

**IKF BOARD OF DIRECTORS
PHONE BOARD MEETING MINUTES
WEDNESDAY, OCTOBER 11, 2006**

The IKF Board of Directors met via telephone conference on Wednesday, October 11, 2006, at 5PM (PST). The Meeting was called to order by President Lehmann. Present at roll call were Directors Mr. Jack Hoegerl, Mrs. Debbie Kuntze, Mr. John Motley, Mr. Jack Lehmann, Mr. Bill Hilger, Director Mr. David Brennan, Director Mr. Wayne Brown and IKF Office Manager, Pat Eldridge. Directors Mr. John Pence and Mr. Jim McMillan were not present at Roll Call.

New IKF Director David Brennan

Mr. David Brennan, newly appointed IKF Director, thanked the Board for their support and looks forward to working with the Board. Brown states that the Board is glad to have him on board.

2006 Grand National Financial Matter

Lehmann states the there is still an outstanding bill from a 2006 Grand National. Final courtesy call to be made by Lehmann and will then be sent to the Attorney for Arbitration.

125 Stock Shifter Class Front Faring – CIK or not

Lehmann states that this matter was brought up at the 2006 Road Race Grand Nationals. Asks if it is stock CIK faring or not. Lehmann states that the Rulebook does not say. Kuntze states that this needs to go through the Road Race Committee. Brown will work on this with his Committee.

Director Pence joins the Meeting.

Road Race – Tire Doping

Kuntze states that there is no rule against tire doping in Road Race. Brown was in favor as it is a way to extend the life of old tires for practice. Lehmann and Pence state health concern with doping. Discussion by Board. Motley states that there is a concern with other organizations on this issue. Hilger states that it is tough to control.

4 Cycle Tech Seminar

Brown asks for Board permission to work with Syd White on the planning of a 4 Cycle Tech Seminar in conjunction with the 2007 April Board Meeting. Board approves.

NCK 80cc Laydown Class

Discussion by the Board re: the 80cc Laydown class as a Road Race National class. The class was submitted and approved as a local option class in Region 6 and the Region 11 class was submitted as a local option but became a regional champ class when added to the Road Race Grand National Schedule. The class was not run in two regions as a regional class therefore does not qualify for National status consideration per Section 101.3.4.1 (3).

Motion by Brown re: Add to Section 301, Class #5 125cc/150cc Open/FKE II: 80cc
Gearbox Motors Weight: 385# Fuel: Gas & Oil
Second by Kuntze
In Favor: Brennan, Brown, Hilger, Hoegerl, Kuntze, Lehmann, Motley, Pence
Absent: McMillan
Passed

Participation Stats – 4 Cycle Sprint Classes

Discussion by Board re: Syd White's recommendation regarding the 4 Cycle Sprint Classes:

1. Add weight to Animal Junior I classes.
Junior I Animal SS Light at 240 pounds.
Junior I Animal SS Heavy at 260 pounds.
2. Replace Junior I Flathead class with Junior I Stock Animal, Gold Restrictor, at 260 pounds.
3. Add weight to Junior II World Formula, up to 325 pounds to encourage the use of electric starter.
4. Add weight to both Junior II Animal classes, maybe 10 pounds.
5. Add the B&S Limited Modified Animal class to the GN class structure. Weight: 350#, Methanol, Age 16 - up.

719 Briggs & Stratton Limited Modified Animal Rules

Briggs & Stratton (B&S) Model 124-432 Type 8001/2

All parts must be Briggs & Stratton factory parts unless otherwise noted in these rules. No machining or altering of parts permitted.

719.1 Shrouds & Covers: Engine shroud must be the Heavy gauge one from B&S. Taping of flywheel screen allowed. Plastic cover & mounting bracket may be removed.

719.2 Header & Silence; Any header may be used, silencer must be (RLV B91MO Modified Muffler). Studs or bolts allowed to fasten header to head. Must be safety wired at head and muffler header brace mandatory.

719.3 Air Filter; Filter & adaptor non-tech.

719.4 Carburetor; Any HL Tillotson or Zama WIT820 carb with butterfly throttle assembly. Venturri .900" no-go. Carb must be stock appearing with single or double pump stacks of original style on top of carb. Auxiliary full ring not allowed. Fuel Pump must be vacuum operated.

719.5 Intake Manifold; non tech, except no atomizer intakes.

719.6 Stock electronic ignition only. There must be resistance from plug wire to ground. Resistance must be between 3000 ohms min. & 6000 ohms max. Resistance must be checked after 10 minutes if correct reading is not attained on first check. (PVL ignition is legal when it becomes a production item.)

719.7 Starter: Recoil or electric any starter nut allowed. Starter cup must be removed if not in use.

719.8 Flywheel: B&S Billet flywheel or PVL flywheel with plastic fins only permitted. No cast flywheels allowed. Any key or no key is allowed.

719.9 Camshaft: Any camshaft, lifters, retainers, valve springs, keepers allowed. Max lift .310". Maximum valve lift .307" taken directly off the valve retainer at zero lash. Max Duration at .050" – 248 degrees. Max duration at .200" – 153 degrees with zero lash.

719.10 Ball Rocker; must be stock, diameter .600" +/- .010".

719.11 Push Rods; must be stock. Diameter .185" to .190" Length is 5.638" to 5.656".

719.12 Four and only four stock head bolts mandatory.

719.13 Head Gasket; Stock B&S or after market composite material allowed. No aluminum, copper, or O-ring gaskets allowed.

719.14 Cylinder Head Plate; must be stock, bolt on reinforcement plate allowed. No welding on stock plate allowed. Large bolts maybe used to attach replacement plate.

719-15 Rocker Arm Studs; must be stock. Top of stud may be cut off.

719-16 Rocker Arms; Stock rocker arms only – no modifications allowed. Minimum length 2.865".

719-17 Valves; stock valves, one angle only, no polishing or lightening.

719.17.1 Intake Valve 45° face, head diameter 1.055". 1.065" depth of dish in valve .099" - .119".

719-17.2 Exhaust valve; 45° face, head diameter .935" – .945" depth of dish in valve .0/84" - .104".

718.18 Cylinder Head; Stock Animal head as shipped from B& S factory only. Head gasket surface may be machined. Minimum depth to floor of head - .310".

718.19 Valve Seats; Stock B&S seats mandatory.

Int. Seat Diameter; .966" – .972"

Exh Seat Diameter, .844" - .850"

719.20 Ports: Porting allowed but no welding or additional material in ports. Stock inlet and valve seat diameters must be maintained. Valve guides may be replaced with bronze inserts.

719.20.1 Intake inlet port .918" no-go.

719.20.2 Exhaust outlet .980" no-go.

719.21 Deck/Piston Clearance; Pop out max .010" at center of piston parallel to wrist pin.

719.22 Cylinder Bore; No circular or machined grooving of cylinder is allowed. No plating allowed.

719.22.1 Bore Diameter; 2.690" to 2.725", approximately .035" over.

719.23 Stroke; Max stroke 2.204"

719.24 Piston; Any flat top piston & wrist pin allowed. No dome piston allowed.

719.25 Connecting Rod; Any rod allowed.

719.26 Crankshaft; Stock B&S crank with stock timing gear installed in stock location only. Minor grinding for clearance of camshaft allowed. No other alterations allowed.

719.26.1 Crank Journal diameter 1.094" to 1.100".

719.27 Block; Must be stock with no alterations. May be repaired from broken rod damage, providing the repair does not constitute a functional modification of original block. No welding from cooling fins upward.

Race Day 1

Stock Animal Heavy
Jr 1 Animal SS Light
Masters
Jr2 IKF Briggs WF
IKF Spec Ltd - on probation for 2008
Super Jr2 Hvy (Flathead) Local Option

Race Day 2

Animal Super Sportsman
Jr 1 Animal SS Hvy
Stock Hvy (Flathead) - on probation for 2008
Jr 2 Stock Animal
IKF Briggs WF
Animal Modified - New Class rules as approved for Speedway

Race Day 3

Masters Heavy (Flathead) - Local Option
Stock Animal Med
Jr 1 Stock Animal (Restricted) - class changed from flathead
STAR
Jr 2 Animal Sportsman
IKF Briggs WF Heavy

Motion by Brown re: Accept Syd White's recommendations for 4 Cycle Sprint.

Second by: Pence

In Favor: Brennan, Brown, Hilger, Hoegerl, Kuntze, Lehmann, Motley, Pence

Absent: McMillan

Passed

Clayton Snow Suspension Matter

Discussion by Board regarding correspondence received from Mr. Snow and Mr. Bartolero regarding the incident. After discussion, the Board's decision stands. Clarified that the IKF Board has the power to assess any penalty upon a participant at any IKF insured event. Poor sportsmanship after the Sunday races was mentioned regarding this matter.

Motley asks about the response letter to Mr. Gary Lovotti of Prairie City Kart Club for September Board Meeting Agenda Item. Pence to work with IKF office on the letter.

Tyler Kinman Matter

Question by class competitor regarding his age was received by the IKF office. Verbal and Certified Letter Request for copy of birth certificate for Tyler Kinman denied by parent. Membership Applications show two different birthdates.

Motion by Hilger re: Suspend Tyler Kinman from the IKF until he provides proper documentation of his age.

Second by: Brown

In Favor: Brennan, Brown, Hilger, Hoegerl, Kuntze, Motley, Pence

Absent: McMillan

Passed

Supplied Cans for Grand Nationals

Motley asked that this item be Tabled for now. Motley and Hoegerl to work on this.

National Fuel Supplier

Motley states that there is potential for a national fuel supplier. IKF would state this is what we run as our national fuel and the regions can adopt it if they want and the IKF would encourage them. It would also be done for the Nationals. The company can supply both methanol and gasoline. Asks the Board for support to continue pursuing this. States that they would approach them in the same or greater level than other suppliers. He has a National fuel supplier who can supply almost every state in the Union. States that this will bring more revenue into the IKF. Kuntze states that Road Race tracks will not allow any fuel to be brought in; Lehmann agrees. Motley states that when you appoint it as a National program, a sizeable percentage of all the clubs/regions will follow it. We cannot or will not mandate that they follow the National program. Brown, Kuntze and Hilger agree that he should continue to pursue this. Hoegerl states concern about support in the Midwest. Motley replies that they would need to find a regional distributor.

RFP

Board discusses the RFP. Lehmann states that he has received a lot of phone calls regarding the RFP. Lehmann states that it is believed to cut into the regional programs. Hilger states that no one has ever said that they are cutting into the regional programs. Motley agrees. Kuntze states that it is not supposed to affect the regional races.

Additional discussion by Board re: RFP

Motley states that he has no update on the RFP status, just waiting for comments. Lehmann states that they are getting plenty of comments but not from tire suppliers. Motley does not understand what the issue is because we already have a spec tire rule, IKF just does not get any revenue from it. Lehmann states that the whole issue is that they think that they are going to lose regional money and they don't want to lose that. Hilger states that he does not know who is spreading that rumor and that has never been the plan.

Leopard Exhaust Height

Motley states that he spoke with the TaG work group briefly about this. Attempted to talk to Van Gilder again today about what they found when they measured the engine. Lengthy discussion by the Board. Motley asked that this be Tabled again as he does not have sufficient data.

4 Cycle Speedway Classes

Discussion by Board re: recommendations from Syd White and Bill Hilger.

1. This Committee feels that a Junior I Stock Animal @ 270# and a Junior II Stock Animal Medium @ 305# class should be added to the Grandnational Class structure. Junior II Stock Animal Medium would replace the Super Junior II Unrestricted based on participation.

2. The SLS Class should be restructured. First, eliminate Super Stock so the weights can be adjusted more reasonably. Second, add the Limited Modified Animal Class @ 360# as run in Texas this year (rules attached) as the Animal seems to be the motor of choice for modification now.

Suggested class structure:

Limited Modified 350 pounds

Limited Modified Animal 360 pounds

STAR 380 pounds

Motion by Hilger re: accept recommendations as submitted by Syd White and Bill Hilger for 4 Cycle Speedway.

Second by Brown.

In Favor: Brennan, Brown, Hilger, Hoegerl, Lehmann, Kuntze, Motley, Pence

Absent: McMillan

Passed

Animal Wazoom

Lehmann mentions the Animal Wazoom. Hilger states that Syd White said that there was some discussion about this. Hilger states that this is an approved local option class to be run at the 2007 4 Cycle Speedway National. States that Syd White & Lee Miller have reviewed the rules and there will be 20 motors loaned to the competitor on a first come first serve basis free of charge to run at the 4 Cycle Speedway Grand National. Clarifies that it is a local option at the Nationals. States that supposable the Blue Wazooms and the Flatheads will be gone in a few years and this will bring in another overhead valve to replace the Flathead; that is their intention. Brennan asks when is this proposed for? Hilger states at the Huffman track for the 2007 Grand National. Brennan asked how they will be distributed? Hilger states 1st come – 1st served. Hilger clarifies that this is a local option class for the Nationals. Brennan asks what day it will run at the Nationals? Hilger states that he will work with promoter to get this decided and get the schedule in the 2007 IKF Rulebook.

K & N

Motley states that he has no update on the K & N matter. States that he spoke with Mr. Jump and will get back with Motley. States that K & N will be running a full page ad in the 2007 IKF Rulebook.

TaG Items

Motley states that the only real TaG item is that they are adding more and more engines. States that the letters regarding TaG engine homologation should go out next week.

Website Advertising

Motley asks if the IKF is going to offer website advertising? Board members agree that this should be offered. Pence was to work on this project with the IKF office. States that new incoming 2007 Board Member can help with this project.

Definition of Chain Guard

Motley states that for years there has been a question as to what a chain guard is. There is no definition for a chain guard in the Rulebook. Kuntze states that Motley should write up a rule for the Board to look at and vote on. Hilger states that it should be a general rule not a definitive rule for legal reasons. Brown asks if they did anything about the following: extending it back at least to be perpendicular to the rear of the sprocket. Motley states that he would probably submit that many people are already running it as the chain guard had to cover the chain completely. Brown states not completely because you cannot wrap it all the way around it. Motley states so that when you look on the top, it is completely covered. Brown suggests to Motley to write up a rule for the Board to vote on. Hoegerl asks: so you would have chain coverage all the way to the back sprocket? Motley believes that we should add to our verbiage that it has to cover the chain completely. States that most karts made to CIK specifications already do with the plastic chain guard. Brown states to submit rule for voting. Hilger states that it might have to be division specific. Discussion by Board about chain guards in different divisions. Motley to submit rule for Board approval. Hilger reads from another organization: all chain or gear driven karts must be equipped with a chain or gear guard designed to retain a broken chain or gear. Outboard drive systems will be allowed only if the chain and sprockets are completely enclosed from front, rear, top, and outside.

Tech Issue

Motley states that it does not say in the Rulebook that it is the competitor's responsibility to have his engine and tires painted if, in fact, that is part of the tech procedure. Does not specifically say it in the Rulebook but he would like to see it put in there. Brown agrees.

Items Tabled from September Board Meeting

Kuntze requests that her proposals for Section 103.2 and Section 114.6 be Tabled. The verbiage is not prepared yet but should have in a week for the Board.

General Matters

IKF Office states that no response has been received yet from the Attorney regarding questions regarding Phone Board Meetings.

Lehmann asks if bill has been received yet for the RPF. No bill received yet.

Lehmann asks if all the Board Members received the Hans Newsletter. Board states that they did receive it.

Lehmann states that they have not received any 2007 insurance rates yet.

Pence recommends the following be added to the IKF Rulebook:

Add Section 102.1.3.7: Any IKF member that brings legal action against the IKF will have their membership and all rights of membership suspended throughout any legal action, litigation, or other proceedings. Additional suspension may be added after proceedings are resolved.

Brown states that this verbiage will need to be sent to the Attorney before voting by the Board. Motley and Kuntze agree.

Lehmann states the McMillan wants to add the Stock Junior 80 Shifter karts to Road Race in Texas. Brown agrees. Kuntze says to submit as a local option or regional option class. Brown states that if McMillan wants it to become a National class, it must be run in two regions.

Motion to Adjourn by Motley

Second by Brown

Meeting Adjourned at 7PM PST