



## 2010 Membership & Board of Directors' Meeting Minutes

### Membership Meeting Minutes:

The annual KART Membership meeting was held Saturday, October 30<sup>th</sup>, 2010 at the Clarion Inn & Suites in Wichita, Kansas.

President Jim Edgington called the Membership meeting to order at 8:02am.

Jim Edgington stated that notice of the meeting was published on the KART website on September 5<sup>th</sup>, 2010. He then explained the format of the meeting.

Jim Edgington reviewed the membership report and determined that there was not a quorum present.

Jim Edgington asked for introductions of the Board of Directors and the audience. Present were: Julie Munden, Kenny Taylor, Linda Baldus, Mike Baldus, Roger Hatcher, Chris Ragan, Sheldon Birmingham, John Rawcliffe, Kelly Read, Cliff Gahman, Dale Coffey, Mark Kassler, Brian Kassler, Wes Oakley, Ted Alexander, Dan Davis, Austin Henry, David Munden, Jim Edgington, Maysa Denny.

Letters from the membership were reviewed and Jim Edgington called for discussion of them.

Kelly Read submitted an email dated August 6<sup>th</sup>, 2010. Discussion items included Piston Port R&D, Piston Port Can, Jr. Piston Port, Sprint Tag Sr., Sprint Stock Leopard, 100cc / A-Limited, TaG Cadet, Sprint CIK 125, B&S Animal Sportsman, Helmets and pushing. A lengthy discussion was held regarding these matters.

Ted Alexander submitted two letters regarding radiators and air boxes. A discussion was held regarding the placement and "ram" air".

Bob Peurifoy and Scott Schrimpf both submitted a proposal to create a Jr. 80cc Shifter Class. Discussion was held regarding the creation of the class and the concerns.

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

A discussion was held regarding the removal of 2 local option classes and the minimum 3 entries to qualify for a triad at the Enduro National Championships.

A discussion was held regarding changing the name of the Sprint CIK 125cc class.

A discussion was held regarding the age limit for the TaG classes.

Kelly Read thanked Mike and Linda Baldus for their dedication to the KART organization for 16 years. He also thanked Sheldon Birmingham for the terms that he was an Enduro Director.

Jim Edgington closed the general membership portion of the meeting at 12:03pm. A lunch break was then held.

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

The 2010 Annual Board of Directors meeting was held at Clarion Inn & Suites in Wichita, Kansas on Saturday, October 30<sup>th</sup>, 2010.

President Jim Edgington called the meeting to order at 1:23pm.

Roll Call was made and the Directors present were:

President Jim Edgington, David Munden, Austin Henry, Dan Davis.

The KART election report was reviewed. Sheldon Birmingham, Austin Henry and Kelly Read received the required minimum of three nominations for Enduro Director. Kelly Read declined the position. A ballot was then mailed to the members and after counting the ballots Austin Henry received the most votes. Austin Henry is the new Enduro Director. Jim Edgington was the only nominee to receive the required minimum of three nominations for President and will remain President. Austin Henry made a motion and Dan Davis seconded to accept the results. Approved unanimously.

Dave Munden motioned to accept the 2009 Membership and Board of Directors Meeting minutes. Jim Edgington seconded and they were approved unanimously.

The general ledgers for the 2010 KART Operating Account and Money Market Account thru 10/08/2010 were reviewed.

The KART Tech Fund report was reviewed.

The KART race sanction fund report was reviewed. These funds are returned to the Series at the end of the year.

The KART magazine and newsletter report was reviewed.

The KART Pit Pass Sales reports for 2010 thru 10/15/2009 were reviewed. NTK (North Texas Kartway) was once again the number one pit pass user for 2010.

A further discussion regarding the Tech Guide was held regarding printing a 2011 Rules and Technical Guide. The directors felt since the membership is significantly lower than in years past and that the rule book is made available online that one should not be printed. Cost was then discussed on how much it would be for the KART Administrative Office to print one. It came to the decision that the KART Administrative Office would print and bind copies of the 2011 Rules and Technical Guide to be handed out at the 2010 Awards banquet.

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

KART Enduro National Championships were selected. Heartland Park Topeka was unanimously accepted to host the 2010 Enduro National Championships event on June 24-26, 2011.

Jim Edgington made a motion to change the effective date to 2012 for the SA2005, K2005, M2005 helmet ratings. Austin Henry second. All in favor.

David Munden made a motion to remove R&D on the Piston Port R&D class. Austin Henry second. All in favor.

David Munden made a motion to change the Piston Port Can class name to Yamaha 4-Hole Can. Weights to be at: Laydown 360, Sprinter / full body 345, Sprinter CIK body 325. Age 12 & Up. Dan Davis second. All in favor.

Austin Henry motioned to remove Sprint TaG Sr. as a series class due to entry count. David Munden second. All in favor.

Austin Henry motioned to increase all weights across the board by 20# on A-Limited and 100cc Open. David Munden second. Dan Davis opposed. 2-1 vote / motion carries.

Dan Davis motions to add to Sprint CIK 125 Extensions: Radiator placement on either side of driver is fine. No ducting allowed. Tape to control temperature is allowed. Air filters and Airboxes are considered non-tech items. Austin Henry second. All in favor.

Dan Davis motioned to change the Sprint CIK 125 class name to Sprint 125cc Shifter. David Munden second. All in favor.

David Munden motioned to add the following to pg 31 sec. E – No forward or rear facing air box or any other device that creates a ram effect. Ram air will be a tech item at Tech director's discretion. Austin Henry second. All in favor.

David Munden motioned to remove the 2 local option classes and the minimum 3 entries to qualify for a triad rules at the Enduro National Championships. Jim Edgington second. All in favor.

Austin Henry motioned to increase the Sprint Stock Leopard age limit to 16 and up. Dan Davis second. All in favor.

Dan Davis motioned to make modifications / clarifications regarding the Sprint CIK 125 shifter class. Austin Henry second. All in favor. Modifications / clarifications will be submitted to the KART Administrative Office.

2-Cycle: Roger Hatcher and Jim Stroud presented the board with the following changes / additions:

1. Add David Munden to 2 cycle tech committee.
2. Remove 10 lb. from '09 Leopard. **All Leopard's to be run at same weights.**
3. Pg. 29, section 21(a) Bore. Sentence at bottom of graph should read "**Minimum** Stroke .015" less than maximum listed.
4. Pg. 31, section F-1, displacement. Change Maximum Bore to **2.091"**
5. Pg 32, section 14. Remove word "Spacers:" and replace with **TOP LOCATION OF CONNECTING ROD.**
6. Pg 33, b). Remove second sentence "**Right hand flywheel on straight shaft ignition timing is illegal.**"
7. Pg.34, section G. Add note #**5. New style RLV YBX muffler with welded cap is legal.**
8. Pg. 35, section I-7. Remove two paragraphs following "Exhaust Opening" graph. These start with "The previous paragraph" and ends with "notched for rod clearance)"
9. Pg. 35, section I. Add #**15 Maximum Bore on Yamaha, HPV, KPV, ARC and K-71 2.091"**
10. Pg.35, section I. Add **KPV** to list of homologated engines.
11. Pg.36, section J-4. Add to sentence "combustion chamber shape is non-tech, **must be centered**

Jim Edgington motioned to have the 2011 Annual Meeting in Wichita, Kansas on November 5<sup>th</sup>, 2011. Austin Henry second. All in favor.

Upon motion duly made the meeting was adjourned at 3:24pm.

The following was presented to the board via email. Board has approved the modifications via email.

#### **Sprint 125cc Shifter Misc. Extensions and Exceptions - 6.F.8 Sprint 125cc Shifter**

**a. Wheelbase:** 44" maximum – 40" minimum

**b. Engine:** Any mass produced single cylinder motocross type motorcycle engine or ICC/KZ1/KZ2 approved engine with a maximum displacement of 125cc's. The engine must currently be available to the public, or was available to the public in the event that the engine model was discontinued by the manufacturer.

Examples of eligible motorcycle engines are: Honda CR125, Kawasaki KX125, Suzuki RM125, Yamaha YZ125, Rotax models 126 and 127, Gilera 125, TM125MX, Mac Minarelli (Air or Water cooled).

Examples of eligible ICC/KZ1/KZ2 engines are: Pavesi, TM, SGM, Vortex, CRS, Maxter, etc.

Any other engine may be submitted to the 2 Cycle Committee for consideration and acceptance by the Divisional Board of Directors. Engines must be produced for public consumption and no "Special Factory" or "Works" parts will be allowed.

It shall be the responsibility of the participant to have available in pre or post race technical inspection, verifiable documentation containing all proper dimensions for the engine and its components that may be scrutinized for legality.

Crankshaft and Connecting Rod must be OEM with no modifications. "Shot Peening" is allowed.

No moving components may be lightened, including Ign. Rotor/Flywheel.

Piston Assembly is open, including piston, ring, wrist-pin, wrist-pin bearing, and circlips. Piston may be coated.

Cylinder and Cylinder Head, must be OEM. Port timing is open. Combustion chamber volume and shape is open. Cylinder and Cylinder Head can be machined for power valve plugs or alternate retention systems such as mounting studs or ignition coil mounts. Cylinder head can be modified to include removal and/or welding to accept alternate coolant hose connections.

Unless otherwise specified, all components must appear OEM. Kick starter and power valves & covers may be removed and plugged.

**Exception:** All ICC/KZ1/KZ2 cylinder and cylinder head specifications must fall within the parameters outlined within each engine's OEM documentation. For example:

Cylinder Head CCV: 13.4cc Minimum.

Exh. Port Timing: 199° Maximum.

**c. Carburetion:** One normally aspirated, float bowl type, single venturi. Carburetor size, intake manifold, and reed valve assembly are open. Fuel pump must be a "pulse" type pump. "Pump Around" carburetor modifications are allowed for motocross based engines only.

**Exceptions:** All ICC/KZ1/KZ2 carburetor, intake boot, and reed valve specifications must fall within the parameters outlined within each engine's OEM documentation with exception to reed material, thickness, and manufacturer. For example: Carburetor Venturi diameter: 30mm Maximum.

**d. Air Filter and Airbox:** Air filters are open. Forward or rearward facing ram air type airboxes are NOT allowed. No "Ram Air" devices may be used outside of the carburetor.

**e. Ignition System:** At this time, there is not a way to feasibly tech the ignition system and/or ignition curve. The Enduro division allows the use of any digital or aftermarket ignition system.

**Exception:** All ICC/KZ1/KZ2 ignition system components and specifications must fall within the parameters outlined within each engine's OEM documentation.

**f. Exhaust System:** Pipe is open. Silencer is open and required. All exhaust systems must comply with established KART noise restrictions outlined in section 3.L. of this guide.

**g. Transmission:** Manual shift only. Maximum of 6 forward speeds. Must contain OEM gear components and drive ratios for the model and year of the engine. OEM clutch must be used. Aftermarket like designed clutch discs and separator plates of similar materials to OEM may be used. Clutch Basket reinforcement is legal.

**h. Coolant System:** OEM coolant pumps must be retained. Radiators must be installed to the left or right of the driver at any angle. No ductwork on the inlet side of the radiator allowed. Catch containers must be used for radiator overflow. Thermostats are allowed and/or tape may be applied to the radiator core to control engine operating temperature.

**Exception:** Coolant pumps for ICC/KZ1/KZ2 engines are open. Pumps may be of axle/belt driven type only.

**i. Bodywork:** Bodywork must be any currently approved CIK type bodywork or any legacy CIK type bodywork. Materials must be composite, aluminum, or high strength plastic from any manufacturer.

(A) = 2" minimum (B) = 14" maximum. Bodywork varying substantially from the CIK type components may be disallowed.

**k. Seat:** Seat must be a standard sprint type bucket seat as shown in Sec. 4.B. (Fig. 4) and can be angled back no more than 45° from vertical as measured along the flattest portion of the seat back to the ground.

**I. Road Race Suggested Start Format:** Karts will be placed on the grid in side-by-side, staggered rows of two. For Example:

The flag will be raised 60 seconds before the start.

The flag will be lowered to half-way at 30 seconds.

The flag will be raised back to UP position at 10 seconds.

The flag will be dropped at 00 seconds.

Anyone leaving early will be subject to a "Stop and Go" penalty.

You may start your engine any time after the 60 second flag is raised.

You must be in your proper starting position prior to the 10 second mark or move to the rear of the grid