

**IKF BOARD OF DIRECTORS
PHONE BOARD MEETING MINUTES
THURSDAY, APRIL 21, 2005**

The Board of Directors of the International Kart Federation met via telephone conference on Thursday, April 21, 2005 at 5pm (PST). The Meeting was called to order by President McMillan. Present at roll call were Directors Mr. Jim McMillan, Mr. Jack Hoegerl, Mrs. Debbie Kuntze, Mr. Syd White, Mr. John Motley, Mr. John Pence, Mr. Jack Lehmann and IKF Office Manager, Pat Eldridge. Directors Mr. Tye Smith and Mr. Bill Hilger were not present at the meeting.

Region 4B Road Race Suspension

The suspension of Michael Johnson, as discussed at the Spring Board Meeting, was further discussed by the Board.

Motion by White to request hand written letters from Mr. Johnson to the Race Director and Flagman of the event and the IKF President explaining his actions at the event and acknowledging responsibility for his actions. Upon acceptance of the letters by the Race Director, Flagman and IKF President, Mr. Johnson would then be placed on a one year probation.

Second by Lehmann

In Favor: Hoegerl, Kuntze, Lehmann, Motley, Pence, White

Passed

Parilla Reedjet & PCR TSL98

Hoegerl states that there has been no engine homologation for at least six years; Europeans are making water cooled engines. Made changes in the crank case, that they are using in the air cooled version that are selling in the US. Only way for Americans to get the old style crank cases is to buy 150 engines at one time. Only the Speedway Dirt and Road Race divisions run the reed valve. Difference in two motors is that they have a larger reed cage and a different manifold that tilts the carburetor at a little bit different angle, hole is not bigger and size of the hole is not a tech item anyway. Crank cases have been changed to allow for the larger reed cages so that there is more material there. WKA adopted both of those in September 2004; they run them in their Road Race program. Hoegerl does not have any numbers on horsepower difference but does not appear to have any superiority over the existing engines. Hoegerl states that he ran this issue by his Committee before the meeting. Lehmann states that the people he knew who ran that particular motor with large reeds in ran faster with original reeds than they do with the big ones. States that the reeds are actually designed for direct drive Sprint racing and it helps there.

Motion by Motley to allow the new Parilla Reedjet and PCR TSL98 engines and allow the update to the old cases to fit the new reed.

Second by Lehmann

In Favor: Hoegerl, Kuntze, Lehmann, McMillan, Motley, Pence, White

Verbal in Favor from Smith

Passed

Proposed TaG Road Race Rules

Motion by White to adopt the following TaG Enduro rules as submitted by John Motley, read by Debbie Kuntze. Discussion by Board.

Second by Kuntze

312.8 TAG Enduro:

312.8.4 CLUTCH: Engine clutch or axle clutch allowed. If engine clutch used, any clutch drum option, factory or fabricated, including belt drive is acceptable in this class, provided the internal components of the approved TAG clutch are retained. If axle clutch used the crank shaft must remain unmodified and all components of the on-board starter system must remain stock.

312.8.5 STARTER AND BATTERY: The on-board starter system must remain operational. Every component, including the battery must be in place.

312.8.12 AUXILIARY STARTING: If auxiliary starting (i.e.: not the on-board starter) the penalty will be "the loss of two finishing positions".

In Favor: Hoegerl, Kuntze, Lehmann, Motley, Pence, White

Passed

Motion by Lehmann to adopt the following TaG Heavy and Light rules as submitted by John Motley, read by Debbie Kuntze. Discussion by Board.

Second by Kuntze

312.10 TAG Heavy and Light

312.10.1 CLUTCH: Engine clutch only. Any clutch drum option, factory or fabricated, including belt drive is acceptable in this class, provided the internal components of the approved TAG clutch are retained. No oil bath conversion allowed.

312.10.2 STARTER: The on-board starter system must remain operational. Every component, including the battery must be in place.

312.10.3 AUXILIARY STARTING: If auxiliary starting (i.e.: not the on-board starter) the penalty will be "the loss of two finishing positions".

In Favor: Hoegerl, Kuntze, Lehmann, Motley, Pence

Opposed: White

Passed

McMillan asks Motley what is happening at Beaver Run? Motley states that Van Gilder is bringing pristine cylinders for tech people to examine. McMillan asks if the IKF was invited? Motley states that everyone that is part of the working group discussed on Tuesday was included. Discussion of Rotax tech specifications and resealing engines by Board.

Motion by White that a variance be allowed at the 2005 Road Race Grand National **only** for non-sealed Rotax motors to run.

Second by Pence. Discussion by Board.

In Favor: Hoegerl, Kuntze, Lehmann, Motley, Pence, White
Passed

Banana Seat in Road Race Events

Lehmann asks about the use of a banana seat in a sit up kart at Road Race Grand National. States that you can run in a full bodied kart in a TaG laydown class. Must run sprint style seat. McMillan states that local interpretation of the rules is that the banana seats have never been allowed in Road Racing. Lehmann states that they have not been allowed in his area either. Lehmann is asking for clarification for upcoming Road Race Grand National. White states that there is no seat rule in Sprint; so there is no such thing as a Sprint seat in regard to crossover classes. Verbiage to define a sprint seat was taken out of rulebook 4-5 years ago. There is only a picture of the seat in Road Race division. Road Race rules do not apply to Sprint division. Change/clarification should be addressed for the 2006 IKF Rulebook. The seat is an issue for crossover classes. This matter will be added to the agenda of the Fall Meeting for discussion by the Board regarding the Sprint division. McMillan states that banana style seats are not legal and will not be allowed at the 2005 Road Race Grand National. This clarification will be posted on the IKF website.

Aftermarket Seals, Bearings, and Gaskets in TaG Motors

McMillan asks Motley what is factory and not factory on the bearing and seal issue? Motley states that he has had discussion with TaGUSA and Mr. Carl Woltjer regarding this issue. States that he feels that they can mandate the gaskets and seals but foolish to try and mandate the bearings. Bearings are a repeatable precision device. Trouble with trying to do bearings. Had this discussion with Marty Casey. TaG is reevaluating what they are going to do on this. As long as the bearing is defined it will not be a problem. Motley states that you can easily identify the bearing if you spec the bearing. Cannot spec bearing down to manufacturer. Hoegerl says that some of the manufacturers are not listed in the book adopted by the IKF. Larger manufacturers have more detailed information. Motley states that he has no quarrel with the bearing as long as it is an exact replacement bearing. Lehmann agrees. Discussion by Board regarding specific bearing part numbers. McMillan feels that a statement should be posted on the IKF website regarding the motor teardowns at the upcoming Grand Nationals. Motley states that one of the reasons that there is an issue with the bearings is that an importer replaced stock seals with O & H yellow seals; that's what you received when you ordered them, which opened the door to this controversy. McMillan states that, with the Grand Nationals coming up, and all the various classes that are running TaG stuff, it has to be discussed how they are going to do this.

Motley states that he attended a relatively brief 30 minute meeting with Mr. Bernie Baldus, K.A.R.T., Mr. Todd Bellew, SKUSA, Mr. Dave Larson, TaG USA and Mr. Dan Stowell, WKA; they met to see if they could approach TaG issues from a common perspective. The meeting was organized by the WKA representative. One issue from the meeting was that the official position of TaG USA is that Marty Casey is still working with them and will continue to help develop this stuff for TaG USA. They discussed items of general interest and will have another meeting to discuss items of issue between the various organizations. During a round table discussion, the bearing issue did come up

in the discussion. States that, while everyone felt that Marty's approach was well intentioned, it would be difficult to enforce. Discussion regarding Rotax's that were DQ'd at event. Motley states that they are going to have another discussion in a week or two to discuss item of issue. Discussion by Board re: Biland and Motori Seven engines, exhaust systems in Sonic. Motley suggests that he look at the bearings, seals and gaskets again by looking at the book and will email information to Board next week. McMillan asks Motley, as the TaG Director, for a final solid recommendation from him as to how he wants to handle this at the Grand Nationals and address this question. McMillan states that the seal should be intact and not modified. Motley states that he will have a recommendation by next week.

McMillan asks Board about rumors/emails about an IKF Board meeting to change the TaG rules on the Sonic motor with a longer pipe. Board is unaware of any meeting/changes. Motley states that they are trying to restrain changes. Motley states that they should never use the phrase "super" TaGs; those engines will not be running TaG classes.

Fuel Tech at Road Race Grand National

Motley asks how fuel tech will be done at the Road Race Grand Nationals. Discussion by McMillan, Lehmann and Motley. Motley to contact event host for detailed fuel tech procedure and advise McMillan if answer is satisfactory. McMillan states that procedure used at 2002 Road Race Grand National worked fine.

2005 Shifter Grand National at Atwater

Discussion by Board regarding the upcoming event at Atwater. IKF to work with event host to assure a successful event for karters and club. Discussion by Board regarding possibility of organized teams running the Grand National events in the future. McMillan suggests possibility of putting a team together for future Grand Nationals with the Shifter Grand National as a pilot program for this concept. Pence asks Lehmann to find out when the next Atwater Board of Director meeting is and he will arrange for himself and Gary Richter to attend. White states that will need a list of all workers for the event. Lehmann suggests that the Shifter Grand National should be back in the 2 stroke program in the future.

Clarification of the IKF Premier Track Program

Discussion by Board regarding postings on the internet about IKF Premier Track Program and awarding of Grand Nationals.

Region 7 Sprint Class Eliminations

McMillan states that he does not like to eliminate classes; but there is not physically not enough time in the day to run all of the classes. Two classes are to be dropped after the April 30-May 1, 2005, event in Las Vegas.

Motion by Lehmann to Adjourn. Meeting Adjourned at 7:15pm.