

**IKF BOARD OF DIRECTORS
PHONE BOARD MEETING MINUTES
WEDNESDAY, MAY 16, 2007**

The IKF Board of Directors met via telephone conference on Wednesday, May 16, 2007, at 5:00 PM (PST). The Meeting was called to order by President Brown. Present at roll call were Directors Mr. Jack Hoegerl, Mrs. Syd White, Mr. John Motley, Mr. Wayne Brown, Mr. Rick Scribner, Mr. Mike Schorn, Mr. Bill Hilger, Mr. Gary Richter and IKF Office Manager, Pat Eldridge. Mr. John Pence was not present at the Meeting.

Rulebook Clarifications

The following Rulebook clarifications were submitted by Syd White for Board consideration. White states that items "a" and "b" are for the two classes that are allowed to use the breather on the Briggs over head valve motors. White states that item "e" is for 2007 only – will change after the 2007 Grand Nationals when they have more information. Discussion by Board.

Motion by Schorn to add the following to the IKF Rulebook. Second by Scribner.

a. Add, at end of 4th paragraph of Section 717.1: Aluminum tube may be replaced with longer tube. Tube may be secured to rubber fittings with hose clamps, ty wraps, or double wire wrapping. Tube must be supported by bracket, any bracket allowed.

b. Add, at end of Section 719.28: Aluminum tube may be replaced with longer tube. Tube may be secured to rubber fittings with hose clamps, ty wraps, or double wire wrapping. Tube must be supported by bracket, any bracket allowed.

c. At Section 101.2.2, change Sprint 2-Cycle rotation to:

2008	2009	2010
Reg 7	Reg 11	Reg 6

d. Add at end of Section 717.12: See Section 717.24.4.

e. Add: Section 717.24.4 **For 2007 only**, the "kidney bean" top of the piston may be machined to maintain the .020" piston pop up. If piston is machined:

1) Deck must have unaltered factory machine marks

2) Pop up must be .017" - .020"

3) Stock angle of top of piston must be maintained. Angle will be checked by placing factory stock piston crown to crown with machined piston with skirts on a flat surface. Opposite piston skirts must be parallel.

4) Distance from piston top, measured with depth gauge with base set parallel to, and centered over wrist pin, must exceed .658".

f. Add at the beginning of Section 717.17.3: For the 2 legged B&S coil

g. Add to end of Section 719.15: Top of studs may be tied together above the Ball Rocker.

In Favor: Hilger, Hoegerl, Motley, Richter, Schorn, Scribner, White

Absent: Pence

Passed

Rotax Max Clarification

Schorn states that there have been issues in the Northwest about the Rotax Max in Road Race. Issues are mostly the fuel pump location issue and when people are made aware that they are running the Rotax Max rules as per Section 675.21, they read into the rule set so deeply that they are saying that they are not going to buy Mojo tires, not going to buy RM stickers, etc. We then try to explain that they are using the engine rules only as Section 300 dictates the tires, seat position and the stickers. Motley states that he has posted an answer to this issue on the Portland Road Race website. Schorn states that, to clarify, part of this stems from previous years when they have always ran Rotax Max and the fuel pump was ok and the head tech person said to not worry about it, just put it on the seat and you are good to go. And now all of a sudden they are enforcing the rules. Schorn requests that in Section 300 or Section 675 it say Rotax Max Challenge Engine Tech Rules. Motley states that it is in the engine section; that this is not an issue that he has had any debate about in Sprint racing. Schorn states that it is not an issue in Sprint. Brown asks if the fuel pump is part of the engine package. Schorn states yes. Motley states that is not the issue. Motley states that the problem is that it has been ok all along, they have looked aside. It had not been enforced. Schorn states that they have a new tech person and he knows the rules thoroughly. White states that times change. Schorn requests that they add on a second RM engine tech in Section 675.21. Whites clarifies that Schorn wants it to say that Rotax Max is to be run according to Rotax Max Cup engine rules. Brown and Schorn agree but Schorn states that it really should be in Section 300. Motley states that it is already in two separate places; in the specification chart it says to see Rotax Max Challenge Rules and Section 675.21. Schorn states that it should be in Section 301 under class #14 Rotax Max Light and class #15 Rotax Max. Motley states that should answer the questions. Schorn states that it should say seal required Rotax Max engine tech rules. Schorn and White agree that a clarification will be done.

Schorn requests, in regards to the brake issue, that Rotax Max be removed from the last paragraph of Section 306.2.2. White states that it is a housekeeping item and will be taken care of.

Club Scheduling on top of Regional Events

Lengthy discussion by the Board regarding the scheduling of club and regional events. Board agrees that consideration should be given when scheduling of events that they do not overlap.

IKF Bumper Measurements

Scribner states that he did the bumper measurements at a regional race. Motley states that he looked at Scribner's measurements and discussed with White repeatedly. White states that the blue and red measurements are not right. Scribner clarifies that he just highlighted the highs and the lows. Motley understands now. Motley states that the IKF front is 7.750 – 9.875, CIK is very similar 7.874 - 9.843. White agrees. Syd's conclusion, which Motley agrees with, is that essentially there is not a problem. White states that what they have are karts that have illegally low front bumpers. There are 6 listed on the sheet. Motley states it is because they are probably the original CIK bumpers when they first stated to come in the US and they had them change to an IKF legal bumper. White states that the Top Karts are the original low bumpers too; they are all cadet karts. Motley states that those karts were typically built to the Italian Federation rules which are different. White states that the Kid Karts are even worse than the Junior I karts. Motley agrees. White states the rear bumpers are within our rules. White wants to include everybody. Motley states that the CIK is 3.150 – 7.874, so any CIK ones will fit. The CIK crossbar, since we only have a maximum, is 100mm, 3.937. White states that we have a minimum which is the bottom of the main frame rails. White does not think that there is a problem. Motley states that other than the Kid Kart/Cadets that are under 7.75". Brown states that they should not be allowed to run. White states that this has been a problem at a local track where he was doing tech. Brown asks if there are only 2 chassis. White states that they need to bring their bumpers up. Minimum in front is 7.75". Discussion by Board. White states that the biggest problem is with the Junior 1's and the Kid Karts; they are built to Italian rules apparently. Kid Karts have welded on front bumpers. Brown states that it needs to go on official record that the minimum height is 7.75". Motley states that this is in the Rulebook but has not been enforced in the Kid Karts. Motley states that this needs to be done right away so everyone knows. Hilger states that pre-tech personnel are to be telling people. Brown asks Motley if this will be a problem at the Sprint Grand Nationals. Motley states sure. White states that there will be a problem with the Junior 1's. Motley states that the problem with the Kid Karts will be much bigger. White says that the Kid Karts are the worst offenders because they run that Battle Bot nose that goes from the top of the front bumper 4" off the ground straight to the ground. Motley asks about Battle Bot nose. Richter states that it has a real steep angle to it, like a sloped v. White states that this will be huge at the Nationals because there is not enough time. Board discusses the issue in relation to the Grand National.

Motion by White to waive the front bumper height rule for the Kid Karts at the 2007 2 Cycle Sprint/Shifter Grand National only. Second by Hilger.

In Favor: Hilger, Hoegerl, Motley, Richter, Schorn, Scribner, White

Absent: Pence

Passed

Trade Show Booth

Scribner has asked the Board to consider having a booth at the Performance Racing Industry Trade Show in Orlando FL on December 6-8, 2007. States that the show has boosted its go kart participation. Discussion by Board regarding benefit to the IKF and the financial costs of the show. Scribner lists IKF advertisers that will be attending the show. The matter was Tabled to the June Phone Board Meeting.

Gary Richter Items

1. Richter states that he has received calls from Region 7 in regard to the second sentence in Section 252.2.1 for the 80 Shifter Cadet. White states that it has always been that way, you can run either one; it is not a new rule. Person claimed to Gary that it was not in the 2005 Rulebook and why did it change? Person asked Gary to bring this to the attention of the Board. Schorn states that the change is from the 2005 to the 2006 Rulebook. White states that it was changed because CIK allows 39.75.

2. Richter asks "Where is the Dry Clutch Proposal"? Proposal is in the Minutes of the April Board Meeting.

3. Parrino Matter. Richter explains incident at the Region 11 Sprint race in Redding by Shasta Kart Club in April 2007 involving Hayden Parrino. Discussion by Board. Letter discussed from the Race Director at the event.

Motion by Schorn that a warning letter from the IKF Board be sent to Mr. Parrino from the IKF Office per Section 114.3.2. Second by Hilger.

In Favor: Hilger, Hoegerl, Motley, Richter, Schorn, Scribner, White

Absent: Pence

Passed

Bill Hilger Item

Hilger states that there will be a number of waiver requests because alot of upper Midwest people were not planning on getting any punches to attend the 4 Cycle Speedway Grand National when it was going to be held in Texas. The 200 mile limit was changed to a 400 mile limit for 2007. States that competitors are having a hard time getting their punches. Discussion by the Board regarding the 400 mile limit on the Grand National waivers. Hilger asks that the Board be consistent but more lenient because of the above circumstances.

John Motley Items

1. TaG Engine Approvals – Motley states that it appears that there are 3 new 2 cycle engines that have been submitted. One engine is the Vortex TT which Stars is running; he will see this weekend how

competitive it is running under their set of standards for it. Motley confirms that Hoegerl is also attending the Chicago meeting. Motley states that the Motori 7 is being sent but does not affect the IKF as it is already in our program but not in the WKA program. Thinks that there is one more Junior engine that will be there. Scribner asks where the engines are being submitted to, Motley replies that they are being shipped to LAD Specialties, who offered his facilities to the group, where the tests are going to be done. Scribner asks where the TaG Homologation Fee is being submitted; Motley says that they are being submitted with the engines. IKF to receive fees for new engines. Motley does not know of any other new engines that are submitted.

2. Motley states that under the TaG engine approval, a second section is that some things have to be posted for clarifications/corrections, etc. Originally, the concept was that on Leopards and National Cup to only allow one manifold. They can now order the second kind. Can't say they can't use them when they can buy them as new. Brown asks what the difference is. Richter explains difference between the two including that one is permanent mold and the other is diecast. Motley states that they don't need to take any action because both are in there now. Brown asks if they need to clarify it. Motley states that his intention was, if you can't buy the part, just eliminate it, because he was told that you could not buy the part. Motley suggests that the rule remain as is. Motley and Richter agree that no clarification needs to be made.
3. Motley recommends that a change be made to Section 675.3 to read: Throttle shaft screw must remain stock. Schorn and White state that this is a clarification.
4. Motley wants to and will add the Motori 7 to the Specification Chart.
5. Motley states that the Digital K ignition for the Leopard has never been approved. States that is the new style, allegedly much more reliable ignition. IKF needs to approve as a housekeeping item as the new engines are coming with this new ignition. Motley states that this should have been sent in, in advance, to the IKF for approval but was not; Hoegerl agrees. Motley states that it was approved by Tag USA at the first of the year but IKF was not notified. States that they should be approved. White says that they don't have to be approved the way the rules are written; if it is OEM, it is already legal. Motley states that the clarification should be done.
6. Motley states that originally the Sonik crankshaft deal is that apparently you can't get the other one anymore. Motley proposes that the larger pin and component parts be approved in exchange for going to the 17" exhaust. Brown agrees. Motley states that the problem is going to be

that anybody that has had one of these rebuilt, apparently for a considerable period of time, they have been getting the 20mm pin, even though IKF has never approved it and they are out there in the engines. Discussion by Board. Motley asks if they should pursue that change or continue on the way they are. Brown states that he wants to get them legal. Scribner feels that they need more of the story. Asks if this is an issue before the Grand Nationals. Motley states that is exactly why it surfaced last week at the Region 7 race because the potential exists that the issue will come up at the Nationals. Discussion by Motley and Brown. Motley to get information to the Board to clarify before the Grand National.

7. Motley states that they are going to get three 4 Cycle TaG engines in for submission – the Vampire, Oral and Biland. They are coming from the importer. He has received letters from the manufacturer, denoting who the importer is. He is sending an electronic cam checker. Motley states that he informed the importer that, if the engines are approved for IKF competition, it would only be on a regional or local level and would be a separate stand alone class. It would not be integrated with our regular TaG class or in our 4 Cycle class. Brown agrees. Discussion on the Vampire engine.

Tabled Items from the April Board Meeting

1. Schorn gives the Board an update on the progress of the Governors & Regional Coordinators brochure. Discussion by Board of Governors and Regional Coordinators responsibilities, scheduling of races. Copies of old brochure to be sent to all Board members for future discussion by Board.
2. The 2008 Road Race Grand National was awarded by the Board to Portland Karting Association.
3. Expert/GN Champ/Regional Champ decals – no report from Richter. Tabled to June Meeting.
4. IKF Website –Update by Richter. Discussion by Board.

Motion to adjourn Meeting by Schorn.
Second by Hilger.
Meeting adjourned at 7:30pm PST.