

IKF Board of Directors
Meeting Minutes
September 22 & 23, 2007 ** Sacramento, CA

Directors in attendance: Jack Hoegerl, Gary Richter, John Motley, John Pence, Wayne Brown, Bill Hilger, Mike Schorn, Rick Scribner, Syd White

Members and guests in attendance: (Saturday) Rod Verlengiere, Janet Scribner, Roger Miller, Don Holmboe, Adam Verlengiere, Brian Glasgow, Raul and Raquel Martinez, Richard Job, Sharon Barros, Terry Ives, Steve Stout, Ralph Woodard.

Financial Report

Hoegerl presented Balance Sheet comparing current year and past two years. TaG License fee has generated some additional income this year. Karter News expenses have stayed in line with plan to contain costs. IKF will end with a profit in 2007; totals in line with participation stats for 2007.

Rex & Dorothy Hays Volunteer Awards

Nominator:

Mr. Wayne Brown
Mr. Bill Hilger
Mr. Jack Hoegerl
Mr. John Motley
Mr. John Pence
Mr. Gary Richter
Mr. Mike Schorn
Mr. Rick Scribner
Mr. Syd White

Nominees:

Mrs. Rhonda Mims-Brown
Mr. Darrell Humphries
Mr. Ron Frett
Mr. Frank Lowers
Mr. Syd White
Mr. Barry Vincent
Mr. Dick Jamison
Mrs. Cindy Duhn
Mrs. Cheri Albiani

2007 Grand National Reports

2 Cycle Sprint/Shifter

Mr. Wayne Brown

The 2007 2-Cycle Sprint and Shifter Grand Nationals presented by King Taco was held in Buttonwillow, CA at Buttonwillow Raceway Park June 19-24. There were 304 sprinters and 28 shifter entries that participated under dry, hot and dusty weather conditions. Race Director Don Moormeister did a great job organizing and running the event in a timely manner for 22 national classes and two local options. Les Phillips, track owner and event promoter, was always willing to help and make changes when necessary to accommodate the participants. The registration and track staff was friendly and willing to help in any way possible. Jack Hoegerl did a great job organizing pre- and post-race tech with the first-rate assistance of John Motley, Terry Ives and Larry Lake.

The Sprint course was kept clean, safe and well prepared for each day of racing. Every night a crew would sweep and make any repairs necessary for the next day. Pit areas were large and paved with plenty of room for motor homes,

oversized trailers and tents. This was a huge benefit as lack of space always creates issues and complaints from participants. The facility also had the added convenience of an area for motor homes with full hook-ups.

There was a social held Tuesday night after practice at the facility. Dinner and drinks were provided free of charge to everyone at the event. On behalf of IKF, we'd like to thank Glen Araki of PKS Kart Supplies and Jesus Vasquez with Position One Motorsports for sponsoring this event.

The Lake Speed Achievement of Excellence award received its second recipient – Nick Johnston from Reseda, California. The final decision was very difficult with several excellent candidates to choose from. Pre-race news releases helped to build the credibility of the award and a new “candidate suggestions” box was placed near the award display. There were many good suggestions and it helped us pinpoint key drivers to watch for. Excitement about the possibility of winning this award is increasing each year. I want to share some photos that Rhonda took – one of which is of one young child who she saw gawking at the cup and looking at the flyer with much enthusiasm. Pre- and post-event media attention continues to assist in gaining publicity with coverage in Karter News, Ekartingnews, Go Racing, Stock Car Racing and a few other mediums.

A special event took place with the addition of the Kid Karts class to the schedule on day one. The Kid Kart class winner was awarded the Future Stars of Karting Championship award in place of the Duffy and their participation was both a learning experience for the drivers and a bonus to others who watched their enthusiasm.

Entry fees, practice fees and other expenses at this facility were very reasonable and I'd like to thank Less and the entire staff of registration, tech and scoring for doing an excellent job.

As far as issues to address, the first to mention is post race tech being delayed because section 505.2 requiring a representative of top finishing driver to be available for tear down. No penalties were assessed for this rule. Jack Hoegerl and John Motley will be addressing this problem.

The second issue was three red flags with lengthy delays for each day of racing. The problem stemmed from a lack of a second ambulance availability to replace the first ambulance used to transport the driver. This is a question I have noted on questionnaires returned for the bidding track facilities for future Grand National events.

Third, the number of entries was less than expected as compared to previous Grand National events. I talked to several participants with two notable responses. The June date was too early for some school's dismissal for summer vacation. Some kids even had to take their final exams early in order to leave

school. This not only hurt Cadet and Junior attendance, but also senior attendance where a younger member of the family was involved in school. In 2004, Buttonwillow hosted the Grand Nationals June 28 thru July 4 with 404 entries on the record books. There are also issues with schools that have year-round schedules.

The other comments regarding participation was travel expenses due to higher fuel cost. The IKF obviously has no control for fuel expenses, but if this trend continues, we may have to consider location as a higher priority when considering a bid.

In my closing notes, I must comment on one of the hardest decisions I have had to make at this event. It was necessary for me to disallow a junior driver from competing on Friday. After several racing incidents involving his overly aggressive driving style and lack of judgment with a yellow-course caution condition. I felt there was no other choice for his safety and possibly the safety of other drivers.

The final day on Saturday was the Shifter program with less than 30 total entries, an average of five karts per class. IKF should address the need to run a grand national for this division.

2 Cycle Sprint/Shifter (Tech report) Mr. Jack Hoegerl

I would like to give credit where credit is due. John Motley, Les Phillips and Don Moormeister organized the pre- and post-race tech at this event. As stated, this was performed by John Motley, Terry Ives, Larry Lake with myself overlooking and light assistance.

A new scale house and platform scale was installed before the event that worked flawlessly.

The fuel pump around program worked well. The tire and engine marking procedure was good. There was random spot checking for all items on the pre-grid.

The post tech area in itself was excellent except for the fact that it was one block away from the track. It was difficult to have an engine representative present for post tech. The distance from the track and minimal PA system hindered the process. Motley and myself are working on some language to put into the 2008 tech book to enforce engine representation in post tech. One more tech person would have speeded up the process. Overall the event went well with few disqualifications in tech with all calls being fair and accepted.

4 Cycle Speedway

Mr. Bill Hilger

The 4-Cycle Speedway Grand Nationals had 432 entries for the event, hosted by Rolling Thunder Speedway @ Huron South Dakota.

Of all the Grand Nationals that I have attended since 1994, this would have to rank 2nd close behind what Nessa Bros. had in Webster City. What this community had accomplished in three months had everyone in awe.

The track was one of the very best racing surfaces to date. Absolutely flawless track preparation by Calvin all week. We did not have one single red flag nor did we ever need the ambulance to leave where it was parked either. I believe this is a first as far as Grand Nationals is concerned.

We had more green flag racing than ever before. We had many races go green to checkered. The officiating staff that I worked with, was very knowledgeable and easy to work with. I have worked with this staff before so they knew what I expected and the week went very smooth.

The President and CEO of Banner Engineering flew the corporate jet to Huron along with some of his staff to visit the event and we got them to take a few laps in karts before the races started. They were very impressed with the event and look forward to helping again next year.

We also had the National Guard come and present the colors for one race. Other dignitaries attended the race as well. Great newspaper coverage everyday and TV showed up for some interviews as well. A pork dinner and drinks was provided for everyone in the pits on practice day free to everyone.

The first day of racing ended a little late, but after that, we had features starting by 7 pm each night and the final night features started by 6 pm.

I did not receive one negative comment on the facility and everyone looks forward to returning next year. Not one person could believe the difference from the before and after pictures of this place. And they did it all in 6 months (actually 3 months due to inclement weather).

We had two issues at the track. We sent one person home for the event after practice and we sent another driver and his crew home before the last day of racing. One was an IKF issue and one was a legal issue.

IKF really stepped it up a notch by going to the facility. As the racers said, finally a place where the racer is welcomed and appreciated by the track and community.

The staff at Huron is already looking at making more improvements for next year.

It was a pleasure to be the IKF Director in Charge and as most of the staff said, we made believers of those who said it could not be done. They (racers and

officials) also thanked me for sticking my neck out for them against all odds that I faced in getting Huron the Grand Nationals for '07 and '08.

Simply put, the community of Huron, South Dakota was behind this 100% and it was one of the best ever.

Road Race

Mr. Mike Schorn

This year the Road Race Grand Nationals was held at Reno Fernley Raceway July 5-8, hosted by the Northern California Karters (NCK).

The positives of this year's race:

1. Not one red flag was thrown
2. The ambulance moved one time for a dehydrated corner worker after the days activities
3. No fights or harassments in the pits
4. Friendly workers, club members, and competitors, willing to make the Grand National a great event.
5. Drivers acted in a professional and courteous manner in which accepted victory and defeat with honor and dignity.
6. Cooperation amongst all the involved parties
 - a. Reno Fernley management, workers and track personnel
 - b. NCK board of directors officers, staff and club members
 - c. IKF designated personnel
 - d. At large volunteers
 - e. The racers and teams
7. The Banquet at the end of the event was well attended provided for a fine dinner and great bench racing
8. Drivers that traveled from all parts of the country and some other 3000 miles to attend this year's event
9. 10% increase in entries from 2006
10. Some of the best racing amongst the drivers in recent years.

Some of the items that will need some work:

1. More volunteers to help put on the race
2. Scoring: there were several issues with scoring
 - a. A bit of lack of attention to detail in the miscue of times for a race
 - b. An attitude of total reliance on the AMB system without physically confirming passings or miss passings
 - c. Not having a designated runner to issue results to the tech director, and scales and then return to scoring after tech tasks were complete
3. Post tech
 - a. There were several items in tech that could be improved on
 - b. More bodies. The IKF Tech director in charge, along with the IKF Director in charge, performed a good portion of post engine tech

- c. Some of the post tech personnel that volunteered was their first time in performing post tech and slowed the process down
- 4. Unclear rules
 - a. There were several incidences of unclear rules in determining a potential winner in the heat format races. The rule book defines line up of the second heat from the results of the first heat, but does not refer or define how the final result should be determined. We had to use the Sprint rules to determine winner of the day for the two heat style classes.
 - b. Had to make an at track determination of the Super Stock CR125 for the fairing seat position.
 - c. There were a couple of other minor rule items may need to be looked at for the future.

All in all the 2008 IKF Road Race Grand Nationals was a great event and I would like to thank the officers, directors, members and friends who volunteered to make it a successful event and would highly recommend that NCK would be seriously considered in any future bids for the Grand Nationals.

2 Cycle Spdwy/Spdwy Midget Mr. Mike Schorn

The 2007 IKF 2-Cycle Speedway Grand Nationals held at Delaware Speedway, Delaware, IA was a new experience for me. Upon first impression, the track was good. All of the grass areas were freshly mown with adequate pit areas for the event. A gas station with a mini mart is next door with easy access from the major Highway. I was checked for credentials as I entered the facility as well as all of the other entrants.

Tents were set up for the pre-tech and post tech areas. The pit PA system was working, but did need an additional 2 speakers so that the lower pits could hear the call ups. Spec fuel worked good throughout the event with no issues that I heard of. The Staff was adequate throughout the event. The corner workers along with the flagman and scoring had the job under control and dealt with every racer without bias. The Track prep person did a great job but was somewhat hesitant to a couple of suggestions in prepping the track on Thursday as it was a bit wet and the drivers were very hesitant to run hot laps till the track was rolled in more. Another class stepped up and started the hot laps and things got underway.

Racing was iffy on Tuesday as the driving in several classes was really rough. After a few black flags and single file starts the night was completed with several unhappy competitors. The highlight of the night and one of the highlights of the event was the filming of the races on Tuesday evening by Mediacom also a sponsor of the event. They had 4 cameras filming the action along with live commentary. After the races I had a chance to look at about a minute or two of the footage and it was very professional. I hope that some station will pick it up to air.

Wednesday was a lot better and the racers along with the officials came to understand we were there to race and not crash each other. Track was good and we tried at the racers suggestion to run the first set of hot laps using a 5 low and 5 high format which made for a 2 groove track. The improved track conditions made for better racing with less rough driving and the rooting to get a better position.

Thursday started out to be a good day, then kind of got iffy with the Superstocks not wanting to hot lap, feeling track was a bit too wet. After the short delay racing started; I had asked all the racers to hustle up as thunderstorms were scheduled to be in around 10:30 pm. The show went well and everyone cooperated and were at the grids to get the races done as fast as possible. The track turned out to be the best of the week with a full 2-groove surface and excellent racing. We were through most of the classes and had to call a red flag for the finish of the Jr. I. There were putting on a great show. The skies opened up and we had to call the last class of the night and award the KT100 Heavy as they were lined up for the final.

Friday, the sun came out and the track dried out and was prepped. Racing started on schedule without any hitches. Did have to call out the first responders through as one of the kid kart drivers got bumped pretty well and was a bit frightened.

The post tech crew assembled by Jack Hoegerl was some of the best that I have seen and worked like the 4-Cycle crews at Atwater with speed and precision. Any question would arise all three inspectors, along with the Chief tech, discussed and made the appropriate calls.

Special thanks go to Sharee Hoegerl as she took care of inventorying all of the spec pipes and headers for the whole event along with keeping the Director and Tech Director fed every day.

The racers after the first day were all respectful and willing to listen to comments and were very professional in voicing an opinion on how to make things better in the future.

The Pizza party hosted by Delaware was well received after the racing on Friday night, which included pizza and drinks for all contestants and pit crews.

All in all it was a good event with lots of great racing. The staff and crew did a great job and got along well with everyone. The concessions were clean, neat and food was good. There were approximately 161 entries. No flips, turn overs or hard crashes. No fights in the pits. The red flag was thrown three times:

1. To calm a young kid kart driver who got back in the kart and raced the main

2. To clean the track after a couple of bales were hit. I personally did not want a race to end in 32 laps of yellow for a track safety problem.
3. To end the Junior I racer when the rain started.

While the facility is able to handle an event of 200-300 entries, several items will be needed to handle a larger event, but I believe it could be done. Some of the items would be:

1. At a minimum, a track blower to blow off the track after each round of hot laps and heats. This would give time for the crew to work on their karts and also give the spectator a reason why there is a delay because they would see the track maintenance happening. Also, it would show and give the perception to the racers every effort is being done to ensure a good track surface.
2. More restroom facilities would be needed to accommodate the larger number of people at the event.
3. Larger post tech area and a backup or second set of scales would be needed to ensure smooth flow off of the track after a race. This would be needed to keep the races flowing and on time.
4. A larger Pre Grid would be needed to facilitate at least 2 full grids.
5. Pit PA system will need to be upgraded to ensure all of the racers can hear the call ups for hot laps and races.
6. Radios. There will be a true need for additional radios as I didn't have one for the first night and really needed one. There was also a need for a radio at the scales so the final results could be relayed to the Post Tech personnel.
7. Scoring. There would be an absolute need to have at least 4 scorers for a larger event as the fields would be full. The chief scorer was on top of things thru out the event, but it is a tough job and there would be a need for additional help to ensure no errors.

2 Cycle Spdwy/Spdwy Midget Tech Report

Mr. Jack Hoegerl

Mike Schorn, Flagman Dennis, David Odean and myself performed pre-tech. As usual, some items appeared, but common sense prevailed.

Adequate scale area. Fuel pump around system worked well.

RLV and Buller Built provided spec pipes for many classes. This improved competitiveness to entrants and made post-tech easier.

Post tech was provided by Larry Killam, George Clausen and Tom Krause. I have worked with this group many years and all I need to do is tag the engines and keep feeding engines to be teched.

There were 4 DQ's. One was possible misinterpretation of the tech book that has been addressed. Another was misplacement of the restrictor plate. Two DQ's were for Yamaha ports.

Pizza party for all attendees on the last night of racing was hosted by Rieken's Racing.

4 Cycle Sprint

Mr. Gary Richter

The Atwater Kart Club stepped up to the plate big time. This was a complete new ball game compared to the '05 Shifter Grands. The place was spotless, bathrooms cleaned constantly, trash cans cleaned constantly, great food service. Customer service with a constant smile. The Atwater Kart Club wanted to help me, Syd, the drivers, crews and spectators every chance they could. Track surface was repaired in spots that were problems in the past. New grandstands and pre-grid area. Everything that could take paint had a new fresh coat on it. The facility looked the best I have ever seen it since I first went there.

Key points:

1. 151 entries per last count I was given (call that unofficial until paperwork hits the office).
2. 2 red flags. Only injury I know of was a bruised elbow from a non-red flag incident.
3. Mind set of 4-Cycle Sprint drivers is way different than that of 2-Cycle Sprint drivers. You wanted something corrected (fixed in pre-tech) and they did it with no questions asked. No hassles. Couldn't ask for a better, more cooperative group of drivers and mechanics.
4. Many drivers running multi-classes. You asked a driver(s) to step out of line at the scales or pump-around to allow a driver who was going to be on the grid shortly to run another class and they all moved out of the way with absolutely no grumbling. Sportsmanship at its finest on display all four days.
5. After you cleared the scales, all drivers offered a bottle of water.
6. Tech: adequate area, lots and lots of help. Tech was detailed and in a timely manner. In some respects it looked like it was done in assembly line or in this case, disassembly line precision. 7:00 to 7:30 pm was the max it was completed. Unlike 2-Cycle Grand Nationals, drivers-mechanics were Johnny-on-the-Spot and there when required.
7. Stickers to go on karts were in high demand, having less than 10 left; Drivers wanted to and felt proud to place the IKF sticker on their karts.
8. Atwater Police Cadets were there to help with grid, scale area traffic and parking.
9. IKF flag flown all 4 days below the American flag.
10. Qualified corner workers, grid people and a good announcer who plugged all sponsors constantly.
11. BBQ at the end of the official practice hosted by Atwater Kart Club.

Issues:

1. Fuel vendor was Steve Trotter, long time past Region 7 fuel vendor who is getting out of the business. This was his last race (he is moving to Illinois). Sold his pump around equipment to the Atwater Kart Club at the

- end of the event. One take out pump had problems right out of the gate on the first day. This was fixed quickly. Reports of dirt in the fuel, which I never saw. Fuel vendor could have been of a higher quality. I think Steve was going through the motions at times, this being his last race.
2. 3 karts in one of the flat-head races. Father, son and Sheila. Father and Sheila did not race the pre-final, so that line up was Father behind son. Son on pole, Sheila off pole who did win the Screaming Eagle. Father pushed son to the front and then father blocked like crazy the whole race. No rolled back or full black flag from the race director. Mr. Bukamier raised a stink at the next drivers' meeting, wanting me to vacate the results and not award the Duffy. Sheila did not go to the podium as a form of protest. If the proposal passes for the 5 driver Duffy rule, this would have been a mute point. Think it would be very difficult to put 4 karts on the track and block for a teammate or son, etc. if this proposal passes.
 3. Race director did not understand the red flag rule. The first time it occurred on the 1st lap let all the karts go free back to the pits full of fuel and allowed them to work on their karts after I radioed him to send them back to the grid and sequester them. Second red flag I went on to the track and stopped people from working on karts, which the Race Director was going to allow. On this red flag the restart occurred on the track. Race Director did not understand the rule you get out of your seat, you are done the first time it happened and allowed a competitor to proceed. Then when a protest was filed and effected 5th place, almost denied the protest based on the wording in the rule book that it only happens when the kart is returned to the racing surface. The driver never left the racing surface when he got out of his kart and then back in.
 4. At Atwater it is all about the draft and who is second on the last lap. If there was any bumping, or incidental contact in the draft, Race Director was way too quick with the rolled black flag. Telling me he felt he had to Black Flag somebody to show who is boss. His lectures to the drivers on the grid bordered on scolding in a loud voice. Think it could have been handled better and more diplomatically.
 5. In one final the leader Chris Scribner was driver up onto from behind in the tight section on the last lap. Luckily, it did not knock him off the track and rob him of the Duffy. The second place driver as a result slowed and then after recovering battled the third place driver for the 2nd place that last 75 yards and they swapped placed twice before the line with the eventual third place driver going wide in the last corner and into the dirt. The race director penalized the person who drove up on to Chris 1 place for not giving 3rd enough driving room. This driver filed a protest, and the Race Director felt that the contact with Chris was fine, it was the other tight racing that was the problem. (I am a strong believer that you can't take the leader out, and especially on the last lap.) Then the next day or the last day allowed a driver at the start of the Flat Head Masters pre-final to run over the back of several karts and take them out of the race with no penalty. One disabled kart could not effect repairs and race the final. The

Race Directors comment was it was just a racing deal. I realize the Race Director has a very touch job. The race directing at this race lacked rule book knowledge a few times and or was not consistent in my view. Otherwise it was fantastic racing with drivers giving racing room and almost every finish coming down to the last lap with no or only incidental contact involved.

6. Major issue: the Duffys looked terrible. Scraped up in shipping and the plating was horrible. Big black areas all along the parting lines of the castings. Hopefully close up pictures to follow.
7. Minor issues: One of the charging trays for the IKF radios when you plugged it in blew the GFI of the wall socket. I will take it to Sierra Electronics (A PanaVise customer and an authorized Motorola repair center) and see if they will fix it for free.

All in all this was a piece of cake from my perspective. Based on the cooperation and attitude of the drivers, mechanics and the Atwater Kart Club I never once wanted to look around for Jack's "Easy Button."

Based on the '05 Shifter Grand Nationals at Atwater, I thought I was going to have my hands full. Totally the reverse. Huge success. The Atwater Kart Club was prepared and ready to go from the very start. Cheri Albiani deserves a Hero's Award. Thanks everybody and especially Pat and the rest of the office Crew. "That was easy."

IKF 4-Cycle Sprint racing is the best kept secret in all of kart racing. It's not expensive. The attitude of everybody was so refreshing compared to my fellow 2-Cycle Sprinters for the most part. The racing was phenomenal.

Membership Discussion

Raul Martinez:

1. Requested waiver for Raquel Martinez to move into Junior category (from Cadet) before the end of year. Raquel turns 12 on March 21, 2008. First request was to allow her to move up at IKF insured races on the Club level. White noted that in the eleven years of attending IKF BOD meetings, the IKF has never allowed a Junior member to move up prior to current IKF guidelines. Discussion re: policy of Region to allow this. No motion offered.
2. Evaluate points systems for 1st place driver. Proposed increasing the points difference from 10 points to 15 points from 1st place to 2nd place, all others to remain the same. White explained the purpose of a tight point systems was to keep the race for the Championship going through the entire season "and it's working."
3. Multiple heat format for Grand National events to award Duffy. Proposed Duffy to be awarded based on points from multiple heat format, and not from one race win. No motion.

4. Disqualification at IKF Grand Nationals to carry more weight. Proposed any DQ for unsportsmanlike conduct should be for grounds for a total disqualification which should include any other award obtained for that class (i.e. screaming eagle). 114.5.2 states: Any driver disqualified from a main or final should lose any possible awards for the class from which he is disqualified. No motion.
5. Add more value (in points) to IKF Grand Nationals. Proposed finishing order from the Grand Nationals carries back to local region for year end championship and awards. Board discussed how this would affect different Regions; asked Martinez to brainstorm other options and bring ideas back to Board.
6. Require punches to be valid for current year only. Proposed to make punches to participate at IKF Grand Nationals expire at the end of the calendar year. Punches must be acquired in the current year prior to the Grand Nationals in order to participate. No motion offered; Schorn explained some Regions have shorter seasons than others.

Martinez talked to importance of members supporting IKF, and to the importance of IKF to support its members. Encouraged BOD to keep the punches, encourage competition on the Regional level and National level.

Adam Verlengiere on behalf of Scott Gordinier:

Letter from Gordinier commending IKF on promotion of Kid Kart program. Letter stated several concerns re: safety issues associated with this program he asked the BOD to address.

Motion by Motley to appoint a sub-committee of the Sprint committee to address issues associated with Kid Karts; second - Schorn

In favor: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

☞ **Passed**

Richard Job: letter re: awarding of Grand Nationals for 2008, and letter re: new track in Region / refusal of Region 7 coordinator to allow Tri-C Kart Club to host a race at this track for 2008. Some discussion re: concerns about parking/pit space for Regional event. Much discussion re: Regional coordinator / race schedule issue, including concerns that tracks / clubs were not included in the scheduling process.

Motion by Schorn that Tri-C Karters may make decision to host their Region Race at either APEX or Moran (as long as track is IKF sanctioned facility). No second.

800.8.1: The Region Coordinator, in conjunction with the Governor, Track Owner/Operators and Clubs will designate the point races within their Region. All races must be approved, in writing, by the National Coordinator to ensure that it does not conflict with a Grand National event. (Note: 2008 schedule has been submitted by Region 7 Coordinator and approved by National Coordinator.)

"It is our duty to make sure the Region Coordinator is making the best decisions for the organization," stated Brown.

After a closed session and some phone calls to parties involved, Brown announced that this issue will most likely not be resolved at this meeting, but assured those in attendance that the Board would continue to explore this issue and will work to resolve it as soon as possible.

Board noted that items, schedules, etc. posted on Ekartingnews and other non-IKF-venues are not official announcements of the IKF.

Proposals

From White

Proposal 1: At 200.1, 209, and 213: Eliminate Stock Heavy (Flathead) as a 4 Cycle Sprint Grand National class.

Seconds: Scriber, Schorn

(Passed)

Proposal 2: This is dependent on the above Proposal passing.

At 211.5.2 Change Senior race distances to: Pre final: 8 -12 miles, Final: 10 -14 miles. Change Junior race distances to: Pre final: 6-8 miles. Final: 10 - 12 miles. Or to distances recommended by Sprint Committee after the 4 Cycle Sprint GN in 2007.

Seconds: Pence, Hilger

(Passed)

Proposal 3: Add at 301 Class 13: 5" diameter wheels only. Add as 306.9.7: IKF World Formula - 5" diameter wheels only.

Seconds: Schorn, Scribner

(Passed)

Proposal 4: At 258, the only Sprint Shifter classes that will run at the Sprint Grand Nationals will be those that have had Regional Participation in the previous year.

Seconds: Hoegerl, Pence

Opposed: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

 **Failed**

Proposal 5: Amend 104.17.2 to read: All drivers participating in a an IKF Grand National in Speedway and Road Race divisions must have competed in 3 IKF Regional events since the previous year's Grand Nationals.

Seconds: Richter, Pence

Opposed: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

 **Failed**

Proposal 6: Add 104.17.2.1 IKF Sprint Experts may enter the Grand National in their Expert Division without participating in three Regional events.

Seconds: Pence, Richter

Proposal 7: Add 104.17.2.1 IKF Road Race Experts may enter the Grand National in their Expert Division without participating in three Regional events.

Seconds: Pence, Richter

Motion by Schorn to combine proposals 6 & 7; second - Scribner

In favor of Proposals #6 & #7: Richter, Motley, Pence, Schorn, Scribner, White

Opposed to Proposals #6 & #7: Hilger, Hoegerl,

☞ **Passed**

Proposal 8: In the rule book, at every instance where the 3 karts for a Duffy requirement is stated, increase this minimum to 5.

Seconds: Scribner, Pence

Motion by Motley to accept proposals 1, 2, 3 and 8; second – Hilger

In favor: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

☞ **Passed**

From Hoegerl:

Proposal 9: Add to page 88, Section 622 Comer K-80, 2007 Tech Book.

Piston: Bottom ring must be left on piston. Piston and ring must be installed into cylinder and must not fall through cylinder under it's own weight. Rings to be of magnetic material and can not drop through cylinder, max. end gap to be .040".

Seconds: Schorn, White

Proposal 10: Add to page 90, 2007 Tech Book Section 622.51.7 Rings: Bottom ring must be left on piston. Piston and ring must be installed into cylinder and must not fall through cylinder under it's own weight. Rings to be of magnetic material and can not drop through cylinder, max. end gap to be .040".

Reason: To equalize the playing field.

Seconds: White, Richter

Hoegerl reported passage would move IKF away from other organizations, recommendation from 2-Cycle Tech Committee to defeat Proposals # 9 & 10.

For proposals # 9 & 10

Opposed: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

☞ **Failed**

From Motley:

Proposal 11: Section 207

Replace SSX-V exhaust with RLV "Q" exhaust for (5) Jr. Super Sportsman; (8) Sr. Super Sportsman and (9) Super Sportsman Heavy.

Reasons:

- (a) Quieter, allows IKF to become pro-active on noise issues as the current exhaust is the loudest 2-cycle class. Has been used for two years in the Northwest due to noise issues with positive results.
- (b) Looks like a "real" pipe which is a more positive image.

(c) Is of all welded design which makes it easier to tech.

This could be approved with a cooling off period allowing regions to adopt it for 2008 or wait until 2009, at which time it becomes mandatory. However I suggest it be mandatory for 2008 Grand Nationals.

Seconds: White, Brown

In favor: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

Opposed:

 **Passed**

Proposal 12: Section 623.7.16

Change RLV SSX/SSX-V muffler to welded on end cap by manufacturer (part # to be determined).

Reasons:

- (a) Lessens ability of competitor to modify the exhaust illegally.
- (b) Removes the decision of whether the end cap is “leaking too much”.
The current design all leak so the tech official is often faced with the decision of “how much is too much”.
- (c) We have, up to this year provided welded end cap exhausts to participants at the Grand Nationals, as the concern has been that some modified exhausts are in use. If this is a concern at the Nationals it is certainly as large a problem at club and Regional events.

Seconds: White, Schorn

Opposed: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

 **Failed**

Proposal 13: Section 623

Change RLV YBX muffler to welded on end cap by manufacturer (part # to be determined)

Reasons:

- (a) Lessens ability of competitor to modify the exhaust illegally.
- (b) Removes the decision of whether the end cap is “leaking too much”.
The current design all leak so the tech official is often faced with the decision of “how much is too much”.
- (c) We have, up to this year provided welded end cap exhausts to participants at the Grand Nationals, as the concern has been that some modified exhausts are in use. If this is a concern at the Nationals it is certainly as large a problem at club and Regional events.

I have discussed these changes on both the SSX and YBX exhausts with RLV and believe we can work an exchange, inspection or modification program out with minimum expense to our members. Most competitors replace these exhausts on a regular basis anyway.

Second: Schorn, Hilger

Opposed: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

 **Failed**

Proposal 14: Sections 620.54.2; 620.54.3; 620.54.4

Change exhaust design to welded on end cap by manufacturer (part # to be determined)

Reasons:

(a) Lessens ability of competitor to modify the exhaust illegally.

(b) Removes the decision of whether the end cap is "leaking too much"

The current design all leak so the tech official is often faced with the decision of "how much is too much".

I have discussed this proposal with Gary Gebhart from Horstman Mfg., and while he did not have objections to the suggestion he would like to see it effective in 2009. He is concerned about any more changes currently as we have the ignition and cylinder issues in play at this time.

Seconds: White, Richter

In favor: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

☞ **Passed**

From John Pence:

Proposal 15: Section 207, classes 8 & 9

Remove wet engine clutch restriction; change to allow wet clutch, or dry clutch per section 202.

Change 202.5 title to: Requirement for clutches

Add to end of 202.5.1: ...or dry clutch meeting specifications in 205.4.

Change title in 202.5.2 to: the approved wet clutch manufacturers are:

Renumber 202.6 to 202.5.4

Renumber the following paragraphs appropriately following 202.5.4.

202.5.4----202.6 Requirements for Dry Clutches:

202.5.4.1----202.6.1 Clutches for Junior Super Sportsman, Super Sportsman, Super Sportsman Heavy, Formula Y/C Heavy and Masters Formula Y/C can use a dry clutch if it meets the following specifications.

202.5.4.2----202.6.2 Clutch Specifications

202.5.4.3----202.6.2.1 The clutch assembly including the basket, and excluding the starter nut, shall be checked for weight. The clutch assembly will have a minimum weight of 19 ounces and a maximum weight of 24 ounces.

202.5.4.4----202.6.2.2 The clutch will have no more than 4 friction surfaces and no less than 4. No more than one-friction surface per side of each disk is allowed. The friction material must form a continuous band around the face of the backing plate no less than .410" wide. The friction surface-band will have a minimum I.D. of 1.500" and maximum O.D. of 3.00".

202.5.4.5----202.6.2.3 The Clutch must be manufactured in the U.S.A.

202.5.4.6----202.6.2.4 Clutch may not be manufactured from the following materials: titanium, carbon fiber, carbon/carbon, magnesium or other exotic material.

202.5.4.7----202.6.2.5 No alteration of the clutches original design, other than replacement of disks, springs, shims, arms and fasteners using standard parts is allowed.

Seconds: Scribner, White

Opposed: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

☞ **Failed**

Director Issues

Motion by Pence to change Section 207, classes 8 & 9

Remove wet engine clutch restriction; change to allow wet clutch, or dry clutch per section 202.

Change 202.5 title to: Requirement for clutches

Add to end of 202.5.1: ...or dry clutch meeting specifications in 205.4.

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202.5.4.7----202.6.2.5 No alteration of the clutches original design, other than replacement of disks, springs, shims, arms and fasteners using standard parts is allowed.

Second – White

In favor: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

☞ **Passed**

2007 Participation Stats

Motion by Schorn to amend the 4-Cycle Speedway class structure as presented by Hilger; second – White

1. Add another Junior I Animal
2. Change Masters from Flathead to Animal
3. Change Stock Sportsman from Flathead to Animal
4. Remove Flathead Blue Wazoom

5. Add OHV Wazoom Medium
6. Add OHV Wazoom Heavy
7. Remove SAM class due to no regional participation and very little at the Grands

Grand National Schedule amended to:

Day One

Briggs Animal Masters @ 370 lbs
 Junior I Light @235 lbs
 Briggs Animal Blue Wazoom Medium @345 lbs
 Junior II Light @ 285 lbs
 Stock Light @ 320 lbs

Day Two

Junior I Heavy @ 270 lbs
 Briggs Animal Blue Wazoom Heavy @ 370 lbs
 Junior II Heavy @ 320 lbs
 Stock Medium @ 345 lbs

Day Three

Junior I Briggs Animal Medium @ 245 lbs
 Briggs Animal Medium @ 345 lbs
 Junior II Briggs Animal Medium @ 305 lbs
 Stock Heavy @ 370 lbs
 Open (Local Option)

Day Four

Briggs Animal Sportsman @ 360 lbs
 Junior I Briggs Animal Heavy @ 270 lbs
 Junior II Briggs Animal Heavy @ 330 lbs
 Briggs Animal Heavy @ 370 lbs
 Stock Super Heavy @ 390 lbs (Local Option)

In favor: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

☞ **Passed**

Motion by Hilger, at the 2008 4-Cycle Speedway Grand Nationals, to adopt a Maxxis Tire rule (competitors may run any 6" diameter Maxxis tire compound); second – White

In favor: Hoegerl, Richter, Motley, Pence, Hilger, Schorn, Scribner, White

☞ **Passed**

Motion by Schorn to add to the 200 Section: Prior to the January IKF Board meeting, the Sprint (2-Cycle and 4-Cycle) Grand National promoter may petition to drop up to 2 Grand National classes in expectation of low participation. The IKF Board will make the final decision on dropping any classes; second – Scribner

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

Opposed: Pence

☞ **Passed**

Motion by Schorn, amend second sentence of 101.3.4.6 to read: 4-Cycle Sprint Grand Nationals will have a maximum of 18 classes. Second- White
In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

Sprint Shifter Committee Report

Recommendation / motion by Committee Chairman Motley: that the committee be folded into the Road Race Committee and we no longer support a National Class structure for Sprint Shifter racing. We can support those few areas that have Sprint Shifter racing on a Local or Regional basis. It makes no sense to me to have a National event with less than 30 competitors; second – Richter

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

Opposed: Pence

☞ **Passed**

Discussion re: incorporating Shifter classes into 2-Cycle Sprint Grand National schedule. Shifter classes could be run at Sprint Grand Nationals as Local Option classes. Classes in Section 250 will be moved to the 800 Section.

Motion by Schorn to amend first sentence of 101.3.4.6 to read: 2-Cycle Sprint Grand Nationals will have a maximum number of 18 classes; second – Richter

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

Motion by White to replace IKF Spec Ltd. with a World Formula class at 340 lbs in 4-Cycle Sprint; second – Scribner

In favor: Hoegerl, Richter, Motley, Hilger, Scribner, White, Pence

Opposed: Schorn

☞ **Passed**

Motion by White to put an asterisk by Star class that notes 2008 will be the last year this class will be run as a 4-Cycle (Sprint) National class; second - Hilger

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

Note: TaG Junior replaces Formula 80 Junior Heavy because of the LaPoint rule.

Motion by White to drop Formula 80 Junior, replace with Rotax Max Junior (with Rotax Max engine rules) in Road Race Division; second – Hilger

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

Motion by Scribner to remove Yamaha Sportsman Heavy and replace with IKF Briggs World Formula Medium @ 365 lbs. (in Road Race Division); second – Pence

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

Note: Will change the name of class # 13 to IKF Briggs World Formula Heavy for continuity.

Motion by Motley to change 676 National Cup: Change name to I.A.M.E. Cup.

Rules to be changed to be identical with 675 Leopard rules.

Subject to negotiation, National Cup cylinders can be retained for 2008 only with the addition of 15 lbs and an external identification. If acceptable exchange program can be established, the 15 lbs. program will not be implemented. Additional promotion and incentives for I.A.M.E. Cup will be announced.

Second – Hilger

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

Dates for 2008 Grand Nationals

4 Cycle Sprint @ Portland Karting Assoc., McMinnville OR: July 1-4, 2008

4 Cycle Spdwy @ Huron Kart Club/Rolling Thunder, Huron SD: July 7-11, 2008

2 Cycle Spdwy/SM @ Tri-County Karter/Delaware, Delaware, IA: July 28-Aug 1 2008

Motion by White to accept 4-Cycle Sprint, 4-Cycle Speedway and 2-Cycle Speedway / Speedway Midget dates; second – Hilger

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

Road Race @ Portland Karting Assoc., Portland OR: July 15-18, 2008

Motion by Schorn to accept; second – White

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

2 Cycle Sprint/Shifter @ Santa Maria Karting Assoc., Santa Maria CA: July 29-Aug 2, 2008

TABLED

Local option classes for 2008 Grand Nationals

4 Cycle Speedway

a. *Open Class*

b. *Stock Super Heavy @ 390 lbs (min. driver weight 200 lbs)*

Motion by White to accept these classes; second – Hilger

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

2 Cycle Speedway/Speedway Midget

- a. *Yamaha Limited Heavy*
- b. *Junior Champ*
- c. *Senior Champ*
- d. *Kid Kart – Exhibition Only*

Motion by Pence to accept these classes; second – Motley

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

Motion by Schorn to eliminate the 3-punch requirement for the 2008 2-Cycle Speedway Grand Nationals; as per Rieken's request, a \$15 fee would be assessed for entrants without 3 punches; second – Motley

In favor: Schorn

Opposed: Hoegerl, Richter, Motley, Hilger, Scribner, White, Pence

☞ **Failed**

4 Cycle Sprint

- a. *Junior II IKF World Formula Heavy*
- b. *IKF World Formula Masters*
- c. *Animal Super Sportsman Heavy*

Motion by White to accept these classes; second – Scribner

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

Road Race

- a. *WC Superstock CR125*
- b. *WC TaG*
- c. *ET Racer*
- d. *80cc Laydown*
- e. *WC World Formula*
- f. *I.A.M.E. Cup*

Motion by White to accept these, subject to approval of rules for 80cc Laydown as a Regional Championship class. Second – Motley

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

2 Cycle Sprint/Shifter

TABLED

2009 Grand National Bids

Bids have been received for the 2009 Grand Nationals (21 months away). The Board selected the following tracks to complete a Questionnaire, pursuant to

Section 101.3.6. The Questionnaire must be completed and returned to the IKF Office by January 5, 2008. This Questionnaire will become part of their Contract. An evaluation of the fee schedule for the Grand Nationals will be conducted in terms of price per entry per level of participation.

2 CYCLE SPRINT/SHIFTER

Portland Karting Association	McMinnville Raceway	McMinnville OR
Shasta Kart Club***	Shasta Kart Track	Redding CA
Northern Nevada Kart Club	Desert Park Raceway	Reno NV

4 CYCLE SPRINT

Shasta Kart Club***	Shasta Kart Track	Redding CA
Santa Maria Karting Association	Santa Maria Kart Track	Santa Maria CA

2 CYCLE SPEEDWAY/SPEEDWAY MIDGET

Albuquerque Spdwy Karting	Harvey Caplin Mem. Spdwy	Albuquerque NM
Huron Kart Club****	Rolling Thunder Speedway	Huron SD

4 CYCLE SPEEDWAY

David/Carrie Snyder	I-20 Speedway	Winona TX
Huron Kart Club	Rolling Thunder Speedway	Huron SD
Copper Creek Motorsports Park **	Copper Creek Motorsports Park	Superior WI

ROAD RACE

Reno-Fernley Track	Fernley NV
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** Bid received September 11, 2007 (After deadline)
 *** Wishes to combine the 2 Cycle Sprint/Shifter & 4 Cycle Sprint GN
 ****Wishes to combine the 2 Cycle Speedway & 4 Cycle Speedway

Sunday Session

Directors in attendance: Jack Hoegerl, Gary Richter, John Motley, John Pence, Wayne Brown, Bill Hilger, Mike Schorn, Rick Scribner, Syd White

Members and guests in attendance: (Sunday) Ralph Woodard, Roger Miller, Don Holmboe, Rod Verlengiere, Adam Verlengiere, Sharon Barros.

Action from Saturday Session Changed

Motion by White to make 101.3.4.6 to read: 2-Cycle and 4-Cycle Sprint Grand Nationals will have a maximum of 16 Grand National classes and 18 total classes, counting promoters Regional Championship class options. Promoter may choose to drop up to 2 of the listed Grand Nantioanl classes if felt participation will be low in that Region. Second – Schorn
 In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

 **Passed**

Motion by White, IKF Sprint and Road Race Hall of Fame Experts may enter the Grand National in their Expert Division without participating in three Regional events, upon renewing their IKF membership. Second – Motley

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

Director Issues

Move Ltd. Modified Animal (4-Cycle Sprint) from Tire Group 2 to Tire Group 3; second – Schorn

In favor: Hoegerl, Richter, Motley, Hilger, Schorn, Scribner, White, Pence

☞ **Passed**

IKF Governors, Coordinators and Committee Appointments

Motion by Pence to appoint Scribner as National Coordinator for 2008; second – White.

In favor: Richter, White, Pence, Brown

Opposed: Hoegerl, Motley Schorn

Abstain: Scribner, Hilger

☞ **Passed**

Rule Book Coordinator: Jack Lehmann

Rule Text Editor: Syd White

Track / Club / Promoter Relations: IKF Office

Waiver Chairperson (Sprint): Gary Richter

Waiver Chairperson (Road Race): Mike Schorn

Waiver Chairperson (Speedway): Bill Hilger

Region 1

Coordinator (Sprint): Joan Cressi

Region 3

Coordinator (Speedway): Andy Bear

Wisconsin Governor: Mark Alton

Region 4A

Coordinator (Speedway): Adam Mollenkolpf

New Mexico Governor: Jeff Miller (elected)

Region 4B

Coordinator (Road Race): Jim McMillan

Coordinator (Speedway): Pat Kuntz

Coordinator (Speedway Pavement): Francis Rougeou

Louisiana Governor: Francis Rougeou

Texas Governor: David Snyder

Region 5

Coordinator (Sprint / Spdwy Pavement / Spdwy): Sharee Hoegerl

Iowa Governor: Corey Kemp

Region 5A

Coordinator (Speedway): William Hilger

Nebraska Governor: William Hilger

Kansas Governor: Frank Merando

South Dakota Governor: Loren Zomer

Region 6

Coordinator (Road Race / Sprint): John Wood

Idaho Governor: Larry Kurpiewski

Oregon Governor: Ray Knight

Washington Governor: Bob Thompson

Region 7

Coordinator (Sprint): Tabled

Arizona Governor: Dan Maracle

Hawaii Governor: Tim Hultquist

South California Governor: Sharon Barros

Region 8

Governor and Coordinator: Don Choquer

Region 10

Coordinator / Governor: Gabe Kadjy

Region 11

Coordinator (Sprint): Gary Richter

Coordinator (Road Race): Roger Miller

Northern California Governor: Roger Miller

Northern Nevada Governor: Ed Dietrich

Motion by White to accept these appointments; second – Pence

In favor: Hoegerl, Richter, Hilger, Schorn, Scribner, White, Pence

Abstain: Motley

 **Passed**

Advisory Committees

National Tech Director 2-Cycle: Jack Hoegerl

Committee: Lynn Haddock, Terry Ives, Ron Emmick, John Motley

National Tech Director 4-Cycle: Syd White

Committee: Mark Alton, Roger Cathey, Lee Miller, Jody Mitrevics, Terry Nash, Chuck Sloggett, David Snyder
Shifter Tech Committee Chair: John Motley
Committee: Terry Hegar
Road Race Committee Chairman: Don Holmboe
Committee: Wayne Brown, Debbie Kuntze, Chris Hegar, Roger Miller
Sprint Committee Chairman: Gary Richter
Committee: Roger Miller, Art Verlengiere, Glenn Araki, John Motley, Don St. Ours
Speedway Committee Chairman: Bill Hilger
Committee: Andy Bear, Dan Koopman, Adam Mollenkopf, David Snyder, Ralph Woodard
TaG Committee Chairman: John Motley
Committee: Wayne Brown, Debbie Kuntze, Terry Nash, Rick Scribner
Motion by White to accept these appointments; second – Hilger
In favor: Hoegerl, Richter, Hilger, Schorn, Scribner, White, Pence, Motley
☞ **Passed**

Committee Reports

2-Cycle Committee Report presented by Hoegerl

I have been in phone contact with committee members John Motley, Lynn Haddock, Ron Emmick and Terry Ives. I have received input from all members, and have kept all members informed of updates and changes. Ives and Motley are planning to attend the Sept. Board meeting and report their personal input. Committee members felt that we had a quiet and uneventful year in terms of tech issues.

I had the opportunity to work with Motley and Ives at the 2007 IKF Sprint Grandnationals. I also have weekly conversations with Motley.

Items which have been brought up for discussion:

- a) New 125 KF Series Engines. Also called the long life 125cc engines by the Europeans. These engines are single cylinder, 125 cc capacity, water cooled with internal water pump, dry centrifugal clutch, electric start and balance shaft. They were homologated by CIK in 2006 to be run from 2007 thru 2009. A three year Homologation. We would hope the IKF Board would discuss possible joint homologation with other major karting organizations for the future. Currently Parilla ReedJet is the only reed valve engine that renewed engine homologation with IKF for 2008. This means over the years, seven other engines have fallen out of homologation. Because of the KF Series engines becoming the future, we expect the current engines to become obsolete. The KF engines retail around \$4,000. Stars of Tomorrow is currently deciding what to do for 2008 by looking at the KF engines.

- b) Even through it concerns the TAG Division, there appears to be support for a Tag Leopard engine only class. This would allow direct cross over into the TAG classes, allowing competitors to enter more classes.
- c) There is also some interest in 100cc electric start engine packages to compliment the success of the TAG program. I have seen these engines in reed valve and piston port configurations,
- d) Kid Kart engines for Carb Jet size will list a minimum of .020 and a maximum no-go of .026.
- e) The HPV engine will be coming with PVL ignitions. Next shipment (October '07); this ignition is already approved for other engines.
- f) Horstman will manufacture HPV mufflers as requested by IKF with welded end caps; mufflers will not be black as they are now. Looking at a 2009 implementation; requested usage of high temperature silicone to stop end cap leakage in 2008.
- g) Requested for 2009 IKF mandate clutch drums and friction disks have Horstman logo engraved on them. Drums engraved now, and friction disks in process. This will allow time for competitors to use current stock.

All current members of the 2-Cycle Tech Committee have offered their services for 2008. I feel we have a good working relationship between members.

4-Cycle Committee Report presented by White Grand Nationals

Lee Miller headed Tech at Speedway Grands with help from other members of the Committee. There were several DQ's, nothing controversial or weird. I have heard no comments on the suitability of having an Appointed Tech Director who was intimately involved with competitors at the event.

Syd White headed Tech at Sprint Grands with help from other member of the Committee, one local motor builder and one previous member of the Tech Committee. There were no DQ's. I have heard no comments on the suitability of having an Appointed Tech Director who was intimately involved with competitors at the event.

One issue from Sprint GN is the configuration of the fueling/de fueling apparatus used by the Club. I did not inspect this prior to race week and there were several complaints of contaminated fuel due to inexperience with methanol and lack of filters on the equipment. In the future, Appointed Tech Dir. needs to approve the fueling apparatus while there is still time for problems to be corrected. The host track needs to use the fueling system for at least one race to be sure everything works.

TECH RULE changes for 2008 recommended by the Committee

In 401.16.2 Change the citation to 105.2.1.20

Deletions are ~~struck through~~, additions are in **red**.

At 711 Replace all with note: See 2007 IKF Competition Regulations and Technical Manual for these rules.

At 712 Replace all with note: See 2007 IKF Competition Regulations and Technical Manual for these rules.

Animal Rules

716.13 add as second sentence: **After 1/1/09 B&S head gasket with logo is required.**

716.13.1 Change all to: **Minimum thickness allowed is .042", measured with micrometer from inside cylinder hole of gasket. B & S Fire ring gasket is measured only on the metal fire ring. Non fire ring gasket is measured between the head bolt holes.**

716.16.3 Change all to: Minimum intake and exhaust valve length is 3.250". After 1/1/09 The minimum will become 3.262".

716.21.2 Add, as second sentence: **No go is to be inserted at 12-6 and 9-3 o'clock positions only.**

716.21.2 add as third sentence: Smaller diameter, below port liner area, is .855" no go.

World Formula Rules

717.5 Delete: Removal of factory sealing washer is not allowed.

Add: 717.10.7 No go of bottom hole in left side brass tube is .045". No go of bottom hole in right side brass tube is .033".

717.11.2 Delete all.

717.11.2.1 - the diagram - Delete all

Renumber 717.11.2.2 to 717.11.2.1

717.15 Change all to: Head gasket: Stock B&S head gasket only. B&S "Fire Ring" head gasket is legal.

Minimum thickness allowed is .042", measured with micrometer from inside cylinder hole of gasket. B & S Fire ring gasket is measured only on the metal fire ring. Non fire ring gasket is measured between the head bolt holes.

After 1/1/09 B&S head gasket with logo is required.

717.17 Change all to: Unaltered stock B&S PVL 4 legged coil is required. PVL coil must be used with PVL flywheel. Attachment bolts must not be altered.

717.17.3 Change all to: There must be resistance from spark plug connector to ground.

717.18 Change all to: Flywheel: ~~Stock cast iron flywheel~~ or B&S PVL flywheel is required legal. PVL flywheel must be used with PVL coil. No machining, glass beading, sandblasting, painting or coating of flywheel is allowed. Minimum factory overspray is allowed.

Delete 717.18.1

Renumber 717.18.2 to 717.18.1

Renumber 717.18.3 to 717.18.2

Change renumbered 717.18.2 to: Stock flywheel key is required. Width to be .1825" - .1875".

717.24.1 Change all to: Minimum from top of piston to top of wrist pin on the side to which the arrow points, measured with a depth gauge placed on the piston crown parallel to the wrist pin is ~~.658"~~ .680".

Change 717.24.4 to ~~For 2007 only~~, The "kidney bean" top of the piston may be machined to maintain the .020" piston pop up. If piston is machined:

- a) Deck must have unaltered factory machine marks
- b) Pop up must be .017" - .020"
- c) 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.
- d) Distance from piston top, measured with depth gauge with base set parallel to, and centered over wrist pin, must exceed **.680"**.

Add 720 OHV Blue Wazoom Rules as follows:

720 Animal Blue Wazoom Rules

This engine is to be run as originally manufactured by Uncle Frank's (UF) in Omaha, Nebraska with no modifications of any kind.

In order to assure that no modifications are performed, the side of the engine is sealed along with the head. Both side cover and head seals are required in order for the participant to be allowed to race. No tampering of any kind is allowed. The seals are not to be re-used.

The following specifications are to aid the Tech personnel in determining whether the engine has been altered after original manufacture. In no way do

these specifications constitute a need for, nor permission, for additional blue printing. Any other method of determining the legality of the engine is OK.

Tech gauging is available from Uncle Frank's upon request. After an engine is re-built, it must be re-checked and re-sealed by an Authorized Service Center. Most items are stock, un-altered parts from Briggs & Stratton. Most parts can be compared to known Briggs & Stratton stock parts. Those parts that are not Briggs & Stratton parts can be compared to known stock parts from Uncle Frank's.

720.1 Technical Procedure: Engine to be run as supplied from UF factory. No blue printing allowed. Check side cover and head seals for tampering. Any part or parts may be removed from motor for inspection and measurement.

720.2 Carburetor, Manifold, Air Filter Adapter, Air Filter

720.2.1 Zama .820 Carburetor with butterfly throttle assembly. Venturi, .820 no-go. Carb must be stock with single pumper stack of original style on carburetor.

720.2.2 Inspect carburetor for "as cast" venturi surface.

720.2.3 Inspect dump tube for original installation.

720.2.4 Check for additional holes, or enlarged holes in carburetor.

720.2.4.1 Hi-speed needle seat .070" no-go.

720.2.4.2 Lo-speed needle seat .070" no-go.

720.2.4.3 Inlet needle seat .055" no-go.

720.2.5 Remote carb needle adjusters are allowed.

720.2.6 Inspect manifold for angle cuts and offset bolt pattern.

720.2.6.1 Manifold bore, block end: .950" no go, at carburetor end: 1.000" no go,

720.2.6.2 Manifold length, 1.680" to 1.700".

720.2.6 Air filter adapter to measure less than 1.00" long, tapering to 1.070" small I.D., no radius allowed.

720.2.7 Inspect air filter. Modifications to direct the flow of air are not allowed. Filter may not act as a ram tube (top must be of equal or more dense material than sides.) A ram tube shall be defined as anything designed, built or installed in such a manner to deliver air to the engine air intake above the pressure or flow that there would be without it present.

720.3 Header

720.3.1 Header must be stock from Uncle Frank's, no tampering. Minimum length 12", Maximum length 13" when measured with a 1/4 inch wide steel tape in the bore of the header.

720.3.2 Header may be wrapped. Exhaust gas thermocouple allowed. If header is run without temp probe, mounting hole must be sealed.

720.3.3 Unaltered RLV muffler #4103 is required. Muffler may not be wrapped, painted, coated or otherwise altered.

720.4 Flywheel Cover

720.4.1 Cover must be stock from B&S factory.

720.4.2 Uncle Frank's supplied flywheel screen only. No alteration to flywheel screen. Taping of screen is permitted.

720.4.3 Sheet metal may be repainted or plated.

720.5 Fuel Pump

Inspect for a single Briggs & Stratton #808656 fuel pump. Pump must be as supplied from B&S.

720.6 Rocker Cover

720.6.1 Rocker cover must be stock from UF. No modifications of any kind allowed.

720.6.2 Rocker cover gasket must meet stock configuration. No sealer allowed.

720.6.3 Filter or tube may be fitted to outlet. No welding or tapping of valve cover allowed.

720.6.4 Any breather lines used on engine must be run to a catch can.

720.7 Camshaft Profile

Must be taken before head is removed.

720.7.1 Max lift allowed is .286" measured at the valve spring retainers with lash set at zero.

720.7.2 Cam Profile, taken off valve spring retainers with lash set at zero and with TDC set by positive stop method.

720.7.2.1 Intake, as valve is opening, is to reach 8 degrees ATDC before .100" lift.

720.7.2.2 Intake, as valve is closing, is to reach 38 degrees ABDC after .100" lift.

720.7.2.3 Exhaust, as valve is opening, is to reach 36 degrees BBDC before .100" lift.

720.7.2.4 Exhaust, as valve is closing, is to reach 7 degrees BTDC after .100" lift.

720.8 Cylinder Head

720.8.1 Head bolts must be stock from B&S. Dowel pins must be present.

720.8.2 Check for one B&S factory head gasket. After 1/1/09 B&S head gasket with logo is required.

720.8.3 Head must be stock from Uncle Frank's. Spark plug non-tech. Bead blasting is allowed to remove carbon.

720.8.4 Combustion chamber must remain as cast. Check width of combustion chamber at the widest part across the valve seat area with a 2.640" no-go.

720.8.5 Depth at the floor of the head is .300" minimum.

720.8.6 Rocker arms must be stock from Uncle Frank's. No modifications allowed.

720.8.7 Ball Rocker: Must be stock from B&S.

Diameter .600" +/- .010".

720.8.8 Ports must be stock from UF. No additional porting, polishing or dimpling allowed.

720.8.8.1 Carb inlet port: .950" no-go when checking 90 degrees to line between center of studs, no-go will be straight.

720.8.8.2 Exhaust outlet port: 1.000" no-go.

Check for a machine cut chamfer at header flange surface.

720.8.9 Push rods must be stock from B&S.

720.8.9.1 Diameter is .185" - .190".

720.8.9.2 Length is 5.638" – 5.656".

720.9 Valves, Valve Springs, Valve Seats

720.9.1 Valves must be unmodified stainless steel from Uncle Frank's.

Only one 45 degree face allowed.

720.9.2 Tech for single valve springs. Maximum length allowed is 1.250".

Keepers and retainers are non tech. Retainer between spring and head surface, if installed, maximum lip thickness of .085".

720.9.3 Valve Seat

720.9.3.1 Seats must be stock from B&S. Must be one 45 degree angle only on valve seats.

720.8.3.2 Intake seat diameter is .966" - .972". Check for machined chamfer into port.

720.8.3.3 Exhaust seat diameter is .844" - .850"

Check for machined chamfer into port.

720.10 Deck and Pop Up

720.10.1 Only single plane machining of deck surface is permitted.

720.10.2 Piston pop up cannot exceed .015" above block surface in the center of the piston. When measuring piston pop up, set bar stock across piston parallel to wrist pin. Use dial indicator to check pop up in this area.

720.11 Cylinder Bore and Stroke

720.11.1 Stock bore is 2.690". Over boring permitted up to maximum of 2.725". No re-sleeving allowed. No circular or machine grooving of cylinder is allowed.

720.11.2 Maximum stroke is 2.204". Push piston down to take up rod play. Check stroke from BDC to TDC.

720.12 Flywheel

720.12.1 PVL Flywheel must be stock from Briggs. No modifications allowed. Plastic fan must be intact.

720.12.2 Flywheel key must be stock B&S straight key only. Width to be .1825" - .1875"..

720.12.3 Aftermarket starter nut allowed.

720.13 Ignition Coil

720.13.1 Coil must be stock PVL from B&S. Attachment bolts must be stock from Uncle Frank's.

720.13.2 Stock from B&S supplied spark plug connector only. Boot allowed.

720.13.3 There must be resistance from plug wire to ground.

720.14 Crankcase Cover, Camshaft, Rod and Piston

720.14.1 Shims, if used, to be installed as from B&S.

720.14.2 Inspect for stock camshaft alignment.

720.14.3 Camshaft must be stock from Uncle Frank's with stock alignment as supplied from Uncle Frank's.

720.14.4 Inspect Lifters. Must be stock from B&S.

720.14.4.1 Lifter diameter to be .820" minimum to .860" maximum.

720.14.4.2 Overall length of lifter to be 1.515" minimum to 1.525" maximum.

720.14.5 ARC #6247 Billet Rod required. No modifications allowed.

720.14.6 Inspect for unaltered Wiseco #4839 series piston or B&S Animal piston.

720.14.7 Inspect for B&S Animal or Total Seal rings.

720.14.8 Crankcase cover must not be modified. PCV valve required on top, front oil fill hole. There must be a tube from PCV valve to catch tank.

720.15 Crankshaft must be stock as from B&S.

720.16 Block: Must be stock from Uncle Frank's with no alterations, except blocks may be repaired from broken rod damage, providing that repair does not constitute of functional modification of original block. No welding is permitted from the cooling fins upward.. The repair of one coil post is allowed, as long as the remaining post is unaltered.

720.17 Chain Guard/Clutch cover is required but may be other than as supplied by Uncle Frank's.

CLASS RULE changes recommended by interested Sprinters on 4 Cycle Tech Committee

At 200.1 move Limited Modified Animal from Tire Group 2 to Tire Group 3 requiring 7.1 rear tires.

At 209: Drop classes Stock Heavy and IKF Spec Ltd. Replace Spec Ltd with IKF Briggs World Formula Light at **340** pounds.

At 209, put * by STAR with * under table that states: *2008 is the last year for STAR in IKF Grand Nationals. This is due to dwindling parts supplies for these motors. Suggestions for a replacement class are welcome.

Motion by White to accept the committee report / changes; second – Scribner
In favor: Hoegerl, Richter, Hilger, Schorn, Scribner, White, Pence, Motley

☞ **Passed**

Road Race Committee Report presented by Brown

1. Eliminate the word “Shifter” in 308.6.6
2. Change 304.3 – Remove GasGas 250
3. Eliminate 306.9.4 – Same as 306.9.3
4. Add – 306.9.4 (Formula 125) to 306.9.3 (see below)
5. Change 306.9.3 headings to **Formula 125, Formula 125, Ltd., and @ Super Stock CR 125**
 - a.) 306.9.3.5 Engine – specifications for classes listed above section 654/656, ICC and 657.
6. New: 311.3.4 – **Non Preferred Position**
The fourth group of positions on the starting grid for each class shall consist of entrants without three (3) punches in that competition year.
7. Add to: 308.6.6.9 –
 - a.) DNS (did not score) will be scored behind the starting field.
 - b.) DNG (did not grid) will be scored behind a participant that received a DNS.
 - c.) DQ – will be scored “N+1” (N = total number of entries)
8. New 308.6.6.10 – Engine tech for first and/or second heat at the discretion of tech inspector. DQ’s in second heat for engine related specs will result in a DQ for each heat using that engine.

Motion by White to accept the committee report / changes; second – Motley
In favor: Hoegerl, Richter, Hilger, Schorn, Scribner, White, Pence, Motley

☞ **Passed**

Sprint Committee Report presented by Richter

SPRINT RULE clarifications suggested by confusion or controversy at Atwater

108.5 Disabled karts, Change all to:

108.5.1 In Sprint, Sprint Shifter, TaG and Road Race Divisions, no driver shall continue on track if they must get out of the kart **for any reason except under a Red Flag or in a designated HOT PIT area.** ~~to restore it to the racing surface or to make a repair.~~

108.5.2 In Speedway Division racing, under a full course yellow flag condition, a driver may get help from track personnel in restoring the kart to the racing surface or may exit the kart to restore the kart to the racing surface.

108.5.3 Any driver unable to continue because of dead engine (karts with onboard electric starting capability excepted), mechanical failure or lack of fuel, must move the kart well off the track into a safe location as soon as safe conditions permit. Do not leave kart adjacent to the track at any time. Await the conclusion of the race before attempting to move the kart back to the pit area.

210.3 Change all to: Standard Sprint Qualifying Procedures: To be used at Sprint Grand Nationals. **Karts will be equipped with transponders for at least one practice session and the lap times recorded. The qualifying order will be from the fastest kart in practice to the slowest kart in practice. If a kart does not record a time in practice, it will qualify after all the karts that have recorded times. If the ability to use timed practice does not exist, or there is a failure of the timing system in practice,** the order of qualifying shall be determined by a random draw.

210.3.1 Two timed qualifying laps shall be the standard procedure. The fastest lap will be the qualifying time. If there is a tie in qualifying time, the second fastest times will be used to break the tie. If there is still a tie, the draw number will be used to break the tie.

210.3.2 All karts must be ready for qualifying in their proper sequence by the draw. Any kart not ready in its sequence will not be allowed to qualify and will start the first heat, or Prefinal, at the rear.

210.3.3 If any class is rained out while qualifying, the entire class shall re-qualify.

210.3.4 Any kart that is in its proper sequence on the grid but is (A) unable to leave the grid, (B) breaks while on its first lap of qualifying, or (C) does not take a green flag, will be allowed only one lap to qualify at the end of its qualifying class, or at the end of the next qualifying class if it was one of the last karts to qualify.

Tires must be within 5° of ambient temperature. Any kart falling under A, B or C, that is rained out of its qualifying lap shall not be cause for the re-qualifying of its class and shall be placed at the rear of the class for the first heat or Prefinal, ahead of karts not in proper sequence for qualifying and any who signed in late.

210.3.5 Karts will be released from the grid at a minimum of 10 second intervals.

210.7.1 Start-up Clock, change all to: As karts enter the track, the start-up clock will commence to run. After 90 seconds there will be no **starts**, pushbacks or restarts allowed from the grid area. The track access will be closed at the end of the start-up clock period or on the display of the green flag and will remain closed until the race is completed.

Motion by White to accept the committee report / changes; second – Scribner
In favor: Hoegerl, Richter, Hilger, Scribner, White, Pence, Motley
Opposed: Schorn

☞ **Passed**

Director Issues

Motley reported he has been repeatedly asked to intercede with Region 7 on behalf of driver Timmy Bachman re: incident where DQ was issued because of a leaking can. Motley spoke with tech director at the event; there was no request to impound part and no appeal was filed. Competitor's argument is whether this

is a technical DQ or mechanical DQ; this effects Region points. Competitor was not black flagged from track during the race. Regional decision

Wayne Brown re: Tire testing for : final decision will be delayed for approximately one more week. Wish to do further testing. "We want to investigate this and do the best job we can." Decision will be announced via press release on the IKF website.

Scribner

1. Requested input from BOD members re: duties/guidelines for Race Directors
2. Requested # of Duffies be put in parathesis beside each Expert's name in future IKF Tech Manuals. This will be a work in progress.
3. Requested Appeals / Protest form be updated to include verbiage from Section 508
4. Discussion re: need for brochure to show benefits of IKF membership; need brochure for upcoming show in Florida
5. Has done testing with CIK plastic rear bumper. Will have recommendation in the future.

Richter

Motion by Richter to sell a \$20 1-Day IKF membership to non-members who wish to participate in an IKF event. The one-day member may convert their membership to a full membership before the end of the event; in this case, they would receive the punch earned for the event. A one day membership is not valid for a Grand National event. Strike the last sentence of 104 re: one day membership; amend in 800 section as required.

Clarification:

1. track selling one-day membership will not receive the \$7 incentive
2. Junior drivers: no Family membership. Each participant must pay a \$20 fee.

Second – Scribner

In favor: Richter, Motley, Scribner, White, Pence, Schorn

Opposed: Hoegerl, Hilger,

☞ **Passed**

Membership Issues

Mr. Steve Craig re: CR80 Cadet Shifter Class; this class is still included in the Regional program

Motion, as a result of the altercation at Spokane on September 2, Bill Oakley can not attend IKF insured races for 1 year. Derreck Bittle will receive a 6 month probation letter. Tim Moss will receive a warning letter. Chris Oakley will receive a 6 month probation letter.

In favor: Richter, Motley, Scribner, White, Pence, Hoegerl, Hilger

Abstain: Schorn

 **Passed**

Issue of punches for Zach Less; paperwork shows Less received 3 punches. No action taken.

Region 7 schedule for 2008

Three participating tracks in Region 7 are unhappy with the 2008 schedule; the schedule has been approved by the National Coordinator. Scribner will address this issue with tracks and coordinators to resolve this issue.

Thanks to Pence, White

Recognition to retiring Board members John Pence and Syd White for their contributions to IKF. Both received a gift of thanks from IKF.

2008 IKF Board Meeting Dates

January date to be determined at October phone meeting; to be held in Ontario, CA

April 19-20 in Sacramento, CA

September 20-21 in Ontario, CA

Motion by Motley to adjourn; second – White

In favor: Richter, Motley, Scribner, White, Pence, Schorn, Hoegerl, Hilger

 **Passed**

Meeting adjourned.

Respectfully submitted,
Sharee Hoegerl