

**IKF BOARD OF DIRECTORS  
PHONE BOARD MEETING MINUTES  
WEDNESDAY, JULY 18, 2007**

The IKF Board of Directors met via telephone conference on Wednesday, July 18, 2007, at 5:00 PM (PDT). The Meeting was called to order by President Brown. Present at roll call were Directors Mr. Jack Hoegerl, Mr. Syd White, Mr. John Motley, Mr. Wayne Brown, Mr. Rick Scribner, Mr. Mike Schorn, Mr. Bill Hilger, Mr. Gary Richter, Mr. John Pence and IKF Office Manager, Pat Eldridge.

Director Hoegerl, IKF Co-Treasurer, gave the Board a budget review for 2007. States income, expenses and net income for first six months of 2006 and 2007. Discussion of expenses, cost savings, Rulebook advertising, Tag Engine homologations. White asks about the OHV Blue Wazoom Engine. Scribner asks about the tie in between the IKF rulebook and insurance – this discussion Tabled to the September Caucus Meeting. Discussion by Board of tracks/clubs/promoters using the IKF Rulebook but not sanctioned by the IKF.

Director Hoegerl states that Horstman has approached the IKF requesting endorsement for the competitors to use genuine Horstman products, specifically clutch drums and clutch discs. Board agrees that this is a good idea.

Motley asks Hoegerl about ignition parts for the C-51 motor. Hoegerl states that the parts are coming his way. Motley states that the new ignition parts look very similar to the other ones but are not.

Motley states concern about the Grand National waiver procedures; feels that it needs to be addressed. Does not have a specific recommendation but asks how they can streamline this process. Discussion by Board. Schorn suggests that this be forwarded for discussion at the September Board Meeting. Brown states that it will be finalized at the September Board Meeting.

Motley asks how there were postings on a karting website regarding the Road Race 3 punch rule change before the draft of the Meeting Minutes were approved. Discussion by Board. Motley reminds the Board that there is to be no discussion until the Minutes are approved.

Motley states that he has not yet done his report on the 2 Cycle Sprint Grand Nationals. States that it went really well, although a bit short handed. States there was one exception that should be addressed: in Sprint racing today, the vast majority of competitors have both the competitor and the mechanic; in many cases there is also the engine builder or tuner. When they get to tech, the competitor wants to wait for the engine builder to take the engine apart. States that this causes a significant delay because they have to wait for the engine builder.

Wants to see specific direction because an engine builder can have multiple engines, which can cause considerable delay. Corollary issue is there is no real instruction in the current Rulebook who is to take the engine apart. Was in the 1998 Rulebook – Section 505. Wants that statement to go back in the Rulebook. Also that competitor is responsible for having some representative there when they are ready to tech the engine. Feels that they should not have to wait. Schorn reads Section 505.2. Motley does not feel that it is as firm a statement as it used to be. Scribner comments that if the competitor wins the first class of the day and is also running the 6<sup>th</sup> class, he still needs to race and they are ready to tech the motor, consideration should be taken for that situation. Motley states that the competitor does not have to do the engine himself, just has a representative there to do it. Scribner states that it is sometimes difficult. Motley states that the situation was that they were frequently waiting for the engine builder. Discussion by Board. Motley states that it needs to be clear in the Rulebook. Motley and Hoegerl to work on a rewrite for the September Board Meeting.

Motley gives the Board an update on the TaG Engine homologation. All dyno tests are completed, except the Sonik. Typical TaG deal: some better on top, some better in middle, some better in low rpm. Discusses motors tested.

Richter asks the Board what penalty there is for no IKF sticker on kart according to Section 105.2.1.2.1. Discussion by Board. Discussion Tabled to September Board Meeting.

Rule changes and additions in Sections 676.8.1, 676.13, 676.6.1, and 311.6 were suggested by Richter:

Regarding Section 676.8.1, Motley states that they are considering changes in the National Cup class that will ultimately result in those engines being identical to the TaG class and essentially have a Leopard only class. Even though initially the rules may have been well intentioned and the proper rules, as time has gone by, they have caused more problems and there is no need for them to be this way now, the engines are more consistent. After discussion by the Board, these changes and additions were Tabled for discussion and possible action at the September Board Meeting. Richter agrees.

Regarding adding Section 676.13 – Water Pump & Hoses. Richter states that he gets more emails and comments about what is the water pump rule in that particular class. Looking for clarification on this.

Regarding Section 676.6 Reeds Richter states that the reed rule was meant to be put into the stock reed; there are carbon fiber reeds out there that are in the .3mm range. Motley states that the rule currently does say that all the components of the reed cage are stock. Reeds are part of the reed cage. Board discussed changing the National Cup class engine. Richter agrees. Hoegerl states that it will take a Super Majority vote to change this.

Regarding Section 311.6 Richter states that at the Road Race Grand National, the NCK scoring procedure for a post race DQ would have been last place plus one point for motocross scoring. Pence states that it is the Road Race

2 heat scoring rules. Schorn states that there is nothing in the rules to determine a winner. Schorn made the decision to go with the Sprint rules and once the second heat is done and you are scaling light, you are out for the whole day. And if you have any post engine tech rules for the second heat, you are out for the day. Pence states that the problem is, with the Road Race two heat rules, if you have two heats that are scored equally, the low score wins. So if you are light for one and not light for the other that is not a whole day DQ. States that Schorn is right that they need to strengthen the rules for the motor tech, or clarify it. Schorn states that if you come in at the end of the day, no matter what, and are a pound light, whether you are good the first heat, it doesn't matter, for the last heat takes precedence anyway. Pence states only in the event of a tie. Richter states that under these rules, a competitor could be disqualified in the second heat in post race tech and still win the Duffy. Schorn and Richter agree that this is not right. Pence thought that this was covered under another Section. Schorn states that this needs to be redone or added to. Lengthy discussion by Board. White suggests that the Road Race Committee Chairman to work on this. Brown and Schorn to work together with original paperwork from Pence for discussion and vote at the September Board Meeting.

Richter states that he continues to work on the IKF website. Paperwork in process.

Richter asks the Board to consider the Track Sanctioning Application include a change that IKF sanctioned clubs/tracks/promoters, of a given discipline, not be allowed to schedule a race 5 days before and 5 days after a Grand National. He states that three sanctioned Region 11 tracks had races the weekend of the 2 Cycle Sprint Grand National. Discussion by Board. Scheduling can be an issue.

Governor & Regional Coordinator Handbook – No update at this time. Tabled for discussion at the September Board Meeting.

Expert/GN Decals – No update from Richter at this time. Discussion Tabled to August Phone Board Meeting.

Email from Mr. Bryan Araki re: class weights. Richter states that he spoke to Mr. Araki. Richter will supply Mr. Araki with a worksheet that includes the class name, the drivers weight and the total kart weight, to fill out at the next regional race in September. The worksheet will be available for the September Board Meeting and will be discussed at that time. Richter will also do this at two regional races.

Schorn states that the 2007 Road Race Grand National went well and looks forward to Portland in 2008. Brown asks how he thinks the punch rule will affect them – Schorn states that it will hurt the regional events but will get good numbers at the Grand National. The regional will need to need to come up with an incentive to make the competitors want to run the regionals.

Motley states that the atmosphere at the 2007 2 Cycle Sprint/Shifter Grand National was very positive. Scribner states that it was enjoyable and less expensive. Richter agrees. Motley comments that Don Moormeister did a good job as the Race Director this year. Track was top notch – track was repaired daily if needed. Schorn comments that he was told that it was one of the best techs at a GN event. Feedback was positive.

Motion to Adjourn by Pence.  
Second by White.

Meeting adjourned at 6:55pm.