



## 2008 Membership & Board of Directors Meeting Minutes

### Membership Meeting Minutes:

The annual KART Membership meeting was held Saturday, November 8<sup>th</sup>, 2008 at Jess & Jim's Steakhouse in Martin City, Missouri.

President Mike Baldus called the Membership meeting to order at 9:23am.

Mike Baldus stated that notice of the meeting was published in the 3<sup>rd</sup> issue of the KART newsletter which is posted on the KART website and explained the format of the meeting.

President Mike Baldus reviewed the membership report and determined that there was not a quorum present.

President Mike Baldus asked for introductions of the board of directors and the audience. Present were: Sheldon Birmingham, David Munden, Jim Edgington, Julie Munden, Bernie Baldus, Kelly Read, Ron Anderegg, Chris Ragan, Dale Coffey, Jim Stroud, Roger Hatcher, Bill Boyce, Noe Chapa, Sherri Chapa, and Dan Davis and Linda Baldus.

Mike Baldus called for discussion of the letters from the membership.

Letters from the membership were reviewed:

Tom Davis submitted a letter on January 31<sup>st</sup>, 2008 regarding confusing wording of the Red Flag procedure found on page 17.H.3. The wording sequence is shown as somewhat contradictory and in the improper sequence. Discussion took place between members and directors concerning proper wording of the rule and rule clarification. The board agreed that clarification of the red flag description in the aforementioned section was to be clarified and rewritten as follows:

**RED: Displayed at start/finish line only. Track is hazardous and unsafe for racing. Slow immediately and safely. All entrants shall proceed to designated area. No work on karts is permitted during the red flag period. Local safety procedure shall supersede these procedures.**

Dennis Tapp submitted a letter on vintage kart bodywork or lack thereof and requested a minimum weight reduction for karts without current standard bodywork of 20 lbs. Membership and directors discussed various ways to accommodate a bodywork change. Kelly Read asked how to determine what a vintage kart is since many enduro kart chassis are over 20 years old. It was determined that without using the term "vintage", a 20 lb. minimum weight reduction could be shown under the bodywork section of the road race / enduro section of the tech guide. It was decided that this issue would be brought back up during the enduro portion of the board of directors meeting.

Chris Ragan submitted a letter concerning the level of engine tech to be performed in the 100cc Open/A-Limited classes. The level of engine tech should be determined by the weight of the kart and driver at the scales during post tech and that no rule changes should be made to the class as it seems to be growing as is. A lengthy discussion took place between directors and membership about tech procedures for determining engine tech based on post tech weights in classes where there are several engine configurations and weights. No action taken.

Kelly Read submitted several letters covering various topics. Since all of Kelly's letters are relative to enduro racing, the board, Kelly and other members agreed that they could be covered in the enduro section of the board of director's portion of the meeting and would allow input by attending members concerning his proposals.

The floor was opened for discussion and/or questions from the audience.

Roger Hatcher asked that there be clarification of the rear axle hub retention for sprint karts, similar to what is shown in the IKF rule book, and be placed under Rules & Regulations section 3.D.15. Clarification and illustrations will be created and submitted in the 2009 tech guide update and 2010 tech guide.

Roger Hatcher proposed that KART adopt a "starter" class for enduro laydown type karts using a Yamaha only engine, 4 hole can exhaust, no trigger, a lighter weight, and exclusion of "expert" drivers. Members present & the directors discussed various ways to structure an entry level class for laydown, enduro sprint karts, and CIK type karts into one entry level class to avoid adding and/or fragmenting other classes that

could incorporate a minimum age of 12 years old (with racing experience) and up where all driver eligibility is determined by the enduro board of directors case by case. It was determined that the addition of this type of class would combine a couple of the existing low entry classes and allow their elimination since they would now be combined into one class with several types of karts. It was generally agreed that this type of class was needed for the entry level and non-expert drivers and would be discussed further and details decided upon during the enduro portion of the board of director's meeting.

Ron Anderegg mentioned that the Garnett sprint track is trying to schedule one or two vintage kart shows and race events at the Garnett sprint track and that the track would be available for regular use by anyone with a Garnett Kart Club membership or on a pay by use format and there are no other events scheduled for the Garnett Sprint Track. He also mentioned that there are two enduro events scheduled at Lake Garnett.

Mike Baldus closed the general membership portion of the meeting at 11:15am.

### **Board of Directors Meeting Minutes:**

The 2008 Annual Board of Directors meeting was held at Jess & Jim's Steakhouse in Martin City, Missouri on Saturday, November 8<sup>th</sup>, 2008.

President Mike Baldus called the meeting to order at 11:17am.

Roll Call was made and the Directors present were:

Sheldon Birmingham, David Munden, Jim Edgington, and Linda Baldus. Absent were: Bernie Baldus, Brian Stuart, Dennis Scott, D.J. Ortiz, James Matney and Frank Merando.

The KART election report was reviewed and there was a total of two ballots received, therefore there was no election held.

The KART general ledgers for 2007 thru 12/31/2007 and 2008 thru 9/30/2008, KART money market surplus reports were reviewed. It was made known that the KART checkbook was present at the meeting should there be any questions concerning the general ledger.

The KART Pit Pass Sales reports for 2008 thru 10/31/2008 and 2007 thru 12/31/2007 were reviewed. NTK (North Texas Kartway) was the number one pit pass user for 2008.

The KART Tech Fund report was reviewed. Sheldon Birmingham raised a question about the Tech fund numbers and it was suggested that if the fund took a loss from purchasing tech services or tools for 2009, a possible increase in the tech fund charge per entry would be evaluated for 2010.

The KART magazine and newsletter report was reviewed. Mike Baldus declared that there would not be a Tech Guide printed for 2009 due to the current state of the economy. Updates would be mailed to members as they renewed their memberships.

Sheldon Birmingham stated he would like to see the rule book posted online as a tool for potential new racers to access to know what classes are available. Clarification was made that the KART rulebook will not be posted online but the 2008 rulebook will be mailed to new members only in 2009 and any renewing members would receive updates to the rulebook with their new membership card. Any rule changes made to the 2008 rulebook, class additions and deletions, etc. will be posted online in the KART newsletter.

The KART National Championships report and KART Series reports were reviewed.

The KART race sanction fund report was reviewed.

Jim Edgington motioned to accept the 2007 Membership and Board of Directors meeting minutes. David Munden second and all were in favor.

Current KART committees and coordinators were reviewed and no changes were made for 2009.

KART Enduro National Championships were selected. Heartland Park was unanimously accepted to host the 2009 Enduro National Championships event on June 26-29, 2009

Jim Edgington noted that he had been in communication with a representative of USSK (United States Super Karts) concerning possible combination with KART at its 2009 National Championships event. Requirements made by USSK and KART were discussed and the board agreed to allow USSK to participate in combination with KART at Heartland Park in 2009.

Lunch break was held at 11:51am and the meeting was scheduled to come to order at 1:05 pm.

A discussion was held concerning regular membership and family membership requirements referencing page 12, 3.A. No action was taken.

Local option class requirements concerning clone engine packages in sprint events were discussed. No action was taken.

A discussion was held discussing removal of the entry requirements at national championship events to award a Triad. No action was taken.

Transponder strength along with other various issues affecting the timing & scoring system was discussed. It was determined that KART did not have any issues regarding this issue at this time and no action was taken.

A discussion of KART rules alignment with rules of other sanctioning bodies regarding rear bumpers on all forms of karts was discussed. After a discussion of rear bumper configurations, Mike Baldus motioned that the new rear bumper rules be drawn up through the 2009 season to be published in the 2010 tech guide. David Munden second and all were in favor.

Linda Baldus motioned to amend wording in the KART rule book where it says "Neck Brace" or "Neck Collar" should be changed to read "Helmet Support" (pg.15 D.8.i) based on Snell Foundation recommendations. Jim Edgington second and all were in favor.

A discussion was held concerning a letter from David Cole at ekartingnews.com about the addition of a KART forum on the ekartingnews website to make announcements and to have discussions concerning KART related business. It was decided that since KART has its own website for publishing news about KART business and that there would need to be a representative from KART to moderate the forum for which there were no volunteers, there was no desire to start a discussion forum for KART on the ekartingnews website.

A discussion was held concerning the introduction of the 2009 IAME TaG engine. After a lengthy discussion, and based on the decision made by the TaG Workgroup comprised of representatives from the major karing organizations, it was decided that the engine would not be allowed to compete in TaG Sr. for 2009.

Roger Hatcher proposed that the rule under pg. 41.E.16 be clarified or removed. David Munden motioned that the rule be removed. Jim Edgington second, and all were in favor.

Mike Baldus discussed a letter which he sent to a competitor concerning rough driving during the 2009 season and that the driver was placed on probation. The fact that the competitor had not attended a MARRS event following the letter was discussed as well as the fact that the probationary period has now expired.

Roger Hatcher and Jim Stroud submitted several issues found in the 2008 tech guide that should be reviewed and corrected. Mike Baldus is to review the suggested corrections and/or additions and submit them to be added to the tech guide update for 2009 and 2010 rulebook.

David Munden motioned that the rule (pg. 33.7.F) allowing specific nose Target part# CM1010 be removed and CIK type nose only be allowed. Jim Edgington second and all were in favor.

David Munden motioned to make a new shorter RLV exhaust header/pipe kit (P/N ?) for the Briggs & Stratton Animal Sportsman class the new mandatory exhaust kit, to avoid due exhaust pipe mounting bolt threads pulling out of the cylinder head casting or exhaust pipe support bracket breakage due to the length of the current exhaust pipe kit P/N RLV5508 K4. Animal pipe may be altered to allow it to miss tires and chassis as long as it will meet current spec's. This motion is based on a request from Kelly Read's letter to the enduro board of directors to adopt this change. Mid America Road Race Series agreed to provide the new kit to those who participated in the B&S Animal Sportsman class in 2008. Jim Edgington second and all were in favor.

Kelly Read proposed an adjustment to the TaG USA weights currently used for the Comer, Motori 7, Sonic TX125 to be run at 400 lbs. instead of 415 lbs. and the Biland, Cheetah, Leopard, Rotax Max, PRD, and Vortex TT at 360 lbs. in the TaG Sr. classes based on a proposal in a letter from Kelly Read. No Action was taken.

A proposal to add Sprint Stock Leopard Sr. class was made by Kelly Read. After a lengthy discussion, David Munden motioned to accept the classes Sprint Stock Leopard Sr. I & II provided that the class run under TaG USA rules posted 60 days prior for the National Championships and the Monday prior to the MARRS regional events with exception to the following rule variations:

1. They run at 385 lbs
2. 2009 and newer engines to be excluded.
3. Fuel rules fall within 2009 KART rules specifications.
4. CIK seats only.
5. Radiator positioning at 45 deg. or greater from the vertical position with no ducting allowed. Tape may be used to control coolant temperature.
6. TaG USA approved tire compounds to be used but more than one set of tires may be used per day.
7. Drivers must be 15+ to participate per TaG USA rules.

Sheldon Birmingham second, and all were in favor.

Kelly Read proposed in a letter to the board of directors to clarify the age shown in the 2008 rulebook for enduro Sprint TaG Sr. to be changed to 15+ instead of 16+ to match TaG USA rules. Mike Baldus agreed that the age should be clarified to match the TaG USA rules.

Kelly Read proposed that due to a lack of entries and the fact that the drivers from last year will be moving to different classes, the Sprint Piston Port Experimental class be deleted for 2009. Jim Edgington motioned, David Munden second, and all were in favor.

Kelly Read as well as the 2 cycle tech committee members proposed that the fuel tech rules for gas & oil classes be changed back to what they were prior to the MSR-Cresson event last March. The tech rules were changed to allow for pump gas containing alcohol that has become the norm at nearly all if not all fuel stations. This change opened up the range of testing which would allow for altering fuels for a performance advantage while still falling within the legal testing range. David Munden motioned that the fuel testing specifications be changed back to what is currently printed in the 2008 KART tech guide on page 37 section C and that a notice of the change to the fuel tech specifications be posted in the news section of the KART website. Jim Edgington second and all were in favor.

Sheldon Birmingham motioned to eliminate Sprint Jr. Sportsman class #1 for 2009 due to the addition of another entry level class and low to no participation in the class during the last 2 seasons. David Munden second and all were in favor.

Based on the discussion during the membership portion of the meeting concerning a new entry level class, David Munden motioned that KART add the Piston Port Can Experimental class. This class would require a SSX Super Box (See figure 17-A), NO Triggers or add-on external adjusters, stock needles-high speed, and Flex-T or stock needle-low speed only, Age 12 and up. 12-15 must have prior racing experience, per approval of the KART Enduro Directors. If approval is not granted, then a local option class will be created so they may get the needed experience. 16+, Non Expert drivers. Chassis type & weights are as follows: Laydown Chassis weight at 385 lbs., Sprint enduro bodywork & seat (Fig. 6D) weight at 370 lbs., and CIK bodywork & seat (Fig. 4) weight at 355 lbs., no Cadet chassis. Participants under the age of 16 must affix an orange number panel to the rear bumper of the kart. Eligible engines include Yamaha KT100, PRD RK100 & ARC Comer. Sheldon Birmingham second and all were in favor.

Jim Edgington motioned to eliminate the Briggs & Stratton Animal Sportsman Experimental class #14. Sheldon Birmingham second, and all were in favor.

Jim Edgington motioned to change flex length for HPV/PP class to 11" minimum, add Yamaha engine at 370 Lbs. No one second. No Action taken.

David Munden motioned to change flex length to HPV/PP class to 11" minimum, add Yamaha engine at 375 Lbs. No one second, No Action taken.

Sheldon Birmingham motioned to remove the last sentence of the Piston Port/HPV paragraph pg. 32.F.5 making a vintage engine allowed in the class with a 30 lb. weight break. Also add the Yamaha engine to the Piston Port/HPV class at 370 lbs. David Munden second, and all were in favor.

Jim Edgington motioned to change the minimum flex length in the Piston Port/HPV paragraph pg. 32.F.5 to 11.0". David Munden second, and all were in favor.

David Munden motioned to allow a 20 lb. weight break for laydown karts with no bodywork as described in the bodywork section pg.31-32.B. Jim Edgington second, all were in favor.

A discussion was held concerning red flags and who is to receive points. Pg. 16.G.5. No Action was taken.

A discussion was held about tech of the oil used in Briggs & Stratton Sportsman in Enduro. No action was taken.

A discussion was held about the term "Box Stock" in the Briggs & Stratton Animal Sportsman class and performing tech on the Brigg's & Stratton engines. Various tech procedures were discussed and it was determined that the level of tech for the class is adequate as written in the 2008 tech guide. No action was taken.

A discussion was held concerning spec. fuel for the Briggs & Stratton Animal Sportsman class. Difficulties concerning transportation of enough fuel for all competitors and consistent tech specifications between pump gas was also discussed. Mike Baldus stated that he would inquire about spec fuel with a race fuel supplier in an attempt to use spec gas for the class.

At 5:40pm, Linda Baldus motioned that the meeting be adjourned. Jim Edgington second and all were in favor.