

IKF Board of Directors Phone Board Meeting Minutes November 9, 2016

President Roger Miller called the Meeting to order at 4:04 pm.

Directors present at Roll Call were Glenn Araki, Don Durbin, Jack Hoegerl, Roger Miller and George Shear.

Board discusses and agrees the January 2017 IKF Board Meeting dates are January 20-21, 2017.

Board discusses and agrees the following will be Section 105.1.6.1 Head Gear in the 2017 IKF Rulebook:

Snell Foundation Specifications	Legal Until
M 2010	12/20/2021 Not approved for Champ Karts
SA/K 2010	12/20/2021
CM 2016	12/20/2026
K 2015	12/20/2026
M 2015	12/20/2026 Not approved for Champ Karts
SA 2015	12/20/2026

Note: All models of Snell 2000 and 2005 Helmets are no longer legal.

SFI Specifications	Legal Until
24.1/2010 (youth helmet)	12/20/2021
31.1/2010	12/20/2021
41.1/2010	12/20/2021 Not approved for Champ karts
24.1/2013 (youth helmet)	12/20/2024
31.1/2013	12/20/2024
41.1/2013	12/20/2024 Not approved for Champ karts

Note: All models of SFI specification helmets prior to 2010 are no longer legal.

Board discusses chest protectors. More discussion to follow.

Motion by Hoegerl to accept the following Rule Changes submitted by George Shear.
Second by Araki.

716.4 Carburetor: The B&S stock carburetor part #555658 is the only carburetor permitted. 'Walbro', 'Briggs' diamond logo and/or #590890 etched in the body are additional visual indicators. Must be stock as from the factory except those parts inside the float bowl that can be removed through the float bowl are non-tech items, with the exception of the fuel discharge nozzle height in the venturi. This is a tech item for height only. The end of the nozzle may be modified. The end of the nozzle may not protrude into the venturi area more than 0.060".

Throttle cable housing and top of throttle slide are subject to inspection for combustible or other foreign substances on grid or pre grid. Light oil or grease on slide is allowed. Any 6mm or 1/4" bolts allowed to attach carb to Intake Manifold. No studs allowed. Carb to intake manifold seal is by O-ring only, no sealer allowed. Air must enter carb at air horn only. Choke must be as stock from the factory. Choke may be secured in the open position.

716.8 Rocker arms: Must be unaltered from stock. Minimum length to be 2.820". Rocker arm must be stock B&S part #555711 (US) or #797443 (METRIC) and may not be altered in any way. BRIGGS LOGO must be present.

716.8.1 Minimum length to be 2.820".

716.14 Cylinder Head Plate: Cylinder head plate gasket must be stock with maximum thickness of .060". Rocker arm stud plate must be bolted to the head with one, OEM stock B&S gasket only – no alterations. Maximum thickness of gasket is .060 inches. Rocker plate to head fastener holes must remain stock, .289" Max.

716.15 Rocker Arm Studs : Must be stock. Studs must be installed as per the factory, 90 degrees to the plate surface. Rocker studs must be stock, unaltered B&S part # 694544 US (1/4-28 thread) or #797441 Metric (M8x1.00 thread) and in stock location. Rocker arm #555711 (US) must be used with rocker stud #694544 (US).

Rocker arm #797443 (Metric) must be used with rocker stud #797441 (Metric).

716.17 Valve Springs: Maximum valve spring length is 0.940" No-Go. Wire diameter is 0.103" to 0.107", measured in three places on spring. Inside diameter of spring 0.615" minimum, 0.635" maximum. Must be identical in appearance to factory part and have 4 to 4.75 coils in stack.

717.16.1 Rocker Arms / Rocker Arm Studs / Push Rods / Cylinder Head Plate: ALL must be as produced. Rocker arm minimum length to be 2.820". Pushrod length is 5.638" No-Go to 5.656 must go. Pushrod diameter is .185" to .190".

a: Rocker arm must be stock B&S part #555711 (US) or #797443 (METRIC) and may not be altered in any way. BRIGGS LOGO must be present.

b: Cylinder head plate gasket must be stock with maximum thickness of .060". Rocker arm stud plate must be bolted to the head with one, OEM stock B&S gasket only – no alterations. Maximum thickness of gasket is .060 inches. Rocker plate to head fastener holes must remain stock, .289" Max.

c: Rocker studs must be stock, unaltered B&S part # 694544 US (1/4-28 thread) or #797441 Metric (M8x1.00 thread) and in stock location.

Rocker arm #555711 (US) must be used with rocker stud #694544 (US).

Rocker arm #797443 (Metric) must be used with rocker stud #797441 (Metric).

721 BRIGGS LOCAL OPTION 206 RULES - Briggs & Stratton (B&S)

Model 124332 Type 8201 only.

The intent of this class is to provide a sealed, simple-to-operate, ultra depend-able and ultra-reliable, engine using only factory parts.

The crankcase is sealed at the factory to help control costs and maintain equality while simplifying tech. Only the top end must be inspected. No engine may enter this class without a crankcase seal or with a seal that shows evidence of tampering.

Starting January 1st, 2017, generation 1 seals (a1), identified by the lack of a black color coated wire, **will no longer be legal** for competition beyond the CLUB level.

This engine must be raced exactly as it comes from the factory. All parts must be B&S factory production parts unless otherwise noted in these rules. No machining or alteration of parts is permitted unless specifically noted in these rules. All parts are subject to comparison to a known stock B&S part. This includes specified and mandated

aftermarket parts. Example: RLV exhaust and silencer. Unless these rules state that you can do it, YOU CAN NOT DO IT!

Spirit and Intent (Syd White rule): Covered, stated, restated, or unstated any change or action with the sole intent to wrongfully create a performance advantage is grounds for disqualification

- a. Only the original equipment Briggs & Stratton 206 #124332-8201 or Junior 206 #124332-8202 engines are allowed in the classes recommended herein.
- b. All parts must be unaltered Briggs & Stratton 206 parts specifically made for this engine by Briggs & Stratton. No aftermarket parts to be used unless specified in these regulations.
- c. The tech official, at their sole discretion, may at any time replace a competitor's sealed engine, carburetor, or head assembly with another sealed engine or known stock part. Failure to comply is grounds for disqualification.
- d. **IF** a competitor's part is replaced, it must be drilled or reconfigured in a way that prohibits the reuse of that part.
- e. Briggs & Stratton 206 classes must have a serialized block. Exception: For early built engines without a block serial number the engine identification sticker must be in place and legible. If the sticker is illegible or missing the engine must be tagged with a suitable sticker or seal approved by the technical inspector.
- f. Standard organizational protest procedures can allow for short block inspection (seal removal) if a , replacement short block, p/n 555715 is offered in replacement. Competitor short block to be forfeited to the series or club as terms of this procedure.

721.4.2 Fuel Pump:

- a. Only fuel pump number 808656, is legal for competition. This fuel pump can be identified by the Briggs & Stratton diamond logo on the pump face. All other pumps are prohibited.
- b. It is prohibited to pulse from the intake manifold.
- c. Relocation of the fuel pump is legal as long as it is spaced to less than 3/4 inch off of the control plate, B&S #555699, in a similar location that is both safe and secure. Measurement is from the base of the control plate to the bottom of the fuel pump.
- d. Vertical mounting or mounting the fuel pump upside down is NOT allowed. The fuel pump must be pulsed from a pulse fitting mounted on the oil fill fitting located on the engine side cover. Aftermarket one-piece filler/pulse fittings such as shown on the right are permitted. The use of silicone sealant on the brass vent is permitted.
- e. A fuel pump return line to the fuel tank is prohibited.
- f. A fuel filter is not required but highly recommended to insure that dirt and contamination within your fuel system does not impact your carburetors performance. The fuel filter itself is not a tech item but only one fuel filter is legal for use and it can only be located between the fuel tank and fuel pump inlet (not between the pump outlet and carburetor).

A fuel filter is to insure that dirt and contamination within your fuel system does not impact your carburetors performance.

721 .5 Carburetor: The B&S stock carburetor part #555658 is the only carburetor permitted. 'Walbro', 'Briggs' diamond logo and/or #590890 etched in the body are additional visual indicators. Any 6mm bolts may be used to attach carb to manifold. Studs are not allowed. Carb to manifold seal is by O ring only. No sealer allowed. Air must enter carb at air horn only. Choke must be stock as from factory and must operate. Spring or rubber band may be used to hold choke lever in position. Metal Choke Cover must remain in place but may be secured with silicone or epoxy sealer. Additional pin

punching is allowed to tighten the choke cover. Air must only enter the engine from the natural air filter horn of the carburetor. Air entering through any other method is illegal. Throttle cable cap on the top of the carburetor must be properly installed and secured in the fully tight position. Juniors with restrictor slides must have secured throttle cap locking device from BRIGGS on carb.

721 .5 .5 Venturi Idle Fuel Hole: 0.038" Max.

Idle circle air hole does not allow drilling, reaming, or elongating of the hole. Venturi Idle Air Hole .119" max. use .1195" pin gauge. A small chamfer at the outer edge, as compared to a stock part can be present. The measurement of that chamfer is subject to sanctioning body guidelines.

721.5.6.2 ONLY Optimization of the slide opening in Briggs & Stratton Cadet, Novice, Junior 1, Junior 2 and National Junior classes is permitted. The only allowable method of slide optimization is by removing material from the throttle cap area. The use of multiple gaskets and/or machining of the slide is prohibited.

Slide opening must not exceed the appropriate 'no go' specification as per class regulations. For information on slide optimization see video section at www.BriggsRacing.com

721 .5 .7 Jets must be stock gasoline jets only. Factory marking is required. Needle jet - BGB - set at any notch.

Pilot jet - #32, hole size is 0.0130" No-Go.

Main jet - #95, hole size is 0.0380". .036" go .039" No-Go.

Main nozzle - OEM stock unaltered. Hole size .101" Min - .104" Max

Emulsion tube - OEM stock unaltered 4 small holes .018" Min - .021" Max. 4 big holes .026" Min - .029" Max.

SEE REFERENCE 721.27 and 721.28

721.8.2 Check ignition timing for PVL coil and flywheel: with the left edge of the right coil leg aligned with the right edge of the right magnet. The motor timing may not be more than 30 degrees BTDC. See figure 721.8.2

721 .9 .1 Rocker arms: Must be unaltered from stock. Minimum length to be 2.820".

Rocker arm must be stock B&S part #555711 (US) or #797443 (METRIC) and may not be altered in any way. BRIGGS LOGO must be present.

721.11 Head Gasket: Unaltered B&S part #555723 is the only head gasket allowed. Minimum thickness allowed is .049".

Measurement must be performed using a micrometer. Readings are taken from inside the cylinder hole of the gasket closest to the combustion chamber (see diagram). Four measurements must be taken with 3 meeting the minimum thickness of .049".

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the cylinder hole of the gasket closest to the combustion chamber (see diagram). Four measurements must be taken with 3 meeting the minimum thickness of .049”.

721 .12 .1 Cylinder head plate gasket must be stock with maximum thickness of .060". Rocker arm stud plate must be bolted to the head with one, OEM stock B&S gasket only – no alterations. Maximum thickness of gasket is .060 inches. Rocker plate to head fastener holes must remain stock, .289" Max.

721.13 Rocker arm studs: Rocker studs must be stock, unaltered B&S part # 694544 US (1/4-28 thread) or #797441 Metric (M8x1.00 thread) and in stock location.

Rocker arm #555711 (US) must be used with rocker stud #694544 (US).

Rocker arm #797443 (Metric) must be used with rocker stud #797441 (Metric).

721.16.1 Valve Springs are single coil stock, unaltered B&S part #26826. Must be identical in appearance to factory part and have 4.00 to 4.75 coils in stack.

Maximum valve spring length is .940". Wire diameter is .103" to .107", measured in three places on the spring. Inside diameter of spring is .615" minimum to .635" maximum.

721.16.2 Valve Spring Retainers: Thickness is .055" - .070".

721 .17 .1 .1 From head gasket surface the depth of the head at shallow part is .030" minimum. Depth at floor of head is .341" minimum

721.17.4 Replacement of valve guides with B&S part #555645 only is allowed.

Valve guides must be stock as supplied from factory. Maximum depth from the head gasket surface to the intake valve guide is 1.255".

721.17.5 Heat Disperser: B&S heat disperser p/n 555690 can be installed in the exhaust bolt boss per factory instructions.

721.25 Things That Are Not Permitted but not limited to:

a. Tampering of the factory installed engine seals (2).

b. Addition or subtraction of material in any form or matter. a. Exception – Valve maintenance (valve job). Valve seats must remain with the factory specification of 30 and 45 degree angles only. Valve seats of additional angles and/or angles not comparable to the factory stock of 30 and 45 degrees are not permitted. Grinding of valve stem or excessive material removal prohibited.

b. Exception – Optimization of the slide opening in Briggs & Stratton Cadet, Novice, Junior 1, Junior 2 and ASN National Junior classes are permitted per guidelines located at BRIGGS & STRATTON Optimization VIDEO at www.briggsracing.com.

c. "Blueprinting" unless stated herein.

d. Modification to or the machining of any parts in order to bring them to stated minimum/maximum specification, (or for ANY reason).

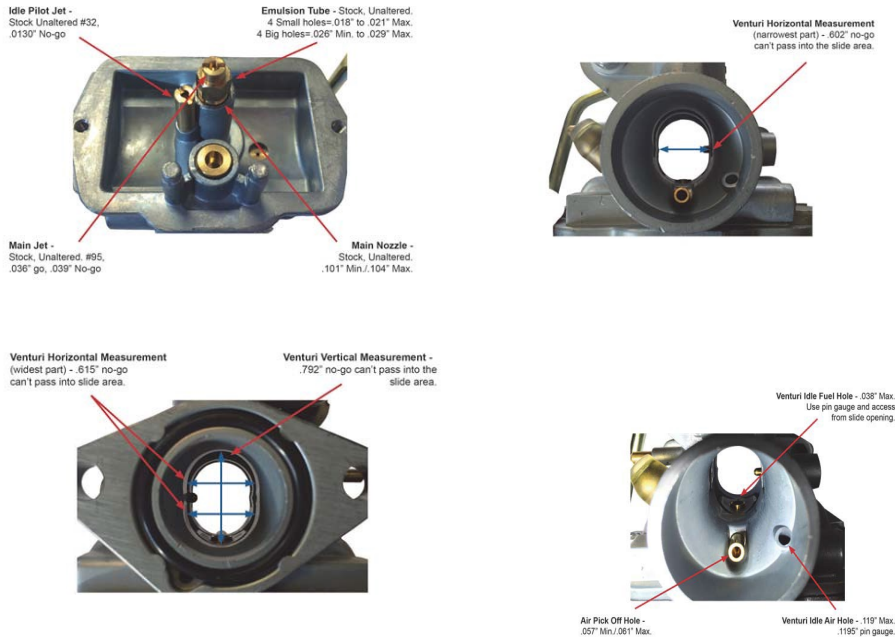
e. Machining or alteration of any kind to the engine or replacement parts unless specifically stated herein.

f. Deburring, machining, honing, grinding, polishing, sanding, media blasting, etc.

- g. Sandblasting or glass-beading any interior engine surfaces.
- h. No device may be used that will impede, or appear to impede, airflow to the engine cooling system.

721.26 Engine Oil : Engine Oil testing / Verification Refer to 700.5.6 and 700.5.6.1

REFERENCE 721.27 See Reference 721.28 also.






























REFERENCE 721.28 See Reference 721.27 also

Technical Item	Description	Tech Tool
a. Needle Jet C-clip	Needle Jet C-clip must be properly installed but may be installed at any of the 5 factory settings on the needle jet.	
b. Throttle cable cap	Throttle cable cap on the top of the carburetor must be used and properly installed in tight position.	
c. Choke	Choke: OEM unaltered, but lever may be fastened open with a spring, rubber band, wire, etc.	
d. Idle pilot jet	Idle pilot jet – #32, hole size is .0130" no go.	
e. Idle circuit air hole	No drilling, reaming, elongating of the hole allowed. .119" max. diameter. A small chamfer at the outer edge, as compared to a stock part, can be present. The measurement of that chamfer is subject to sanctioning body guidelines.	.1195" Pin gauge
f. Main jet	Main jet – #95, hole size is .0380" 0.036 go, 0.039 no go	

g. Main nozzle and Emulsion tube	Main nozzle – OEM stock unaltered – hole size = .101 min and .104 max inches. No drilling, reaming, slotting or oblonging of hole. Emulsion tube – OEM stock unaltered 4 small holes = .018 min inches to .021 max inches 4 big holes = .026 min inches to .029 max inches.	
h. Venturi Measurement	Venturi Measurement: Vertical: .792 max inches.	A8
	Horizontal: .615 max inches at widest part	A8
	Horizontal: .602 max inches at narrowest part.	A20
i. Air pick off hole	Air pick off hole - .057 go .061 no go	A9
j. Throttle bore	Throttle bore – Must be as cast and bore max diameter = .874 inches.	A7
k. Venturi idle fuel hole	Venturi idle fuel hole = .038 inches max	A12
l. Air filter	Air filter: Only GREEN air filter, part # 555729 is allowed. Filter adapters are not allowed, filter must attach directly to carburetor air horn	
m. Carburetor overflow	Carburetor overflow: Must be vented to a catch container.	
n. O-Ring	O-Ring part number B&S part # 555601 is required and must be unaltered.	
o. Intake manifold	Intake manifold – max length = 1.740 inches min to 1.760 inches max	
	Intake manifold – bore diameter = .885 inches min to .905 inches max	A11
p. Choke Bore	1.149	A7
q. Carb Slide Cutaway	.075 no go	A10
r. Widest part of Combustion Chamber	2.640	A30

721.29 Tool Tech Chart Reference:

	Exhaust Valve Seat Diameter Min: 0.825 Test: A1		Noise Oring Length Min: 0.900 Test: A15
	Hobby Valve Seat Diameter Min: 0.812 Test: A2		Rocker Pin Length Min: 0.812 Min: 0.200 Test: A16
	Hobby Pin Pocket Head Design Min: 0.812		Hobby Valve Head Diameter Min: 1.000 Min: 1.000 Test: A17
	Hobby Pin Diameter Min: 0.875 Test: A4		Exhaust Valve Head Diameter Min: 0.912 Min: 0.940 Test: A19
	Push Pin Length Min: 0.500 Min: 0.500 Test: A5		Valve Measurement Horizontal Min: 0.802 Test: A20
	Valve Seat Diameter Min: 0.912 Test: A6		Silencer Length Min: 2.254 Test: A21
	Exhaust Outlet Diameter Min: 0.580 Test: A8		Valve Angle Angle Min: 40° Max: 60° Test: A22
	Thriller Box Diameter Min: 0.524 Test: A7		Flange Pin Out Length Min: 0.200 Test: A25
	Clutch Box Diameter Min: 1.100 Test: A7		Hobby Valve - length from angle of valve face to top of the valve Length Min: 0.912 Test: A24
	Valve Measurement Vertical Min: 0.762 Test: A8		Exhaust Valve - length from angle of valve face to top of the valve Length Min: 0.912 Test: A27
	Pin Hole Off Center Diameter Min: 0.800 Min: 0.507 Test: B8 Range 0.25		Width of 90-Degree Part of Coupler/Head Coupler Length Min: 0.843 Test: A20
	Slide Calliper Max: 0.75 To go Test: A13		Slide Test Step 1: 200 Step 2: 200 Step 3: 200 Step 4: 200 Step 5: 200 Step 6: 200 Step 7: 200 Step 8: 200 Step 9: 200 Step 10: 200
	Hobby Wheel Diameter Min: 0.800 Min: 0.800 Test: A11		
	Hobby Wheel Length Min: 1.700 Min: 1.740 Test: A12		
	Rocker Arm Length Min: 0.812 Test: A14		

722.19 EXHAUST SPRINT CLASS ONLY: Multi-stage pipes allowed. Looped pipes (360 degree turns) are not allowed. Pipe (including silencer) cannot extend past rear bumper. Header wrap required for safety reasons. Gasket and/or silicone allowed to seal header pipe to head. Allen bolts permitted on header to head. Pipes must be double nutted or safety wired on at least one stud or bolt.

722.19.3 EXHAUST SPEEDWAY CLASS ONLY:

Weenie Pipe Exhaust System Only Allowed In Speedway CLONE Junior Classes. All SENIOR CLASS EXHAUST SYSTEMS TO FOLLOW 722.19 / 722.19.1 / 722.19.2

Weenie pipe must be round .750" OD steel tubing & constant diameter for entire length of pipe. (No multi stage on any portion of the pipe)
Entire length may not exceed 15 inches in length or be less than 10 inches minimum length including silencer.

Pipe shall have a threaded fitting at the end of pipe to screw RLV B-91 mini silencer into it (no welding). Silencer shall have all baffle plates inside and be stock as supplied from mfg. Silencer may be compared to a known stock part! No grinding of inside of silencer. ID .685 +/- .005

Outside baffle holes shall have a max ID of .1285" ID and measured with a no go pin gauge.

Internal baffle holes shall have a max ID of .965" ID and measured with a no go pin gauge.

Silencer must be supported by clamped on brace. Silencer must be able to be removed for inspection. No aftermarket coatings of any type on pipe or silencer. Header wrap required for safety reasons. Gasket and/or silicone allowed to seal header pipe to head. Pipes must be double-nutted or safety wired on at least one stud.

Motion by Shear to change the following to read: Section **401.10.2** Minimum height of the seat back for all Speedway and Speedway Pavement karts without roll bars is 10" for

Junior 1, 12" for Junior 2, and 14" for all other classes from the ground. No peaks or add-on sections intended to subvert the seat back height requirement allowed.

Second by Araki.

In Favor: Araki, Durbin, Shear

Opposed: Hoegerl

Passed

Board approves IKF 60th Anniversary logo.

Board discusses the awarding of 2017 IKF Sprint Grand Nationals.

Motion by Araki to award the 2017 IKF 2 Cycle Sprint Grand National to the IKF. Event to be held at the Santa Maria Kart Track. Dates to be announced.

Second by Hoegerl.

In Favor: Araki, Durbin, Hoegerl, Shear

Passed

More discussion on the 2017 IKF 4 Cycle Sprint Grand National. No action taken.

Miller to submit Rule Updates / Cleanups for 2017 IKF Rulebook. Board agrees.

Motion to Adjourn the Meeting by Shear.

Second by Durbin.

Meeting Adjourned at 6:33 p.m.