions 14" by 3" diameter. Fuel: gas only. Weight: 465 lbs.

Seconds - Davidson-Harpur, Doll

#2) In Road Race, classes 15, 16, 17, 18, 22: change race format to rolling start, one warm up lap. (Purpose: to reduce track time required to run events)

Seconds - Doll, White

#3) In Road Race, 80cc Senior (class #18) 312.7.3.8 Intake System: Venturi may be machined along the entire length of the carburetor to achieve a straight bore with a maximum dimension (no-go) of 28.5mm. No other machining is allowed to the venturi or air horn. (If this is passed, correction will need to be made in 250 section referring to this.)

Seconds - Doll, Podlensi

#4) In Road Race, replace the lowest participation Road Race class with the IKF Rotax Max. Chassis - IKF Sprint chassis rules; Engine - Rotax Max sealed engine package.

Seconds - Doll, Davidson-Harpur

#5) In Speedway, Jr. I 2-Cycle: Require a wet clutch with YBX box muffler

Reason: To slow class down and make engines less responsive. It would be more friendly to a beginning karter.

Seconds - Davidson-Harpur, Woltjer

#6) In Sprint, to adopt the TAG USA Program, with specific rules to be announced at a later date.

Seconds - Doll, White

#7) In Road Race, to adopt the TAG USA Program, with specific rules to be announced at a later date.

Seconds - Doll, Podlensi

Tech Manual Corrections

405.3 - Super Stock Heavy should say Stock Super Heavy

2-Cycle Tech Updates

lame has new mold for HPV pistons; no changes have been made to the piston size, and stamp will still appear on the top of the piston.

Selettra is no longer producing un-finned rotors. Part # remains P3356 but new rotors in the field will have fins. Ignition system was previously homologated. Will not be visible on the kart, will become visible when disassembled for tech.

252.5.7 Add to end: No tech on finish on top of piston.

Sunday Session

Directors in attendance: Hoegerl, White, Woltjer, Doll, Swiggart, Davidson-Harpur, Lehmann, Podlensi; absent - Cole.

Members & guests attending: D. Schild, B. Montross, J. McMillan, C. Omar, T. Humphreys, R. Baden, M. Griffith, R. & Chris Perkins; D. Maracle, G. Johnson, Mare Hurtad, F. Lowers, J. Lauer, L. Miller, B. Phillips, Les Phillips, J. McGinley, J. Hawkins, Jacob Hawkins, A. Mollenkopf.

Sprint Bodywork

2003 Bodywork Clarifications is a document prepared by the Sprint Committee to clarify rules for CIK Bodywork for 2003. The document was created to address new CIK bodywork which is provided with new karts coming into the field. As per current rule, the Elephant Ear bumpers are prohibited. A paragraph summary will be included in upcoming issues of Karter News. A copy of the full document is available upon request from the IKF office. White: "This is a far reaching document affecting bodywork, bumpers, nerf bars, and even wheelbase." Question from Davidson-Harpur re: if this document addresses "sprint" cross-over classes in the Road Race division?

Motion by White to accept this document as provided by the Sprint Committee for the 2-Cycle Sprint and 250 Shifter Divisions; second - Doll

In Favor: Hoegerl, White, Woltjer, Doll, Davidson-Harpur, Lehmann, Podlensi

Passed

Region 7 Sprint Track Selection Criteria

All 2003 participants will be given a list of potential tracks for the 2004 series. August 1 a letter from the IKF office will be sent to all Sprint tracks in Region 7 asking if they want to be included on the Questionnaire; forms must be returned by September 1. Questionnaires will be distributed at the last two Region Sprint races in 2003; those who are unable to attend one of these last two races can request a ballot from the IKF office - only those who have entered at least one Region 7 Sprint race in 2003 may receive a ballot. Questionnaires must be mailed to the IKF office with name, Region 7 IKF Sprint races entered in 2003, signature and IKF # to be tabulated. Results of this survey will determine which tracks will be selected to host a Region 7 Sprint Series races in 2004. This plan is being implemented as a follow up to discussion at the January 2003 Board meeting re: how tracks were selected for the 2003 series.

Grand National Presentations / Designations for 2004

Swiggart asked each contended if they would sign a Premier Track agreement for 2003, 2004 and 2005? Stated this question was from himself personally, not from the Board.

2-Cycle Speedway / Speedway Midget (Rotation consideration is Midwest)

In contention

Arizona Karting Assn (Phoenix, AZ)

Newton Kart Klub (Newton, IA),

Tri-County Karters (Delaware, IA)

☐ Paper ballot results: 2004 event awarded to Tri-County Karters; Newton Kart Klub is back-up track

4-Cycle Speedway (Rotation consideration is "other" -- not Nebraska or Iowa)

In contention

Arizona Karting Assn (Phoenix, AZ)

Bayou Cajan Raceway (Dubberly, LA)

Hilltop Raceway (Waller, TX)

☐ Paper ballot results: 2004 event awarded to Bayou Cajun Raceway; Hilltop Raceway is the back-up track

Speedway Pavement (no rotation)

In contention

Jamaica Raceway (Jamaica, IA)

Tri-County Karters @ Hawkeye Downs (Cedar Rapids, IA)

☐ Paper ballot results: Jamaica Raceway - 4; Hawkeye Downs - 3

2004 event awarded to Jamaica Raceway; Hawkeye Downs is back-up track

2-Cycle Sprint (Rotation consideration is West)

In Contention

Buttonwillow Raceway Park (Buttonwillow, CA)

McMinville Raceway (McMinville, OR)

Iowa International Raceway (Marshalltown, IA) - respectfully withdrew due to rotation

Santa Maria offered to serve as a back-up track at the 3-30-03 meeting due to rotation

☐ Motion by Davidson Harpur to name Buttonwillow the event host for the 2004 2-Cycle Sprint Grand Nationals, McMinville Raceway the event host for the 2004 4-Cycle Sprint Grand Nationals; Santa Maria to serve as back-up track for both events. Second - Lehmann

In Favor: Hoegerl, White, Woltjer, Doll, Davidson-Harpur, Lehmann, Podlensi.

Passed

4-Cycle Sprint (rotation consideration is Northwest)

In contention

Buttonwillow Raceway Park (Buttonwillow, CA)

McMinville Raceway (McMinville, OR)

Iowa International Raceway (Marshalltown, IA) - respectfully withdrew due to rotation

☐ See vote for 2-Cycle Sprint (McMinville Raceway selected 2004 4-Cycle event host)

Shifter (rotation consideration is Midwest)

In contention

McMinville Raceway (McMinville, OR)

Iowa International Raceway (Marshalltown, IA)

☐ Motion by Lehmann, second by White to award 2004 event to Iowa International Raceway; PKA is back-up track

In Favor: Hoegerl, White, Woltjer, Doll, Davidson-Harpur, Lehmann, Podlensi

Passed

Road Race

Southern California Karters @ Las Vegas International Speedway (Las Vegas, NV) informed the BOD they would be unable to fulfill the 2004 contract without financial help from IKF. Bids were reopened to determine if another entity could bid on the contract as written for this event. Bids will be open through August 15, 2003.

Tech Book Clarifications

Forumla ICC Tech Rules - presented by Woltjer as a clarification. A copy of the attached document will appear on the website; a copy is also available from the IKF office.

252.2.3 reword: Full size bodywork not allowed on Cadet chassis (52" maximum width), is allowed on full size kart frames. On full size kart frames, all other adult specs apply, including width.

252.2.7 Add to end: No tech on finish on top of piston.

252.5.7 Add to end: No tech on finish on top of piston.

New CIK Bodywork in Road Race

□ Motion by Lehmann, in Road Race to accept the new CIK style bodywork (excluding Class 5) as presented by White for Sprint and Shifter divisions earlier in the day. White: "This is a far reaching document affecting bodywork, bumpers, nerf bars, and even wheelbase." Effectively immediately. Second - Doll
In favor: Hoegerl, White, Woltjer, Doll, Davidson-Harpur, Lehmann, Podlensi.

Passed

Swiggart Named IKF Executive Director

Statement by Podlensi: "The Board of Directors of IKF is pleased to announce the new position of Executive Director. This position will be the point person for the IKF on all issues. Goals have been defined and areas of responsibility will include closely working with the Board of Directors, including operation and implementation of long term planning. The Executive Director shall be empowered to operate the company daily."

"The Board of Directors has appointed Brad Swiggart to the position of Executive Director. By accepting the appointment, Swiggart will be stepping down as Director and current President of IKF, effective March 31, 2003. This will help ensure continuity of programs and projects implemented during his tenure."

Motion by Woltjer to nominate White as IKF President to fulfill Swiggart's term; second - Woltjer
In Favor: Hoegerl, Woltjer, Doll, Davidson-Harpur, Lehmann, Podlensi

Passed

Motion by Davidson-Harpur to appoint Jim McMillan to fill the Directorship of Swiggart; second - Lehmann.
In Favor: Hoegerl, White, Woltjer, Doll, Davidson-Harpur, Lehmann, Podlensi

Passed

Meeting adjourned