

**IKF BOARD OF DIRECTORS
PHONE BOARD MEETING MINUTES
WEDNESDAY, OCTOBER 12, 2005**

The Board of Directors of the International Kart Federation met via telephone conference on Wednesday, October 12, 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, Mr. Bill Hilger, Mr. Tye Smith and IKF Office Manager, Pat Eldridge.

2006 Grand National Promotional T-Shirts

Discussion by Board regarding the furnishing of free IKF Grand National shirts to all competitors at the events. Shirt sponsorship discussed. Does not want to compete with Grand National hosts for shirt sales. Board to look at expense/income for the shirts.

Motion by White re: Not furnish free IKF Grand National shirts to competitors at the 2006 events. Second by Kuntze

In Favor: Kuntze, Pence, White

Opposed: Hilger, Hoegerl, Lehmann, Motley, Smith

Failed

Clarification: Shirts will be given to competitors at 2006 Grand National events.

Cadet/Junior 80 Shifter Classes

Motion by Motley re: Adopt 7.8 CCV for Cadet & Junior 80 Shifter engines Second by White

In Favor: Unanimous

Passed

Nor Cal Leopard within TaG Program

Motley is working on getting information so there are not two sets of technical rules.

White states that he is placing all of the TaG motor technical rules in a Section 675 of the 2006 Rulebook.

Clutch Test

Motley states that there needs to be an unbiased test. Urges whoever is involved in this that they rethink what the clutch test should be. States that this points out why you can't just put rules in the Rulebook without looking at them again. Pence states that the clutch is on its way to him for testing and then will send on to Hoegerl for inspection. Lehmann states that the competitors do not like the clutch rule; Motley disagrees with that statement. Motley says that the clutch rule has reduced the cost of the clutch. White states that, at this time, it is not a formal program and is being worked on.

2006 Road Race Grand National – TaG/Shifter – Request to Waive Punches

Kuntze states that they are putting the TaG and Shifter group together. States that there are two big groups, Gatorz and ProKart, and they would like to get this program off to a good start. A number of TaGs in both of the groups. Asking to waive the punches as a

sort of fall back, seriously doubt that they would have to use it. SCK plans to run regional events in 2006. Mentions possible dating conflicts. Motley asks if there will be participation from the two groups prior to the RR GN; Kuntze states yes, as long as there are no dating conflicts. Kuntze states that competitors must have experience in the classes that they would get a waived punch in. Outlines requirements given to Board for participation in the event by the entrants. White states that the waiver was granted to SWRA to improve an existing program. States that there has been no existing regional program in So. California for two years. Kuntze states that they are trying to get a regional program back in So. California. States that they are at the mercy of the track for scheduling. Discussion by Board.

Motion by Kuntze re: Waive punches for 2006 IKF Road Race Grand National
No Second. Motion Died for Lack of a Second.

2006 Road Race & Shifter Grand Nationals

White requests for Road Race and Shifter Grand National date information for inclusion in 2006 Rulebook. Discussion by Board re: removing the TaG classes from the 2006 2 Cycle Sprint Grand National and running at the Road Race & Shifter Grand National events. Board decides that this change would need to be for 2007 Grand Nationals as 2006 2 Cycle Sprint Contracts are signed. Discussion of TaG classes in local Sprint program in 2006. White suggests that a So. California Governor for the Sprint Division be appointed at the January 2006 Board Meeting.

Radio Use at Road Race Events

Lehmann states that everyone that he has talked to does not care if they allow the use of radios or not. Spoke with his Committee – recommends the following:

Motion by Lehmann re: **In Road Race only**: radios to be allowed on January 1, 2006, for all Senior classes; Junior classes are excluded from using radios. Second by Kuntze.

In Favor: Hilger, Kuntze, Lehmann, Motley, Pence, Smith

Opposed: Hoegerl

Abstain: White

Passed

TaG/Rotax – Front Brakes

Motley states that front brakes have been mandated internationally for 2-3 years. Importers have waived this mandate previously but will not waiver this year which will make front brakes optional in US. Everyone he has spoken to agrees that it is a poor choice. Do not want to be in a position to mandate what may be perceived as a safer option. Lehmann states that every one of the Rotax world championships has not used front brakes. Discussion by Board re: no problem with mandatory - problem with either/or. Cannot be regionally optional.

Motion by Lehmann re: No front brakes allowed in Section 200 classes.

Second by Pence .

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

Abstain: Hilger, Kuntze

Passed

Discussion re: front brakes in Road Race. No action at this time.

Kid Kart - Competition Class

White asks if Kid Kart is going to be a competition class. Kuntze states that competition rules should be put in but does not agree that it should be allowed as a competition class. Motley states that it could be put in as a competitive and a non-competitive class and the local people decide how they want to handle it. Motley states that if you run as a competition class, you need the rules. Lehmann states that it is not a National class. Pence states that there are already tech rules for the C50 motor in the rulebook and would like to see the tech rules for the C51 in the rulebook. White states that the C51 rules will be in the rulebook. If run as a competition class, must be the C51 motor only; tech rules for C51 competition class will be in 2006 IKF Rulebook .White states that there needs to be a statement that, if the Race Director thinks that it can be done safely, it can be run as a competition class. Discussion by Board. Needs to be division specific. Regional jackets will be awarded in 2006 if run as a competitive class. If run as a competitive class, must follow competition rules. This applies to 2 Cycle Sprint division only. Regions, tracks, clubs and promoters must request each year to run this class, either as a non-competitive local option class or as a competitive local option class.

Grand National Class Participation

Discussion by Board regarding the option of the Road Race Grand National host to drop three National classes from the Grand National schedule. McMillan asks when must the decision be made to drop the classes. White replies – before the January Board meeting. Motion by Kuntze re: Allow the Road Race Grand National host to present three National classes to drop due to low participation stats; the information must be to the IKF Board prior to the January Board Meeting. Second by Lehmann
In Favor: Hoegerl, Kuntze, Lehmann, Motley, Pence, Smith, White
Opposed: Hilger
Passed

La Point Rule

White states that the LaPoint rule qualifications were amended at the January Board Meeting. States the a class cannot become a National championship class unless the participation comes from at least two regions.

Junior Animal Champ Class

White suggests that, because of participation stats, in the Speedway division, the Junior Animal Champ class be allowed to run with both the Blue Wazoom and Animal motors. Hilger states that they have done this at local races and it will not work; that the motors are completely different. By the participation stats, the Junior Animal Champ class, as a 2006 National Class, will run with the Animal motor only. Hilger states that the class with the Blue Wazoom motor can be resubmitted to run as a local option. Hilger feels that the Animal is a better way to go. Discussion of trouble with a restrictor – Smith says that they are still working on it.

Scrubbing of Tires Request

Request from 2006 4 Cycle Speedway Grand National host to allow the scrubbing of tires at the event. Hilger states that this will not be allowed. Stated that this was tried before and did not work. Stated that perhaps a new racing surface could be done. Hilger to speak with the Fair Board to solve the problem.

New Cadet Bodywork

Motley states that Don St. Ours has alerted the Board to the important issue of the new Cadet bodywork due in March/April 2006. Motley states that additional information from the manufacturer is needed regarding the new Cadet bodywork. There is not enough information for a vote at this time. Motley to research this. States that bodywork that is CIK approved should not be a problem, just need to put in rulebook; that the 2003 or 2006 style is approved. White states that a decision needs to be made to mount the nose in the mountable CIK fashion. Motley agrees. Need to say: With the 2006 homologation, there will be no retrofitting of old karts and mounting the noses on rigidly. Motley states that the CIK bodywork has a specific kind of mounting, which is pretty fragile. In IKF, because of the rules, they are allowed to tape it on, bolt it on, or tie wrap it on. Allows it to be a permanent structure as opposed to CIK. CIK is approving noses based on the fact that they will come off where IKF does not allow the nose to come off. White states that we need to make it work if we use their rules. States that we need to allow the noses to dislodge. White states that a statement should be made that, effective March 1, 2007, every single nose will need to be held on with a CIK rapidly dislodgeable mechanism. Hoegerl asks what is CIK style. White states that they don't have CIK style – they come with clamps, which comes on the bodywork. Kuntze says that the older karts go to Road Race to continue racing. White says that they must continue to run the old style noses. White to add language for rulebook.

Speedway – Floor Pan

White states that no action was taken on the floor pan request from Hilger. Verbiage is identical per Hilger. Smith to get measurements to White.

ICE Measurement

Pence states that he has not yet sent the language for the measurement in the ICE class where the floor pan may kick up ahead of the axle. White says that he has 5 sets of numbers now, all different than the CIK rules. Mac states that the idea was to try to put numbers together to allow the manufacturers that are currently manufacturing to continue to manufacture. That's not CIK rules.

Chest Protectors

Hilger asks if the chest protectors passed in Speedway. Reply was that it passed for all divisions. Hilger states that this will be a major problem in Speedway. Hilger says that they have wraparound seats. Discussion by Board. Lehmann asks if the chest protector is to be worn under the drivers suit or outside the drivers suit; reply was outside the drivers suit as it is a pre tech item. IKF wants to be in line with other organizations. This was an IKF Board decision not a division specific decision. Hilger states that this will make it

harder for a kid to get out of the seat in an accident and they will have to buy new seats. Clarification that the chest protector must be SFI certified and is a pre tech item.

Grand National Director in Charge

Hilger asks about the Director in Charge of Grand National events being in charge of tech instead of the Tech Director. White states that the IKF appointed Director in Charge is in charge of making all decisions, except motor tech; that is current rule. Feels that Director in Charge should be in charge of pre-tech, not the Tech Director. Only thing they are not teching in pre-tech inspection is the motors and that is the only thing that the Tech Director is in charge of. Hilger feels that the Tech Director should have the final decision as they know more than the Director in Charge. White says that is not what the rule is. The racer needs to be able to get an answer. Put the person in charge of pre-tech that is in charge of judging whether it is legal at the end of the race. Only thing not being inspected at pre-tech is the motor and the only thing that the Tech Director is in charge of, as the rules are written now, is the motor. Hilger states that in pre-tech, it is only a safety check not a legality check.. If something gets through pre-tech, does not mean that it cannot be disqualified at post tech. Racer cannot get an answer at pre-tech if Director in Charge is not there. White states that, at some point, all tech decisions were taken away from the Tech Director, with the exception of the motors, and given to the Director in Charge. Not all Directors in Charge are present at pre-tech.

Section 108.4 Re-entering the Track

Hilger asks about re-entering driver on his own without assistance. Exception made at January Board meeting; applies except in Speedway.

Regional Champion – Guaranteed Spot at Grand National

Hilger asks about the regional champions being guaranteed spots in Grand National. Says that he does not think that this will work. Discussion by Board. This is to promote regional racing and is a good reason to start a series. Speedway Committee members reported that it was a good idea. Discuss dynamics of the Speedway Committee.

Karter News Editor

Discussion by Board re: Karter News Editor's request for 6 month agreement w/automatic 6 month renewal until written notice is given. At this time, there is no editor agreement, only month-to-month basis with a 3 month notice. Board is reaffirming the month to month rolling agreement with the three month notice. Board discusses job responsibilities of Editor. President McMillan to contact Editor regarding her request.

Method for qualifying in Speedway Grand Nationals

Letter from Adam Mollenkopf. Smith states that Randy asked him to bring this up. Biggest problem is who has the transponders. It absolutely requires transponders to run and Waller is the only track that bid that has transponders. Hilger asks if they are going to combine 2 and 4 Speedway Grand Nationals. There was a discussion at the January

Board Meeting. Smith states that they would need to clean up the classes; take some out. Hilger states that they don't want the classes that only brings 6-8 entries to the Grand Nationals anyway; want classes that support the regional program. Hilger feels that combining the events would be the ultimate goal. Discussion by Board. White states that they are not going to solve this issue by discussion, needs to be written down how it would work and needs to be put through the proposal process. Smith asks if it would be a year to year decision. Reply: yes. Hilger asks if the 2007 GN bidders know that this could happen. Contracts are now sent to bidders with questionnaires so hosts are aware of fees associated with Grand National events.

TaG & Shifter

Motley states that he feels it makes sense to make it a separate section. It appears that this is the direction other series are going. White states that in 2006 rulebook, there will be a Section 200, Section 250, and Section 275, which will have be the TaG. White states that bidders for the 2007 2 Cycle Sprint Grand National need to know that IKF may pull the TaG out of the event. Committee Chairman agree to this action.

Motion by White re: For the 2007 Grand Nationals, the TaG classes will be removed from the 2 Cycle Sprint and will be combined with the Shifter Grand Nationals. Letters to this effect to be sent to 2007 2 Cycle Sprint and Shifter bidders. Second by Lehmann

In Favor: Unanimous

Passed

Rulebook Disclaimer

Board working with attorney and insurance company on rulebook sales and disclaimers.

Chassis Tech Questions

White states that someone needs to come up with a system for a secondary retention on those clamp type sliding front hubs. Motley will get a sample to take a look at.

Discussion by Board. McMillan will get a picture from the importer.

Clarification: Region 7 Sprint may purchase a Kid Kart series champion jacket not an IKF regional champion jacket.

Past Due Grand National Fees

Hilger asks about past due GN fees. This information must be taken into account when awarding a Grand National. Also their handling of paperwork, recap sheets, grid sheets, waivers, accounts receivable.

Motion to Adjourn at 8pm PST.