

World Karting Association
Board of Trustees Conference Call Meeting
January 18, 2007 – 8:35pm

In attendance:

Officers: Randy Kugler – President
Angelo Buffomante – Secretary
Missy Nelson Tate – Treasurer
Rick Dresang - Chairman of the Board

Trustees: Jim Savoren - District 1
Robby Harper - District 2
Johnny Bartlett - District 3
Dan Hardy – District 4
Morgan Whitaker – District 5
Pierre Huang – District 6
Mike Busch – District 7
David Norville – District 8
Dan Stowell – District 9
Office: Marie Borsuk – WKA General Manager
Absent: Kenny Venberg - Vice President
Kevin Williams - District 10 Trustee

The meeting started at 8:35pm with Chairman Dresang welcoming everyone and giving a short review of the topics that will be covered at this meeting. He asked that WKA look to the future as visionaries and be proactive.

Item #1 Treasurer Tate gave a concise **financial report** stating that receivables are up, payables are down and our cash on hand has improved. Questions were asked and answered about the transition to accrual, an audit, and the new accounting firm. President Kugler stated that the audit would not be completed by the next Board meeting. Trustee Hardy requested that the audit be placed on the spring meeting agenda.

(Treasurer Tate left the meeting at 9:00pm)

President Kugler gave a **report on the Dirt National at Volusia**. Dirtvision.com showed all the races live and if anyone was interested they could go to their website archives to view the races. It was great safe racing with only one incident on the last day, the last race. Talks with the racers were all positive including the Eagle Tire Tester, and support of the no prep rule. The entry count was not what we thought it would be, but the event was still profitable to the organization. Trustee Hardy added that there were also 4 other races going on at the same time in other areas and that is probably why the entries were down.

The Board addressed the upcoming election. Chairman Dresang recapped a conversation with a past Trustee and the voting methods that took place. He also stated our legal counsel's position on the procedures. (See addendum) Secretary Buffomante stated that we need rules to govern the election process. These rules will accompany the official ballot and that it is the eligible voters' responsibility to mail their ballot directly to the accounting firm. Bulk, group or third party mailing is not allowed. The accounting firm will only count official ballots. He added that the rules will go on the website stating that if you do not have your ballot 7 days prior to the meeting contact the WKA office and they will mail or fax another official ballot. The office is to keep track of the members requesting a ballot and forward this information to the accounting firm. Voting rules see addendum #2

The Trustees requested that all ballots go in an envelope instead of a self-mailer to cut down on tearing and shredding by the postal machines. The Board also requested that the deadline for voting be based on a postmark date and not a receipt date. The office is directed to contact the post office and find out how long a letter should take for each district to be delivered to the accounting firm and that will establish the cut off date.

A motion was made by Trustee Huang, second by Trustee Stowell to accept the above changes.
9 in favor, Williams not yet in attendance. Motion passed.

Trustee Williams joined the meeting at approximately 9:30 PM Eastern Time.

Chairman Dresang addresses the **proposed Code of Regulations changes voted on at the November 2006 board meeting**. He stated it was his understanding this item would be voted on at the next WKA membership meeting, November 10, 2007. Trustee Busch stated that a lot of work went into the changes and didn't think WKA should wait until November to have these changes voted on. Trustee Busch, Norville, and Stowell suggested the spring meeting. It was also stated that the changes would go on the website. Everyone agreed to the changes being on the website giving the membership time to study them.

A motion was made by Norville, second by Stowell to make the spring meeting the membership meeting and to have the Code of Regulations voted on at that time
In favor: Hardy, Busch, Norville and Stowell. Opposed: Savoren, Harper, Bartlett, Whitaker, Huang, Williams. Motion failed

A motion was made by Whitaker, second by Bartlett that the fall meeting continue to be the Annual Membership meeting and that the Code of Regulations changes be voted on at that time.
In favor: Savoren, Harper, Bartlett, Whitaker, Huang, Williams. Opposed: Hardy, Busch, Norville, and Stowell. Motion passed.

On January 14, 2007, President Kugler presented to the board the **2007 committee roster**. President Kugler stated that he had not contacted 2 potential members on the roster. Trustee Busch proposed that we add new members to the Gold Cup and Manufacturer's Cup Committees that were racers and not involved with the industry.

After a discussion a motion was made by Stowell, second by Williams to accept the committee roster with the addition of the new people. The committees to be complete by the next Trustee meeting. Unanimous.

Chairman Dresang opened the floor to a discussion on Sponsors supporting WKA with positive publicity instead of negative, and Trustees giving interviews and or quotes to other publications. He also addressed his conversations with people associated and not associated with WKA and their views on the condition of WKA regarding tire prep, past employees, Briggs & Stratton Animal transition, and the new Divisional Tire Rule.

Chairman Dresang went on to say that the current **WKA tire contract** is in place for one year. It is his understanding we informed the tire manufactures/ importers that we would consider a tire test this year and issue RFPs for the 2008 to 2010 race seasons. He went on to say we probably need to keep this issue in front of us and discuss when testing is to take place. After a lengthy discussion it was the Board's opinion to let the membership tell us what tire they would like to run for the next three years in lieu of tire testing. *The outcome of the discussion was that President Kugler and Trustee Stowell would work together to develop tire selection criteria that would be given to the competition committees. These criteria would be used by the committees in recommending what brand and compound tires they wanted for the 2008 to 2010 tire contract. Kugler and Stowell to report back at the March Trustee meeting.*

Chairman Dresang also recommends we respect the confidentiality of the Board and Executive Committee. Sharing confidential information with the karting media has a negative effect on the WKA.

The privacy policy, in place to protect member's interests as well as WKA's assets, was voted on in the November board meeting and needs to be revisited, as it has raised many questions. We have been enforcing it as needed with common sense. Some suggestions to this issue were E-mailed to you have on November 18, 2006. It said:

Chairman Dresang went on to say that the privacy policy that was voted on 11/11/06 has created some questions as to its interpretation. In the new policy, it says "any members requesting access to the WKA membership list may do so only through physically coming to WKA headquarters and viewing the membership list there." If copies are made, there will be a charge to the member to copy the list, and they will sign an acknowledgement that his/her sole purpose for copying the list is for the sole benefit of WKA.

The WKA office has been instructed to provide the mailing list to Trustee nominees providing the acknowledgement of purpose is signed.

Item #8 **Approval of Tech Manual Items**. There have been some recent items listed in the tech manual that should have Board approval.

1. Briggs & Stratton has a new O.E.M. head gasket that is coming out in the new engines. According to Dave Klaus, this is mainly in the '07 distribution. It is a fire ring head gasket that is slightly thinner:
Part # 555698. This number is still being researched. A motion was made by Busch, second by Stowell to approve the recommendation of the 4 Cycle Tech Committee on the ring measurement.
Unanimous.

2. Vent/check valve in Animal Tanks. This rule ended up in all series and was meant only for the Animal champ classes. This will be a clarification of the tech rule. A motion was made by Whitaker, second by Busch to delete the rule in all places but the Animal Champ. Unanimous.
Tech Update

3. Gold Cup Briggs 340 & 370 Sr. Class. These weights were placed in the Tech Manual for the 2008 racing season. A motion was made by Hardy, second by Stowell to adopt these weights for the 2007-racing season based on the recommendation of the Gold Cup Competition Committee.
Unanimous
Tech Update

4. New Briggs PVL electronic ignition: A motion was made by Hardy, second by Whitaker to approve the new Briggs & Stratton PVL ignition.
Unanimous.
Tech Update

Busch questioned rule 262.1.7 Changes to Tire and Engine after qualifying. This is a clarification rule only for the Gold Cup Series regarding motocross points. No action taken.

Trustee Stowell gave an update on the 2-cycle and 4-cycle tech seminars that are scheduled and requested the dates go in the magazine and on the website as soon as possible. SFI has the exam in place and the certification will be for 2 years instead of one. Also addressed was how someone moves from a level 1 to level 2 and level 2 to level 3. It was agreed that they must do hands on tech while working with our national tech officials and take the exam again. This item will go on the Spring meeting agenda.

Carbon Fiber Axles. Trustee Stowell has received calls regarding carbon fiber axles. After a lengthy discussion, a motion was made by Hardy, second by Whitaker to deny use of any carbon fiber or carbon fiber composite axle in all series. Unanimous.

The Board approved the following date for 2007 Board Meetings with a starting time of 8:00am.
March 23, 2007 Orientation for new Trustees (Friday)

March 24, 2007 (Saturday)
July 10, 2007 (Tuesday)
November 10, 2007 (Saturday Morning Membership Meeting)
November 11, 2007 (Sunday half day)

A motion was made by Hardy, second by Stowell to accept these dates. Unanimous

Chairman Dresang thanked everyone for their time and input.

A motion was made by Norville, second by Busch to adjourn, unanimous, meeting adjourned at 11:45pm.

Respectfully submitted,
Angelo Buffomante
Marie Borsuk

**World Karting Association
Board of Trustees Meeting**
WKA Headquarters, Concord, NC
March 24, 2007 – 8:00am

In attendance:

Officers: Randy Kugler – President
Kenny Venberg – Vice President
Angelo Buffomante – Secretary
Missy Nelson Tate – Treasurer
Rick Dresang – Chairman of the Board

Trustees: Jim Savoren - District 1
Robby Harper - District 2
Bobby Gettys - District 3
Dan Hardy – District 4
Morgan Whitaker – District 5
Jerry Cole – District 6
Mike Busch – District 7
David Norville – District 8
Dan Stowell – District 9
Kevin Williams – District 10

Office: Marie Borsuk – WKA General Manager
Sissy Mendenhall – WKA Director of Member Services

Guests: Todd Shaw – On Track Ministries

Treasurer Nelson-Tate absent for the start of the meeting.

Chairman of the Board Dresang called the meeting to order and led in the reciting of the Pledge of Allegiance. Todd Shaw delivered the invocation.

Approval of minutes from January 18 & March 20, 2007 conference calls – A motion was made by Norville, second by Hardy to approve the January 18 & March 20 conference call minutes. Eight in favor, two abstentions (Cole & Gettys), motion passed.

Opening Remarks – Chairman Dresang addressed the board regarding his enthusiasm about this meeting, and asked that all voting members present to think in the interest of the association.

Report on Executive Committee Meeting – Trustee Williams presented the board with the results of the Executive Committee Meeting. He stated that additional meeting discussions will be addressed later in the meeting.

Chairman Dresang next introduced and welcomed the new incoming Trustees to the meeting; Gettys (Dist 3) and Cole (Dist 6) as well as Guest Todd Shaw. Trustee Stowell (Dist 9) was re-elected and welcomed.

Member Actions

Scott Hamble - 103rd Street - Mfr Cup – Trustee Williams addressed the board regarding the actions of Member Hamble at the 103rd Street Mfr Cup National, Yamaha Sr Sportsman Lite race and Friday practice day actions resulting in a disqualification of the Saturday class and excluded from Sunday's on-track activities. Trustee Williams asked the board to review these actions and advise of any further penalties to Member Hamble. Secretary Buffomante wished to emphasize the insurance regulation violations and its repercussion. A motion was made by Hardy, second by Busch to place member Scott Hamble on probation for 6 months effective March 10, 2007. He will also be advised that he cannot drop the Yamaha Sr Sportsman Lite disqualification. Nine in favor, one abstention (Williams), motion passed.

4-Cycle Tech Committee Report – Trustee Whitaker addressed the board regarding the January 28, 2007 4-Cycle Tech Committee meeting. Following the presentation of the committee findings, a motion was made by Hardy, second by Williams, to accept all proposals presented by the 4-Cycle Tech Committee report, effective immediately (see below). Ten in favor, motion passed.

Briggs asked that the fire ring gasket not be allowed to be a aftermarket gasket and that they would check and see if the Briggs logo could be placed on the gasket so that the tech people in the field could tell that it was a Briggs gasket. Tabled 2008 rule change.

(February 2007 tech update)

NEW RULE: 704.14.2 Briggs & Stratton fire ring head gasket part # 555698 allowed. 0.042" minimum thickness on the metal fire ring part of the gasket.
NEW RULE: 706.13.2 Briggs & Stratton fire ring head gasket part # 555698 allowed. 0.042" minimum thickness on the metal fire ring part of the gasket.

Second item on the agenda was the vertical measurement on the PZ-22 Animal carburetor. On the newest version of the PZ-22 carburetor the vertical measurement has gotten closer to the maximum. If the NO-GO gauge is not held parallel to the bore of the carburetor it could go into the bore. It was voted on to clarify the rule to state that the NO-GO has to be held parallel to the bore. Vote unanimous.

(February 2007 tech update)

OLD RULE: 704.4.3 VENTURI: Vertical 0.792" No-Go (A7) Horizontal 0.615" NO-GO (A8) for top and bottom of venturi (widest part), and 0.602" NO-GO (A20) will be for the horizontal check for the narrowest part of venture, and this NO-GO may not enter slide area. No machining allowed.
NEW RULE: 704.4.3 VENTURI: Vertical 0.792" No-Go (A7), this measurement shall be made with the NO-GO parallel to the bore of the carburetor (Fig. 704.4.3). Horizontal 0.615" NO-GO (A8) for top and bottom of venturi (widest part), and 0.602" NO-GO (A20) will be for the horizontal check for the narrowest part of venture, and this NO-GO may not enter slide area. No machining allowed.

Briggs & Stratton wanted the model number in the tech manual to be stated as the "Series 12," but Series 12 is also the number for the Intek engine. It was decided that the Animal Engine model number of 124332 should be placed in the note instead of "Model 12" for the 2008 rules.

(included in motion and vote)

OLD NOTE: NOTE: All parts must be Briggs & Stratton Series 12 factory production parts unless otherwise specified in this manual. No machining or alteration of parts is permitted unless specifically noted. All parts are subject to be compared to a known stock Briggs & Stratton part. No reading between the lines. If it is not in the rules, it must remain stock. UNLESS OTHERWISE STATED ENGINE WILL BE TECHED AS RACED.
NEW NOTE: NOTE: All parts must be Briggs & Stratton Model 124332 factory production parts unless otherwise specified in this manual. No machining or alteration of parts is permitted unless specifically noted. All parts are subject to be compared to a known stock Briggs & Stratton part. No reading between the lines. If it is not in the rules, it must remain stock. UNLESS OTHERWISE STATED ENGINE WILL BE TECHED AS RACED.

It came to the 4-cycle tech committee's attention that the PLV flywheels in the second batch were outside of the minimum weight spec of 4lbs. 4oz. listed in the tech manual. Briggs and Stratton was contacted, and they confirmed this to be the case. Lowering the minimum weight to 4lbs. 1 oz. it should cover all the flywheels in the field and also any manufacturing change that would take place for the rest of the 2007 season. A phone vote of the 4-cycle Tech Committee members was conducted to see what could be done. The committee members voted 6 votes for, and 1 vote against lowering the weight to 4lbs. 1oz. minimum. 2 committee members could not be contacted to vote. This rule needs to go into effect by the next 4-cycle race.

(included in motion and vote)

OLD RULE 704.28.2 WEIGHT OF PVL FLYWHEEL: 4lbs. 4oz. MINIMUM
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(included in motion and vote)

OLD RULE 706.27.2 WEIGHT OF PVL FLYWHEEL: 4lbs. 4oz. MINIMUM
NEW RULE 706.27.2 WEIGHT OF PVL FLYWHEEL: 4lbs. 1oz. MINIMUM. **NO MODIFICATIONS ALLOWED.**

This issue came out of one of the 4-cycle tech Seminars. In the tech manual it does not say to re-zero the dial indicator when checking the lift off the valve. The committee members thought it should say that in the tech manual so that no one would get confused and not zero the dial indicator.

(included in motion and vote)

OLD RULE: 704.10.1 Maximum valve lift of 0.255" taken directly off the valve assembly at zero valve lash. Place dial indicator on valve keeper then tighten ball rocker till you see indicator move 0.001" to 0.002" this will assure that all the lash is taken out of the valve. When checking the lift off the valve keeper the only dial indicator holder that will be used is a three leg holder Sox holder #AT320A or similar indicator holder.
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(included in motion and vote)

OLD RULE: 706.9 CAMSHAFT: Max. Lift 0.310". Maximum valve lift of 0.307" taken directly off the valve assembly at zero valve lash. Place dial indicator on valve keeper then tighten ball rocker till you see indicator move

0.001" to 0.002" this will assure that all the lash is taken out of the valve. When checking the lift off the valve keeper the only dial indicator holder that will be used is a three leg holder Sox holder #AT320A or similar indicator holder.

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(included in motion and vote)

NEW RULE: (Add sentence to end of rule)

TM 71 - 704.1 SHROUDS & COVERS - Stock kill switch is allowed and is no longer a tech item.

VP Venberg asked to address the board on Briggs & Stratton representatives attendance at the January meeting and the positive result from their presence. He also asked the board to review the Eagle Tester results from the Lowe's Pavement race as provided by Tim & Linda Ridley.

2-Cycle Tech Committee report

Trustee Stowell provided a report to the board on the 2-Cycle Tech Committee's findings. A report only was presented on the status of the new HPV cylinder. Horstman Manufacturing and the HPV engine manufacturer have agreed to continue to supply the HPV engines with cast ports. Trustee Stowell asked for a vote regarding the approved Tillotson 334 A, AB & AA carburetors tech procedures. A motion was made by Stowell, second by Busch to accept the proposed tech procedures for the Tillotson 334 A, AB & AA carburetors, effective immediately. Ten in favor, motion carried unanimously.

ADD

TM 57 - 609.4.1 — Tillotson 334 AB carburetor must be cast in air horn and venturi area. Machined bore in the throttle shaft area must be straight from shaft to flange surface and carburetor must meet all other dimensions submitted. Tillotson 334 A and AA Carburetor has a machined air horn and venturi area. Air horn must be one continuous plane from the front of the carburetor to the intersection of the straight venturi bore. The two planes must intersect forward of the dump tube. The venturi shall be straight except for a radius/brake at the forward and rearward blend area. The Machined bore in throttle shaft area must be straight from shaft to rear flange surface and meet all other dimensions submitted.

The 2008-2010 TaG engine and part homologations was discussed. A motion was made by Norville, second by Busch to set the 2008-2010 TaG engine homologation fees at \$1750 for TaG engines and \$500 for TaG parts homologation. Ten in favor, motion carried unanimously. It was also noted that this homologation would take place at a Chicago area kart shop. There is also a tentative 2-cycle tech inspection seminar pending for this May 21 meeting. Trustee Stowell deferred the discussion on the CIK Rear bumper rules to the Manufacturer's Cup Committee Report. Lastly, the status of the 2-Cycle Tech Inspection seminars was reported on, all is working well this year. (See below for approved rules.)

Trustee Cole asked to review the 2-Cycle Tech Seminar procedures. VP Venberg asked the board to stop the agenda to address the financial status of the tech inspection seminars. It was agreed that all attendees pay in advance with their reservation and include a 72-hour refund policy.

Manufacturer's Cup Committee report

Trustee Busch presented the proposals of the Mfr Cup committee as follows:

Bumper Height - The committee discussed the "07" CIK and the "07" IKF's rule regarding the rear bumper height. The committee supported replacing the current rule with:

TM 11 - 209 BUMPERS AND NERF BARS

[REPLACE] 209.3.1 MAXIMUM HEIGHT: 7.5" to the top of the top bar from the ground as raced with driver seated in the normal driving position. See figure 209.

[WITH] 209.3.1 MAXIMUM HEIGHT: 12" to the top of the top bar from the ground as raced with driver seated in the normal driving position. See figure 209.

**This change would also necessitate a change to figure 209 (max bumper height 12").

Motion by Hardy, second by Gettys to approve, effective immediately, ten in favor, motion unanimously approved. It is also noted that the above tech update is applicable to the road race section 359.3.5.

Ground Clearance - After a brief discussion the committee proposed changing the ground clearance dimension listed in TM 208.3, TM 208.5 and figures 208 (referenced as "B") & 209. The proposed dimension is **?" without driver.**

Motion by Busch, second by Stowell to approve, effective immediately, ten in favor, motion unanimously approved.

CIK Plastic Rear Bumper - The committee discussed the CIK Homologated Plastic Rear Bumper and unanimously supported the rear bumpers should be allowed but not required. Motion by Hardy, second by Williams to table this proposal, send back the Mfr Cup committee for review to be readdressed at the July meeting for 2008. Unanimously agreed by all trustees.

Kid Kart Class - The committee discussed and proposes to add Kid Kart Class to the

Manufacturers Cup Series Classes. This exhibition class would be scheduled to begin after the final practice session on Friday afternoons.

CHANGE:

TM 13 214.16 KID KART:

[REPLACE] NOTE: This class will not be offered at Manufacturer's Cup (National level) events starting in the 2003 racing season. Please refer to section 900 for divisional and local events only.

[WITH]: DRIVER REQ: Age 5 through 7

ENGINE: Comer C-50 or Comer C-51 (Per: Section 900 TM 2007)

FUEL: Gas and oil only

MIN. WEIGHT: 150 lbs.

TIRES: Open Compound, Front & Rear size 10 x 4:50 or 4:60 - 5, Max rear circumference 33.75"

GEAR RATIO: 10/89

CHANGE:

TM87 901.2.10 TIRES:

[REPLACE] Open compound, Front size 4:50/4:60 x 5; Rear 5:50 x 5, maximum rear tire circumference, 33.75"

[WITH] Open Compound. Size 10 x 4:50 or 4:60 x 5. Maximum rear tire circumference, 33.75"

Motion by Stowell, second by Hardy to approve the reinstatement of the Kid Kart class at Mfr Cup nationals, effective for the May South Bend national and correction on the spec tire sizes. Eight in favor, one opposed (Williams), one abstention (Whitaker), motion carried.

(Treasurer Nelson-Tate joined the meeting.)

Tire prep / doping - The committee is asking for a tire prep rule in the MC series. Williams and Savoren expressed concerns and asked to defer to 2008. A motion was made by Hardy to deem prepping of tires illegal in the MC series effective June 5, 2007. No second, motion failed and amended as follows. Motion by Hardy, second by Stowell, to deem prepping of tires illegal in the MC series effective July 5, 2007. Three in favor (Busch, Hardy & Stowell), seven opposed, motion failed. A new motion was made by Stowell, second by Norville to deem prepping of tires illegal in the MC series effective for the 2008-racing season. Ten in favor, motion carried unanimously.

Class Schedule - The committee discussed reorganizing the class schedule to allow the Junior Classes to have one lite and one heavy per day. Example: Yamaha Junior Lite and HPV Junior Heavy on Saturday, Yamaha Junior Heavy and HPV Junior Lite on Sunday. This would lessen the amount of lead needed at the event, and make both days "equal lifting". The Committee unanimously supports this reorganization. No action needed but will be addressed for the South Bend national.

Pavement Committee Report - President Kugler asked to defer to this to a later time in the meeting.

Trustee Busch wanted to recognize Trustee Hardy in his efforts on assisting in the re-development of the Dirt Divisional programs for the 2007 season. Busch informed the Board of Hardy's efforts in signing up the numerous Divisional Series and Master Tracks with the WKA. The board acknowledged Hardy's efforts with a round of applause.

Old Business

Animal Transition Plan - Trustee Stowell reported on the Animal engine transition plan on the remaining Raptor classes for the Speedway Dirt, Speedway Pavement and Gold Cup series for the 2008 season. A motion was made by Hardy, second by Stowell to accept and complete the transition plan as presented. Nine in favor, one abstention (Cole), motion carried. A report will be provided to the Trustees by May 15, 2007.

2008 to 2010 Spec Tire Program - Trustee Stowell recommends asking the competition committees for input on the 2008 - 2010 spec tire program while providing some parameters within which to work. The board discussed, no action needed.

WKA Mission - Trustee Stowell asked that the WKA Mission Statement be updates as voted upon at the April 2006 meeting - no action necessary.

Committee Reports Revisited - Pavement Committee Report

President Kugler addressed the board on behalf of the Pavement committee from it's March 20, 2007 conference call. It is the consensus of the committee that beginning at the Orange County race, all drivers must present new tires on Saturday morning before practice. Left side tires will remain open and cutting of left side tires will be allowed at the track. It was unanimously agreed that all junior drivers will have the same spec tire for 2008 (champ and flat karts) and that all senior drivers should be on the same tire. The committee is monitoring classes for the 2008 season, including the Kid Kart Champ class for 5-8 year old drivers. There was a lengthy discussion regarding the speeds of the Junior gold plate classes and the Briggs Animal Lite, Medium and Heavy classes. This will be monitored throughout the 2007 season. The 200-lb minimum kart weight was questioned, discussed and clarified. Drivers must comply in Animal Heavy and not the Pro class. The Jr champ class weight will be reviewed for 2008. Committee member Rory West asked for the consideration of a Hans or Hutchison device in the champ kart classes. Kugler to research. Secretary Buffomante interjected information from sports car rules. Pavement Committee member Schmidt brought up the weight of the helmets in the junior sportsman 1 classes. Report only, no action necessary.

Old Business

Credit Card acceptance – Trustee Busch inquired on the status of the accepting of credit cards for payment of pre-entries. Treasurer Tate advised that we are in favor of doing this, but there are other some legal questions and regulations to be determined. According to our NC attorney, we can charge a “service fee” for credit card payments. According to Treasurer Tate, this service will be in place for the 2008-racing season. A report will be provided to the Trustees by the WKA Office team at the July meeting.

Replay on Membership suggestions – Trustee Busch asked for a status report on his suggestions discussed at the November meeting. The WKA core team will research and report back to the board in July.

Status of President’s job description & performance plan – Busch – Deferred until later in the meeting.

Financial Audit – Busch – Deferred until later in the meeting.

Code of Regulations – Trustee Busch pointed out the CoR has not been posted on the WKA website. It was an oversight on the office team and will be posted along with the proposed changes on the website the week following this meeting.

Divisional Program Status – Trustee Hardy is asking for a review of all Divisional Series and the participation of tracks. Tabled for July meeting.

New Business

Purple and blue restrictor plates for the Jr Animal classes – Trustee Hardy reported on his research of restrictor plates in the Junior Sportsman Animal Classes. He requested that the 4-cycle Tech Committee re-evaluate the plates in these classes. Hardy will furnish VP Venberg his data to provide to the 4-cycle tech committee.

Motion to reduce number of required dirt divisional events from six to five – Trustee Stowell is working on the development of a Northern WKA National Dirt Series. With this in mind, he asked that WKA lower the number of dirt divisional series races required from six to five events but still be allowed to run six where desired. Motion by Stowell, second by Gettys, that for the 2008-racing season, dirt divisionals may offer a minimum of 5 and maximum of six races. Nine in favor, one abstention (Hardy), motion carried.

Motion to require a minimum of 4 races for a national series – Trustee Stowell is asking the board to consider establishing a rule that requires four race series to be considered a national series. Motion by Stowell, no second, motion failed.

Motion to approve the no treatment / doping of tires rule in all WKA series – A motion was made by Trustee Busch, second by Stowell to approve the no treatment / doping of tires rule in all WKA divisions. The Board agrees to this, but asked to defer this to the committees with reports due back for the July meeting. Ten in favor, motion carried unanimously.

Policy outline for Tech Manual procedures – Trustee Busch – deferred to later in the meeting

Unable to Race - Rule 803.17.8 – Trustee Busch asked to strike the last sentence of the note. Deferred to the road race committee for reporting back at the July meeting.

Assumption of Liability on Local Option classes – Trustee Busch inquired the WKA policy of local option classes and asked for the consideration of increasing the per pass price for this added exposure. President Kugler responded to his questions and reassured the WKA monitors each local option class. No action.

Dead Heats rule – Sissy Mendenhall presented a rule clarification for the scoring application of dead heats. A motion was made by Stowell, second by Hardy, to send the proposal to the series competition committees for review and input. Ten in favor, motion carried unanimously. Each committee will be asked to report back at the July meeting.

The meeting adjourned for lunch and reconvened at 1:50pm.

Chairman Dresang called the meeting back to order and opened a discussion regarding the changing of a tire between qualifying and racing (rules 202.1 & 262.1.7) in the Mfr Cup and Gold Cup series. A motion was made by Stowell, second by Cole, to approve the current practice of allowing competitors with damaged tires to replace that tire with a comparable replacement tire upon approval of the head tech official and that they will not forfeit their qualifying or starting position in the GC & MC series pending approval of both series competition committees. If the committees agrees with this revised proposal, the revised rule shall pass, if not, it must come before the board for approval and remains as printed. Nine in favor, one opposed (Whitaker), motion carried.

President Kugler passed around a MyChron steering wheel that failed at weld points at the Kershaw Road Race national the prior weekend. No action.

Treasurer Nelson-Tate addressed the board regarding the status of the accounting system transition. At the last meeting it was noted that a local accounting firm would be coming on board. To date, this has not occurred due to unforeseen circumstances, and this firm will not be working with WKA. It is noted that an employee to fill a controller position is being sought to take over the accounting needs. The current WKA CPA, Ron Byrd, has committed to training this new employee. It is our goal to have the transition complete by the July meeting. Treasurer Tate recommended that WKA defer a financial audit An audit would be feasible following the 2007 fiscal year which ends November 30, 2007. That would be sometime in January or February 2008. A motion was made by Hardy to table all further discussions of the financial

audit until the November board meeting at which time it will be determined when an audit will be performed, second by Williams. Following discussion, a vote was called, ten in favor, motion carried unanimously.

GM Borsuk noted on the agenda that the next meeting is scheduled for July 10, 2007 at the WKA Office. All agenda items must be received by June 22nd @ 5:00pm.

At 3:00pm, the agenda was completed and a short recess was taken. At 3:30pm Chairman Dresang called the meeting back to order. He addressed the Board about moving forward. He explained that a lot has happened over the last couple years that have made things very challenging for the WKA. It is important that we all work together for the same goal.

For the next four hours there were some very in-depth and constructive discussions about the WKA brand and the organization’s infrastructure. Many ideas came from this session that will be applied over the next few months. As the meeting adjourned at 8:30pm, everyone left with a lot of fresh ideas and new-found energy to grow the WKA brand and most importantly find better ways to serve our membership.

A motion was made by Norville, second by Hardy to adjourn the meeting, ten in favor, motion carried unanimously, meeting adjourned at 8:30pm.

Respectfully submitted
Sissy Mendenhall
Angelo Buffomante
Marie Borsuk

World Karting Association Board of Trustees Conference Call Meeting March 20, 2007 – 8:05pm

In attendance:

Officers: Randy Kugler – President
Angelo Buffomante – Secretary
Rick Dresang – Chairman of the Board
Trustees: Jim Savoren – District 1
Robby Harper - District 2
Johnny Bartlett - District 3
Dan Hardy - District 4
Morgan Whitaker - District 5
Pierre Huang - District 6
Mike Busch - District 7
David Norville - District 8
Dan Stowell - District 9
Office: Marie Borsuk – WKA General Manager
Guests: Jimmy Rivers – District 4 - 4-Cycle Rep
Absent: Kenny Venberg – Vice President
Missy Nelson Tate – Treasurer
Kevin Williams – District 10 Trustee

Chairman Dresang called the meeting to order at 8:05pm stating that the items to be covered will be:

- Protest of the election from Graham Glassman in Trustee District 3
- The possible conflict of interest concerning Trustee Hardy in relation to this protest.
- Proxy vote of 4 Cycle Rep for Trustee Hardy
- The possible conflict of interest concerning Trustee Bartlett in relation to this protest.

A discussion was held on the possible conflict of interest or perceived conflict of interest with Trustee Hardy, and his business and personal relationship to Mr. Glassman.

A motion was made by Harper, second by Busch to have Trustee Hardy abstain from voting and allowing his 4-cycle rep from District 4 as his proxy.

After a brief discussion Trustee Harper withdrew his motion, and the second by Trustee Busch was not withdrawn. The vote is as follows:
Busch, Hardy, Norville, Stowell, Williams voted yes.
Savoren, Harper, Whitaker, Huang, Bartlett, Kugler voted no.
Vote was tied and President Kugler voted to break the tie.
Motion failed.

Motion by Huang, second by Savoren for Trustee Hardy to abstain from voting on the Glassman protest.
The vote is as follows:
Savoren, Harper, Bartlett, Whitaker, Williams, Stowell, Huang, and Busch, voted yes.
Hardy and Norville voted no.
Motion passed

A motion was made by Busch, second by Norville to allow Trustee Hardy’s 4 cycle rep, Mr. Rivers, to have his proxy vote.
The vote is as follows:
Hardy, Stowell, Norville, Busch voted yes.
Savoren, Harper, Bartlett, Whitaker, Huang, and Williams voted no.
Motion failed.

Mr. Rivers was excused from the call.

A motion was made by Harper, second by Williams to not review the Glassman protest.

Both Harper and Williams withdrew this motion.

Trustee Williams left the conference call.

Mr. Glassman joined the conference call and addressed the Board on his position and views concerning the election in District 3.

Williams rejoined the meeting.
Mr. Glassman left the meeting

A motion was made by Harper, second by Huang to deny Mr. Glassman's protest. The vote is as follows:
Savoren, Harper, Whitaker, Huang, Williams, Stowell, Busch voted yes.
Bartlett, Hardy, Norville abstained.
Motion passed.

At the conclusion of the deliberations and voting, Trustee Stowell asked to make a statement to be included in the meeting minutes. He reported that he had two conversations with Graham Glassman in the week prior to the meeting. During those discussions, Mr. Glassman stated that he ran for Trustee because he wants to be part of the solution, not part of the problem. He also stated that whatever the outcome of the vote, he was willing to accept the Board's decision. Mr. Glassman was assured that, whatever the Board's final decision on his protest, the Officers and Trustees recognize the need to more fully define and more carefully conduct our Trustee election process in the future. Mr. Glassman can rest assured that he has had a positive influence on the WKA, and I for one certainly appreciate it.

Motion by Norville, second by Stowell to adjourn at 9:20pm.

Respectfully submitted,
Angelo Buffomante
Marie Borsuk

**World Karting Association
Board of Trustees Conference Call Meeting
May 23, 2007 – 8:00pm**

In attendance:
Officers: Randy Kugler – President
Kenny Venberg – Vice President
Angelo Buffomante – Secretary
Missy Nelson Tate – Treasurer
Rick Dresang – Chairman of the Board
Trustees: Jim Savoren – District 1
Robby Harper - District 2
Bobby Gettys - District 3
Dan Hardy - District 4
Morgan Whitaker - District 5
Jerry Cole - District 6
Mike Busch - District 7
David Norville - District 8
Dan Stowell - District 9
Office: Marie Borsuk – WKA General Manager
Sissy Mendenhall – WKA Director of Finance
Absent: Kevin Williams – District 10 Trustee

The meeting was called to order at 8 pm Eastern by President Kugler.

Item 1 - Report on Accounting Transition: Treasurer Nelson Tate updated the Board on the progress of the conversion. WKA accountant Ron Byrd and his assistant spent several days at the WKA office working on the transition. It will be up and running shortly and will allow a much better method to track income and expenses for all Series and Races.

Item 2 - Update on WKA Staff role changes: VP Venberg and President Kugler spoke on the changes that are in progress. President Kugler will take an increased role in Marketing and Managing the Divisional Program. GM Borsuk's duties will include office management, human resources, managing the WKA election process, Kartfest operations, coordinating the Board Meetings, monitoring the WKA insurance program, sponsorship sales and relationships, souvenir sales, International licenses and past due accounts. Director of Finance Mendenhall will handle accounting activities including bookkeeping and accounts payable and receivable and serving as the Road Racing Series representative.

Item 3 - Report on Meeting with Daytona International Speedway (DIS). President Kugler was pleased to announce that the WKA will once again have Kartweek at DIS. The Road Race and Manufacturer's Cup Series will run at the speedway from 12/27 – 12/30. Efforts are being made by all parties to make this year's event the most successful and enjoyable event ever to be held at the Speedway. This year's awards banquets for the Road Race and Mfr's Cup series will return to the prestigious Daytona 500 Club. Following discussion, Secretary Buffomante called for a vote of support of the event. Vote: Seven in favor, one against (Busch) and one abstention (Cole). A list of concerns (track conditions, sprint track curbing, RV parking rates, pit space access times, security team demeanor, pets) was discussed and President Kugler was instructed to address these with DIS prior to executing the contract.

Item 4 - 4-Cycle Tech Committee request: VP Venberg presented a rule change

request that had been forwarded by the 4 Cycle Tech Committee for a change of the maximum and minimum valve lift of the Animal motor. The new rule should read the min. of .252" and max. of .257" at the cam. (See 4cycle tech committee minutes) Motion by Whitaker to approve the recommendations, effective 6/26/07, second by Stowell. Vote: 6 in favor, two opposed (Hardy & Norville), two absent (Williams & Harper), motion carried.

With no other business at hand, a motion was made by Norville to adjourn, second by Stowell. Vote: 8 in favor, 2 absent (Williams & Harper). Meeting adjourned 9:35pm.

Respectfully submitted,

Angelo Buffomante
Secretary

**World Karting Association
Board of Trustees Meeting
WKA Headquarters, Concord, NC
July 9 - 10, 2007**

July 9, 2007 – 6:00pm

In attendance:
Officers: Randy Kugler – President
Kenny Venberg – Vice President
Rick Dresang – Chairman of the Board
Trustees: Jim Savoren - District 1
Robby Harper - District 2
Bobby Gettys - District 3
Dan Hardy – District 4
Jerry Cole – District 6
Mike Busch – District 7
David Norville – District 8
Dan Stowell – District 9
Office: Marie Borsuk – WKA General Manager
Sissy Mendenhall – WKA Director of Finance
Buddy Long – WKA Director of Operations
Absent: Morgan Whitaker – District 5 Trustee
Kevin Williams – District 10 Trustee
Angelo Buffomante – Secretary
Missy Nelson-Tate – Treasurer

Chairman of the Board Dresang called the meeting to order at 6:15pm and led in the reciting of the Pledge of Allegiance followed by the invocation delivered by Trustee Gettys. President Kugler added that Officers Buffomante and Nelson-Tate and Trustees Whitaker and Williams would not attend the meeting. Trustee Hardy was running late and would be arriving within the half hour.

Approval of minutes from March 24th Board Meeting: A motion was made by Busch, second by Gettys to approve the March 24 Board Meeting minutes. Seven in favor, motion unanimously passed. Minutes from the May 23rd Conference Call are pending review.

Opening Remarks: Chairman Dresang welcomed all in attendance and thanked everyone for being here. He recognized that this meeting is occurring during the middle of the week and noted absences by other board members and officers were work related. Trustee Whitaker was unable to attend the meeting due to an illness. He added that we should consider moving this meeting back to a weekend date in the future also adding the acknowledgement that finding a conflict-free weekend allowing all to attend this time of year is near impossible. He continued by thanking everyone on the board's productivity and how respectful everyone has been since his appointment at Chairman. Trustee Harper thanked Chairman Dresang for all his hard work.

Report on Executive Committee: President Kugler addressed the board on behalf of the Executive Committee and its informal meeting held earlier in the day (three committee members were absent). Kugler reported that the committee reviewed the current state of WKA highlighting that memberships are still down compared to previous years as well as national event attendance. Advertising is also down. The divisional tire rule has affected WKA in a negative way with the loss of a few series. On a good note, our pit pass sales are up slightly. The committee discussed cost-cutting measures to be investigated such as revisiting year-end awards budgets. It was also noted that we have a staff shortage for 2-cycle tech inspectors to call upon.

Trustee Hardy joined the meeting.

Member Actions - Mike Hamm (FKCS Divisional): Trustees Harper and Stowell addressed the board regarding decisions of FKCS officials that lead to Member Hamm's disqualification in the TaG Heavy class at the Homestead divisional race. Since the time of the disqualification and protest, series officials and Mr. Hamm have settled the protest and Mr. Hamm's disqualification was rescinded. No further action.

Champ Kart Seat / Head rest presentation: Member Geiger provided his Jr Sportsman Champ Kart for the Board to view a seat & headrest that he is currently using. The Trustees inspected the kart early in the meeting so that Mr. Geiger could pick it back up later in the evening. There was consensus among the board members viewing the seat that it should be allowed. The board will discuss the Champ Kart seat and head rest later in the meeting as part of Trustee Stowell's Technical Director's report.

July 10, 2007 – 9:00am

Committee Reports - Manufacturer's Cup Committee: Trustee Busch reported on behalf of the MC committee. Although they have held several meetings, they have been unable to hold a formal meeting and compile the 2008 proposals for the Board. It is noted there will be a conference call in the coming weeks and their proposals will be submitted to the board electronically for discussion and approval on the next conference call.

Trustee Cole opened a discussion regarding committees in general and their effectiveness. It was also noted that budgetary guidelines for committee conference calls would be created and applied for 2008.

Committee Reports - 2-Cycle Tech Committee: Trustee Stowell addressed the board on behalf of the 2-cycle tech committee and presented the following report and 2008 proposals.

1. **TAG Engine Review and Approval** – The Motori 7, Vortex ROK TT and Cheeta TAG engines were submitted for approval for use in the TAG class in the Mfr Cup Series for 2008. Also submitted were parts to restrict TAG engine performance in the proposed TAG Junior Class for the following engines: Motori 7 (cylinder); Sonik TX (restricted exhaust header, & carburetor); PRD Fireball (restricted exhaust header); Vortex ROK TT (restricted exhaust header); Parilla Leopard (restricted exhaust header & carburetor). A motion was made by Stowell, second by Busch, to approve all new engines and restricted parts. Following further discussion, a motion was made by Norville, second by Cole to split the two original motions into two separate votes, eight in favor, unanimous. A motion was made by Stowell, second by Busch to approve the three new Senior TAG engines, eight in favor, motion approved. A motion was made by Stowell, second by Busch to approve the engines and restricted parts submitted for the pending TAG Junior Class, six in favor, two opposed (Hardy & Norville), motion approved contingent upon the TaG JR Class being proposed by the Mfr Cup committee. It was also asked that WKA add to the TM that front brakes are optional in all Mfr Cup classes.

2. **TAG Weights** – A revised table of TAG engine weights was presented for approval effective for the July 21-23 BeaveRun national. Motion to approve by Stowell, no second, motion failed. A motion was then made by Hardy, second by Norville to table the motion and forward the revised weights to the MC committee to review, approved unanimously.

3. **Spec 125 Shifter Engine** – The committee reported that it has reviewed the specs of this class as presented by the Road Race committee and supports the specifications in concept but noted that additional work needed to be done on the specs for the exhaust port height, combustion chamber volume and squish. No action.

4. **Comer K80 Cadet Engine** – The committee discussed the current rules package and notes that the current specs leave a great deal of room for creative engineering. The K80 importer has just provided the latest specs for the engine, which will be used in developing any proposal(s) for more stringent rules. No action.

5. **Horstman Clutch** – Horstman Mfr is requesting that only Horstman logo parts be allowed in the HPV class. The committee states that this issue belongs more with the Mfr Cup committee; but was discussed at some length. The committee members agreed that the spirit and intent of the class was clearly OEM parts. Trustee Busch added that there have been instances, more than less recently, that he's incurred parts failures. A motion was made by Norville, second by Harper to refer this request back to the Mfr Cup committee to investigate failures and overall product quality. Seven in favor, one opposed (Busch), motion approved.

Member Actions - Camden Gold Cup National Engine DQ's: Trustee Gettys addressed the board regarding seven appealed disqualifications from the Camden Gold Cup National regarding rule 704.22.3. A motion was made by Hardy, second by Stowell to check all motors and rule on each individual protest based on rule 704.22.3. All in favor, motion passed. Because the Board is aware of the circumstances surrounding these six parts, it is the decision of the board to return all protest fees and parts to the members regardless of the outcome of their appeal. Inspections were as follows:

Brett Farmer – Briggs Jr Restricted Lite & Heavy – motion by Hardy, second by Stowell to deny the appeal, six in favor, one opposed (Cole), one abstention (Gettys), appeal denied.

Jason Karr – Briggs Super Heavy - motion by Harper, second by Hardy to deny the appeal, six in favor, one opposed (Cole), one abstention (Gettys), appeal denied.

Cale Downs – Briggs Super Heavy - motion by Hardy, second by Harper to deny the appeal, six in favor, one opposed (Cole), one abstention (Gettys), appeal denied.

Joshua Davis – Briggs Jr Spts 1 Lite - motion by Hardy, second by Harper to deny the appeal, six in favor, one opposed (Cole), one abstention (Gettys), appeal denied.

AJ Roderick – Briggs Animal Lite,- motion by Hardy, second by Savoren to deny the appeal, six in favor, one opposed (Cole), one abstention (Gettys), appeal denied.

Chelsie Lehmann – Briggs Jr Rest - motion by Hardy, second by Savoren to deny the appeal, six in favor, one opposed (Cole), one abstention (Gettys), appeal denied.

The competitors were contacted by the board following the meeting to make arrangements to return the parts so that they could have them for events occurring this weekend.

Motion by Stowell, second by Savoren to adjourn, eight in favor, meeting adjourned at 9:30pm and to reconvene at 9:00am Tuesday.

Respectfully submitted,
Sissy Mendenhall
Marie Borsuk

In attendance:
Officers: Randy Kugler – President
Kenny Venberg – Vice President
Rick Dresang – Chairman of the Board
Trustees: Jim Savoren - District 1
Robby Harper - District 2
Bobby Gettys - District 3
Dan Hardy – District 4
Jerry Cole – District 6
Mike Busch – District 7
David Norville – District 8
Dan Stowell – District 9
Office: Marie Borsuk – WKA General Manager
Sissy Mendenhall – WKA Director of Finance
Buddy Long – WKA Director of Operations
Guests: Tim & Linda Ridley – JTR Eagle
Dave Klaus – Briggs & Stratton
Greg & Laura Ward
Absent: Trustees Williams and Whitaker
Officers Buffomante and Nelson-Tate

The meeting was called to order at 9:15am and guests Tim & Linda Ridley and Dave Klaus were recognized and welcomed.

JTR Eagle Report: Tim Ridley presented the board with a Series Analysis Report of the JTR Eagle readings for 2007 WKA national events held as of this date. Ridley summarized the analysis noting that the Pavement and Gold Cup series are pretty much inline with the tire guidelines. However, the East Coast Dirt Series is where the challenges remain. He also added that they have determined that surrounding atmosphere conditions can affect the meter readings. In order to continue with a successful program, Mr. Ridley asked the board to approve the use of additional testing measures by the tire inspectors as well as to lower the maximum PPM reading. At the conclusion of the report, Stowell made a motion, second by Busch requesting that the minutes reflect a sincere appreciation to the Ridley's for all their hard work, efforts and financial contribution on this project. All in favor, unanimous.

Member Actions - Zack Martincic (FDDS Divisional): Laura and Greg Ward, parents of Zack Martincic, joined the meeting and addressed the board on behalf of Zack and the events of the May 5 FDDS Briggs Jr Lite race at Jasper. Following the presentation and a Q&A session with the trustees, the Wards were thanked for their time and efforts to attend the meeting. President Kugler advised them that they would receive a letter from WKA denoting the Board decision. The Ward's left the meeting. Following discussion, a motion was made by Stowell, second by Hardy to uphold the appeal and award the final finishing positions based on the 20-lap race. Eight in favor, motion unanimously approved.

Committee Reports - Speedway Pavement Committee: Trustee Stowell addressed the board on behalf of the Speedway Pavement Committee and presented the following report and proposals for 2008:

1. **Tire proposal** - The committee discussed the 2008 to 2010 Spec Tire Program and unanimously agreed to supported a three year tire rule. They expressed a preference for the Dunlop DCS (or equivalent 2008 compound) in 5.00 x 6" and 7.10 x 6" sizes. If two manufacturers were needed in the tire program, they preferred that all juniors be on one brand and all seniors on another brand. The majority of the committee favored this approach. (Report only)

2. **Transfer points** - The committee recommended that the divisional transfers be a straight 155 points for participation in a divisional series. The reason for this is that a competitor could spend less money to compete in a divisional series because he did not necessarily have to win at all costs. The committee members also recommended that rain points be 155 points. A motion was made by Stowell, second by Hardy to adopt the committee's request to award 155 points for participation in a divisional series, all opposed, motion failed. The Trustees noted that the annual survey and input from Divisional Promoters reflected that the racers want full transfer points. A motion was made by Stowell, second by Hardy to table the committee's request to award 155 points in the event of a rainout and refer the discussion back to the committee for further review, all in favor, unanimous.

3. **Brake Disks and Brake Disk Guard** - The committee voted unanimously to require all standard karts and champ karts to employ a brake disk guard beginning in the 2008 competition year. They also voted unanimously to require that all brake disks be round. Note: This proposal is covered in the Technical Director's report.

4. **Animal Transition** - The committee voted to complete the Animal transition plan in 2008 as follows:

- Allow only the Animal engine in the Jr Sportsman 1 and 2 Champ classes. (Restrictor plates to be the same as in the Sportsman 1 and 2 classes.)
- Eliminate the Junior Champ Raptor class.
- Eliminate Raptor engines in the Jr Sportsman 1 and 2 classes.

A motion was made by Stowell, second by Busch to approve the above three Animal Transition proposals for the 2008-season, seven in favor, one opposed (Harper), motion approved. A motion was made by Stowell, second by Busch to eliminate the Briggs Raptor 330 and 370 classes per the committee's suggestion, seven opposed, one abstention (Stowell), motion failed.

5. **Kart Performance** - The committee discussed the idea of slowing karts down. Rory West reported that some of the competitors think the Junior Lite and Heavy and the senior classes are too fast. After a long discussion, the committee decided to maintain

the same performance levels in these classes. The restrictor plate sizes would remain the same sizes in all classes. Performance would be reviewed at a future meeting. (Report only)

6. **Pro Class** - The status of the Pro class was discussed by the committee. Several suggestions came from this such as moving the event to Friday evenings after practice as well as adding a Pro Champ race for the September Grand National. The Board asks the WKA staff to look into the possibilities as well as poll the drivers at the next event. (Report only)

7. **Kid Kart Champ Class** - The committee has been working on a Kid Kart Champ Class based on the standard Sportsman Champ chassis but with a reduced nose and revised seat to accommodate 5 to 7 year old drivers. The engine currently being run in this class at tracks is a Subaru Robin engine. The committee voted to add the class specifications to the 2008 Tech Manual. Stowell will write and submit rules to the committee for a competitive class running these karts at a divisional and national level. President Kugler will contact Dave Klaus at Briggs & Stratton to see if there is a comparable motor available from Briggs & Stratton. A motion was made by Stowell, second by Busch to include the Kid Kart Champ Class in the 2008 Tech Manual as a local option class, all in favor, motion approved. Dave Klaus added to the discussion that Briggs does have a 3.5hp engine that could be considered for the class and will provide the information on it to the 4-cycle tech committee.

8. **Number of Laps in a Race** - The committee discussed lap counts during races and asks the board to approve the following rule addition. A motion was made by Stowell, second by Busch to [ADD] "The Race Director can alter the number of laps up to the beginning of the race" to rule 461.1. All were opposed, motion failed.

9. **Rain Points** - The Pavement committee proposes the requirement that drivers must be present to get rain points as follows:

[DELETE] 803.7.1 RAIN-OUT POINTS, SPRINT / SPEEDWAY: If a Sprint or Speedway event is rained out, 200 points will be awarded to each entrant.

[ADD] 803.7.1 RAIN-OUT POINTS, SPRINT / SPEEDWAY: If a Sprint or Speedway event is rained out, 200 points will be awarded to each entrant. The driver must be at the track when the race is called and present his or her membership card in person to collect rain points.

Motion by Stowell, second by Busch to approve, all opposed, motion failed. The board refers the discussion back to the committee for further review and asks that they review the road race Rain Out Points provisions in section 803.7.

The meeting recessed for lunch at 1:00pm and reconvened at 1:35pm.

Committee Report – WKA Technical Director: Trustee Stowell presented his Technical Director's Report and 2008 Proposals as follows.

1. **Technical Director job description** - Trustee Stowell provided the board with a revised job description (*report only*)

2. **Section 106.15.5 – Restarts** rule states, "If no laps have been completed, the field will revert to qualifying order." Road racers do not qualify, Man Cup racers start the final in the order in which they finished the pre-final, and GC racers start the final based on the motocross system. Stowell suggested to change Section 106.15.5 to state: "If no laps have been completed, the field will revert to the starting lineup." Following discussion, the board agreed to move the Restarts rule into each series special rules.

3. **115.1 Head Gear** - Snell and the FIA Foundation are working together to develop a new specification for youth helmets. This specification should be complete by September 2007 and included in our 2008 Technical Manual. Motion to add Snell youth helmet specifications CMS 2007 and CMR 2007 to the approved list of helmets. Expiry date 12/25/2016.

4. **Floor pans** (need to update figure too) the current rule states that, "Floor shall be of a design that would prevent any portion of driver's body to pass between these components to the track surface." This rule is unclear in that the term "these components" is not defined. In addition it implies that a floor or belly pan is required. That is inconsistent with the belly pan rule in 208.6, 258.6, which state that a belly pan is "allowed," therefore it is not required. Also, the way the rules are worded, technically a pan is not allowed in the foot cage or "front porch" area. Motion:

201.8, 251.8, 401.8, 451.8, 1001.8 FLOOR PAN:

[Delete] Floor shall be of a design that would prevent any portion of driver's body to pass between these components to the track surface.

208.6, 258.6, 408.6, 458.6 483.9, 494.9 and 1008.6 BELLY PAN:

[Add to end of rules] Additional floor pan also required within front foot cage area. See Fig. 208, 258.6, 408.6, 458.6, 458.6, 458.6, 408.6 (use correct figure # based on section).

5. **Minimum kart weight** - Sections 200, 250, 300, 350, 400, and 450 all state a minimum kart weight of 85 pounds. This minimum weight is archaic and should either be dropped in all classes or updated to reflect actual weights. Motion:

[Delete] 201.9, 251.9, 301.9, 351.9, 401.9, 451.9, 1001.9 MINIMUM KART WEIGHT: Dry weight, fully-equipped including single engine: 85 lbs.

6. **Fuel tank capacity (approved fasteners)** - Section 207.2 includes a requirement that, "Approved fasteners at all connecting points must secure fuel lines." Nowhere are "approved fasteners" defined. Motion:

207.2 FUEL TANK CAPACITY:

[Delete] Approved fasteners at all connecting points must secure fuel lines.

207.3 FUEL SYSTEMS

[Add] Fuel lines must be secured at all connecting points with approved fasteners such as safety wire or cable ties.

7. **Bodywork Components** - The Manufacturer's Cup Committee will be proposing the elimination of the ICA, ICC, and JICA classes in 2008. The following changes in the bodywork section. (*Clarification only*)

208.1 DEFINITION:

[Replace] The bodywork is made up of the following: two side-pods, one nose cone and one steering fairing panel. All bodywork must be CIK-style. Any after market bodywork manufactured of traditional materials to the dimensions in TM Section 200 shall be legal for use in the Manufacturer's Cup Series except in the ICC & ICA classes where CIK approved bodywork is required.

[With] Bodywork includes two side-pods, one nose cone, one steering fairing panel, and a floor pan. All bodywork must be CIK-style in appearance. Aftermarket bodywork manufactured of traditional materials to the dimensions in TM Section 200 is legal.

8. **208.1 Definition (bodywork)** - The following proposal is to clarify which bodywork is legal in Man Cup and CIK National Road Race Series classes. (*Clarification only*)

208.1 DEFINITION:

[Replace] 2003 chassis and beyond may use 2002 and previous bodywork. 2002 and previous chassis may use 2003 bodywork. 2003 bodywork and beyond must be CIK Homologated with Homologation stamp/seal and Homologation numbers. No element of the bodywork may be used as fuel tank or for the attachment of weight ballast. No cutting of bodywork elements is allowed "except", hole in pod for insertion of engine starters and radiator installation for the ICA and ICC class. All bodywork must be neat in appearance, and in good repair. Bodywork that appears loose and in danger of falling off may subject the entrant to black flag and/or disqualification during the running of an event. Mounting method open but must be secure and of good workmanship unless otherwise specified. The minimum radius of any angles or corners is 3/16" (5mm). 2002 and 2003 bodywork is interchangeable providing the above rules are followed.

NOTE: (1) See figure 611.14b for Cadet Kart bodywork specifications. (2) See 2003 Tech Manual for 2002 and previous bodywork specifications.

[With] 2002 CIK style bodywork and 2003 and newer bodywork meeting CIK dimensions are legal. No element of the bodywork may be used as fuel tank or for the attachment of weight ballast. No cutting of bodywork elements is allowed except for a hole in side pod for insertion of engine starters and for radiator installation in classes allowing water cooled engines. All bodywork must be neat in appearance, and in good repair. Bodywork that appears loose and in danger of falling off may subject the entrant to black flag and/or disqualification during the running of an event. Mounting method open but must be secure and of good workmanship unless otherwise specified. The minimum radius of any angles or corners is 3/16" (5mm). 2002 and 2003 bodywork are interchangeable providing the above rules are followed.

NOTE: (1) See figure 2xxxx for Cadet Kart bodywork specifications.

9. **208.2 Nose Cones** - The following proposal is to change the word "fixing" to the more common word "attaching" for clarity. Motion to change wording:

208.2 NOSE CONES:

[Replace] "fixing"

[With] "attaching"

10. **208.3 Nose Cone Guidelines** - Following are corrections and clarifications to the Nose Cone Guidelines:

Motion to reword for punctuation and sentence structure.

[Replace] (3) Minimum width of nose cone is 39 3/8" (1000mm) and maximum width of nose cone "may not" be wider than outside edge of front tires with wheels in the straight-ahead position.

[With] (3) Minimum nose cone width is 39 3/8" (1000mm) and maximum nose cone width may be no wider than outside edge of front tires with wheels in the straight-ahead position.

Motion to remove: This specification is inconsistent with the comment on TM Page 14, Figure 208 which states that the "C" dimension only applies to the distance from the front tire to the pod, not to the nose cone.

[Delete] (4) Maximum gap between front tire (wheels positioned straight ahead) and rear of nose cone is 5 7/8" (150mm).

Motion to replace: This section is out of date. It states a requirement for CIK homologation number and stamp on nose cone. This is no longer required.

[Replace] (7) Nose cones manufactured with holes for front brake cooling are legal, must have CIK homologation number and CIK stamp. See figure 208.

[With] (7) Nose cones manufactured with holes for front brake cooling are legal. See figure 208.

11. **208.4 Steering Column Fairing** - All bodywork measurements are to be taken with the steering wheel in the straight ahead position. The following statement needs to be included in the Steering Column Fairing section. Motion:

208.4 STEERING COLUMN FAIRING:

[Add] All dimensional checks are to be done with the steering wheel in the straight ahead position.

12. **208.5 Side Pods** - The following changes reflect the elimination of the JICA, ICA and ICC classes. Motion:

[Replace] 208.5 SIDE PODS: Only CIK style pods are legal. The surface of the side pods must be uniform and smooth; they must not comprise of holes or cuttings other than that necessary for insertion of engine starters and radiator installation for the ICA and ICC class. No part of the side pods may cover any part of the driver seated in his normal driving position. The side pods must not overlap the chassis-frame as seen from underneath. Side pod must be solidly attached to the nerf bar. Competition numbers must be located on the rear vertical surface, close to the rear wheels.

[With] Only CIK style side pods are legal. The surface of the side pods must be

uniform and smooth; no cutting of side pods is allowed except hole in pod for insertion of engine starter and radiator installation for classes allowing water-cooled engines. No part of the side pods may cover any part of the driver seated in the normal driving position. The side pods must not overlap the chassis-frame as seen from underneath. Side pod must be solidly attached to the nerf bar. Competition numbers must be located on the rear vertical surface, close to the rear wheels.

13. 209.3 Rear Bumper – Cadet karts - The following rule change adds an extended rear bumper width to the Cadet karts. Motion:

209.3 REAR BUMPER:

[Replace] Rear bumper must be composed as a minimum of an anti-interlocking bar (lower cross bar) with a minimum diameter of (.630") 16mm and of a top bar with a minimum diameter of (.630") 16 mm to be made of steel tubing. The whole unit must be fastened to the frame in at least 2 points on the 2 main tubes of the chassis.

[With] Rear bumper must be made of steel tubing and include an anti-interlocking bar (lower cross bar) with a minimum diameter of 0.630" (16mm) and of a top bar with a minimum diameter of 0.630" (16 mm). The complete bumper assembly must be fastened to the frame at a minimum of 2 points on the 2 main chassis tubes. Minimum width of the rear bumpers on Cadet Karts must be no less than lateral distance between the insides of the rear tires.

14. 209.3 Rear Bumper (minimum tubing wall thickness) Note: Every series in WKA specifies a minimum wall thickness for bumpers and nerf bars except the Manufacturer's Cup. In the other series, the minimum is 0.065" (a nominal dimension). Based on input from Birel, using this dimension would make some existing karts illegal. I will sonic test bumpers at the next Great Lakes Sprint Series event to determine what thickness bumper we need to require and will bring a proposal to the next meeting. - Referred back to Technical Director

15. 209.3 Rear bumpers - CIK has now gone to a bodywork component that is referred to as "rear wheel protection." This component attaches to the rear bumper and acts to protect the rear of the kart just as the side pods and nose cone protect the sides and front. All members of the TAG Work Group have agreed that "rear wheel protection" should be allowed but not mandatory. Motion:

[Add new rule] 209.3.6 REAR WHEEL PROTECTION: CIK style "rear wheel protection" is legal provided that it does not extend beyond the outside of the rear tires. (Exception – Rear protection may extend beyond rear tires in rain conditions.)

16. 211.5 Data Acquisition Systems – The Section states that "On-board data acquisition systems and/or computer systems are allowed to retrieve the following information only: on-board RPM, water temperature, cylinder temperature, speed, exhaust temperature, lap timing (lateral G sensing), and computer scoring systems." Trustee Busch has noted that new systems are becoming available that include features such as GPS positioning. He has recommended that we update this section of the Tech Manual. Motion to refer this to the series committees for their review and proposals.

17. 211.6 Adjustments - Recommend that section 211.1 be amended to include brake bias adjustments be allowed when the kart is in motion. Motion:

[Add to end of sentence] 211.6 ADJUSTMENTS: The only item that can be adjusted on the kart while in motion is the carburetor *and brake bias (except TaG)*.

18. Aftermarket Horstman Clutch Parts – previously discussed during the 2-cycle tech committee report and voted on.

19. Italsistem ML47H A Tag Engine - The importer of the Italsistem ML47H A Tag Engine has failed to pay the original approval fee of \$750 in 2004. Due to confusion regarding the payment, the engine has been allowed to compete for the 2005 to 2007 seasons. The importer was contacted by mail asking that the fee be paid if the engine is to continue to be allowed in the class during the next three-year approval period. The importer has not responded. There are no known Italsistem engines currently in WKA competition. Motion to delete the Italsistem ML47H A Tag Engine from the list of approved TAG engines.

20. Brake Disks in GC, Dirt, Pavement & Heartland - Randy Kugler and Kenny Venberg received a request from Harrill Wiggins requesting that we allow a brake disk that did not comply with the brake rule as written in the Gold Cup, Dirt, and Pavement Series sections of the Tech Manual. The request was passed on to the competition committee chairman for review and response back. All replied in time for this meeting with the exception of the Mfr Cup committee. The motion is to allow scalloped disks in the GC series and mandate the disk guard (Wolfe Plate) in the GC, Dirt, Pavement and Heartland series.

[Delete sentence] 255.6 BRAKE COMPONENTS - Brake rotors must be round.

[Add rule] 405.7 BRAKE DISK GUARD - All karts must be equipped with a brake disk guard (A.K.A Wolfe Plate) located between the brake disk and the back of the seat.

[Add rule] 455.7 BRAKE DISK GUARD - All karts must be equipped with a brake disk guard (A.K.A Wolfe Plate) located between the brake disk and the back of the seat.

[Add sentence] 480.6 BRAKE COMPONENTS: All brake disks must be round.

[Add rule] 480.7 BRAKE DISK GUARD - All karts must be equipped with a brake disk guard (A.K.A Wolfe Plate) located between the brake disk and the back of the seat.

[Add sentence] 491.6 BRAKE COMPONENTS: All brake disks must be round

[Add rule] 491.7 BRAKE DISK GUARD - All karts must be equipped with a brake disk guard (A.K.A Wolfe Plate) located between the brake disk and the back of the seat.

[Add rule] 1005.7 BRAKE DISK GUARD - All karts must be equipped with a brake disk guard (A.K.A Wolfe Plate) located between the brake disk and the back of the seat.

21. 485.1 & 496.3 Driver Restraints - A presentation by Dr. Terry Trammell at the recent International Council of Motorsports Annual Congress suggests that we may need to examine the specifications for driver restraints in our Champ Karts. My plan is to request installation specifications from the driver restraint manufacturers and compare them to our specifications to ensure that we are providing sufficient guidance to our chassis builders and kart owners. In the interim, I propose this addition to our Technical Manual. Motion to:

[Add the following sentence] 485.1 and 496.3 DRIVER RESTRAINTS: Driver restraints must be installed as specified by the restraint manufacturer.

In addition, the Pavement Series Committee has asked that we research the applicability of head and neck supports such the Hans and Hutchins devices. A recent presentation indicates that there are two other devices that perform as well as the Hans device. WKA will research these devices and how they might work in conjunction with the seats and driver restraints.

22. TAG Airbox - There has been some confusion in the wording of the TAG Air Box rules. Following is revised wording to clarify the rule and make it completely consistent with Section 551.3.1. Motion to revise rule:

609.3 AIR BOX

[REPLACE] Must be equipped with either (1) any air box originally supplied with any approved TAG engine or (2) any CIK *approved* 22 mm TWO TUBE air box.

[WITH] Must be equipped with either (1) any air box originally supplied with any approved TAG engine or (2) any CIK *registered* 22 mm TWO TUBE air box.

23. Tire Prep - After two years of posting the "no prep" rule through the supplemental rule procedure, I believe it is time that we put the rule in the manual. The Technical Director requested approval of the following motion:

[Add to the spec tire sections in 250, 400, 450 and 1000 the following sentence]:

Any attempt to alter the performance of a spec tire through the use of chemicals is illegal. WKA shall use any means to identify tires that have been treated with chemical.

Following discussion, a motion was made by Norville, second by Busch to approve and amend original motion to include the following additional wording: "any means necessary", at National events" and that it's enforcement on the divisional level is at the discretion of the divisional series. Seven in favor, one abstention (Harper absent during vote), motion approved. (Section 200 was removed as the Mfr Cup already states that tire doping is illegal.

24. WKA/SFI Technical Inspector Training & Certification Report - The 2007 WKA/SFI Technical Inspector Training and Certification Program is complete. Following is the plan for 2008: 1) Work with WKA HQ to develop and document the Training and Certification process with specific assignments and deadlines. 2) Select dates and locations for 2008 classes and announce them in October 2007. 3) Increase emphases on inspector decorum and Section 100 protest, appeal, and parts impound procedures. (*Report only, no action*)

A motion was made by Stowell, second by Busch to approve all motions presented in the Technical Director's report for the 2008 season, all in favor, unanimously approved. Note that #23 was a separate vote and #24 was a report only.

Treasurer's Report: Treasurer Nelson-Tate was unable to attend the meeting due to a last-minute work conflict, however, was available to present her report to the board via phone conference at 2pm. The Board was presented the following documents on behalf of Tate: Balance Sheet as of May 31, May 2007 and year-to-date Profit and Loss reports, 2006 Financial Statements for WK Association and WK Inc. along with a written summary report. It was noted that the accounting system transition is complete and that we're operating solely from the QuickBooks Accrual Basis Accounting system. Our books are current through May 31 and the June report is pending. Sissy's focus is for WKA to become current on outstanding balances, determine a minimum cash carrying balance and to work on building a strong reserve. Chairman Dresang asked if membership revenue is being allocated to the magazine. Tate and Mendenhall responded that yes recognition of funds has been determined and will begin with the June reports. Tate reported on the current financial position, the reports they are viewing and explained that we are working towards series P&L reports as opposed to the current individual event reports. Tate also added that as we become more familiar with the new program, additional reports would include past comparisons. Tate and the board thanks Mendenhall, Borsuk and the entire office staff for their efforts in making this transition work.

Committee Report – 4-Cycle Technical Committee: VP Venberg addressed the board on behalf of the 4-Cycle Tech Committee and presented the minutes of their June 27 conference call and the following 2008 proposals.

1. Offset air filter adapters – these are starting to show up for the Raptor engine. It was discussed and said that it would be a performance gain and that it was not needed at this time. It was voted on and passed with 6 in favor and 2 abstentions. The tech committee asked Bobby and Morgan to come up with the wording for the new rule. (*Included in overall motion and vote.*)

[ADD] NEW RULE 701.5.4 The air intake hole of the air filter adapter must be concentric with the air intake hole in the carburetor and concentric with the outside diameter of the air filter adapter.

2. Stock animal engine rings. Steve Vermeer said that the rings in the engine should self-support in the bore of the cylinder. It was discussed how that putting an illegal substance in the oil could make it to the combustion chamber if the rings were too loose in the bore. It was voted on and passed 6 in favor and 2 abstentions to have them self-support in the cylinder bore. (*Included in overall motion and vote.*)

[REPLACE] OLD RULE 704.35 RINGS: Three rings are MANDATORY. Compression, or top ring, chamfer or O must face up, and must remain as manufactured. Scraper Ring must be installed with inside chamfer down and O up. Stock oil ring must be installed as from factory. Ends of ring must remain flat.

Excessive end gapping of rings not allowed. Rings must conform to all listed factory specifications and be of stock configuration. Known, standards for piston/ring configurations are Briggs & Stratton factory approved parts. No machining of rings allowed. Exception; lapping and end gapping allowed. Rings must be in one piece when removed from block.

[WITH] NEW RULE 704.35 RINGS: Three rings are MANDATORY. Compression, or top ring, chamfer or O must face up, and must remain as manufactured. Scraper Ring must be installed with inside chamfer down and O up. Stock oil ring must be installed as from factory. **Rings must be self supporting in the cylinder bore of the engine being teched.** Ends of ring must remain flat. Excessive end gapping of rings not allowed. Rings must conform to all listed factory specifications and be of stock configuration. Known, standards for piston/ring configurations are Briggs & Stratton factory approved parts. No machining of rings allowed. Exception; lapping and end gapping allowed. Rings must be in one piece when removed from block.

3. **New Raptor carburetor.** Some of the carburetors have an illegal hole in the bore of the carburetors from the factory. It was talked about and voted on 6 in favor and 2 abstentions to allow these holes to be plugged as long as the material did not protrude into the bore of the carburetor and to have an arrow point to the boss in FIG 701.6. *(Included in overall motion and vote.)*

[ADD] NEW RULE 701.6.23 The hole in some of the new Part# _____ carburetors located in the boss used on stock carburetors for the governor linkage must be plugged (if the hole breaks through into the bore) and the material used to plug the hole must not protrude into the bore of the carburetor. See Fig. 701.6.23 for the location of the boss.

4. **Briggs Fire Ring Head Gasket.** Briggs and Stratton asked that their fire ring head gasket be the only fire ring gasket allowed. They put a logo on all their gaskets so they could be identified. It was voted on and passed 6 in favor 2 abstentions to change the rule to make their gasket the only one allowed.

[REPLACE] OLD RULE 704.14.2 Briggs & Stratton fire ring head gasket part # 555698 allowed. Minimum thickness 0.042" on the metal fire ring part of the gasket.

[WITH] NEW RULE 704.14.2 Briggs & Stratton fire ring head gasket part # 555698 with Briggs and Stratton logo will be the only fire ring head gasket allowed. Minimum thickness 0.042" on the metal fire ring part of the gasket.

Motion made by Hardy, second by Busch to approve Proposals 1- 4, eight in favor, unanimous.

Correction of Animal Cylinder Head part # - The part # of the Animal head in TM Section 704.20 is currently incorrect. The correct part # is 555635. It was voted on and passed 6 in favor 2 abstentions to the change of part number.

Animal Intake Port (inside diameter measurement) VP Venberg presented the discussion of the 4cycle tech committee regarding this issue. Following discussion of the board and with input from Dave Klaus, a motion was made by Hardy, second by Busch, to update rule 704.22.2 (effective immediately) and change the NO-GO (A28) measurement from 0.864" to 0.867", eight in favor, motion approved.

President Kugler received a call from Briggs & Stratton (Dave Klaus) asking if this rule could be put on hold long enough for the 4-Cycle Tech Committee to review it and give their input. This motion was rescinded by the Board at a later conference call. There is no change to this rule.

Animal Exhaust Port - The no-go size of the exhaust port on the animal head was discussed. The 4-cycle tech committees note that there was not enough data at the time of the meeting to determine if a change in the no-go size was needed. The Trustees also discussed the possible need for specifications for the restricted area of the exhaust port between the valve and the outlet of the port. A motion was made by Busch, second by Stowell, to send this issue back to the 4cycle tech committee to determine the correct measurement(s). Eight in favor, motion approved.

Stock Animal Valve length - The 4 cycle tech committee determined that the length in the tech manual was too short and it was because of this that a lot of the engines have been found illegal on the valve lift at the valve. It was voted on to lengthen the measurement in the tech manual to the factory dimension of 3.372" + or - .010". 6 in favor and 2 abstentions. A motion was made by Stowell, second by Busch, to approve the rule for 2008. Hardy requested additional discussion followed by a vote of 7 in favor, one opposed (Hardy), resulting in a passed motion.

[REPLACE] OLD RULE 704.17 VALVES: Stock valves ONLY. Must be one angle. Valves may not be polished or lightened. If working area (that portion of the valve stem translating with the valve guide area) of valve stem is cleaned, no material may be removed, such as linear grooves, cross-hatching, etc. Minimum intake and exhaust valve length 3.250". See Fig. 704.17

[WITH] NEW RULE 704.17 VALVES: Stock valves ONLY. Must be one angle. Valves may not be polished or lightened. If working area (that portion of the valve stem translating with the valve guide area) of valve stem is cleaned, no material may be removed, such as linear grooves, cross-hatching, etc. Minimum intake and exhaust valve length 3.372" + or - .010". See Fig. 704.17.

Committee member Sox asked the tech committee to recommend to the Board that there be consistency between the different series. The committee agreed this was a good idea, and asked this to be added to the minutes of this meeting. The board acknowledged this request and discussed several topics of consistency among the series to look into. No action.

Fuel pump pulsing - The pulsing of the fuel pump off the intake on the stock animal engine was discussed due to noted performance advantages if allowed. The 4cycle committee was polled resulting in six members in favor of not allowing pulsing off the intake, one opposed and one no response. Following board discussion, a motion

was made by Stowell, second by Hardy to adopt the following two changes. Eight in favor, motion approved.

[REPLACE] OLD RULE 704.6 INTAKE: Stock animal intake as supplied from the factory. No modifications allowed except machining of gasket surface is permitted to meet rule specs however the gasket surface must remain flat for proper gasket seal, the intake to block and one intake to carb mounting hole may be drilled out and checked with a 0.328" NO-GO and the width of the intake to carb slotted hole will be checked with the same NO-GO, also the intake may be drilled and tapped for fitting to pulse fuel pump.

[WITH] NEW RULE 704.6 INTAKE: Stock animal intake as supplied from the factory. No modifications allowed except machining of gasket surface is permitted to meet rule specs however the gasket surface must remain flat for proper gasket seal, the intake to block and one intake to carburetor mounting hole may be drilled out and checked with a 0.328" NO-GO and the width of the intake to carburetor slotted hole will be checked with the same NO-GO.

[REPLACE] OLD RULE 704.7 FUEL PUMP: Auxiliary pulse-type fuel pump allowed. Fuel pump must be externally mounted. Fuel pump must be pulsed only from the crankcase upper oil fill cap or intake manifold only.

[WITH] NEW RULE 704.7 FUEL PUMP: Auxiliary pulse-type fuel pump allowed. Fuel pump must be externally mounted. Fuel pump must be pulsed only from the crankcase upper oil fill cap.

Trustee Cole requested that all 2008 changes and updates be compiled into one document to be published on the WKA website and in the magazine for easy reference. President Kugler asked Technical Director Stowell to look into this.

Committee Report – Speedway Dirt Committee: Trustee Hardy addressed the board on behalf of the Speedway Dirt Competition Committee and presented the following report & 2008 proposals.

Brake disks – The committee asked to leave the round disk only requirement and to add the mandatory use of the brake disk guard (a.k.a. Wolfe Plate) on all karts. No action needed as this was already included in the Tech Director's report.

Champ kart seat / head stabilizer – Previously discussed, see above.

Champ kart rear bumpers and windshields – The committee asked that the use of 12x12 windshields be mandatory on all champ karts and/or to mandate the use of a shorter bumper or flat kart style bumper. Tabled for review by Speedway Pavement committee. No action.

2008 Tire Rule – The committee asked that WKA implement a tire rule that can be used at national, divisional and local series. No action.

Request to move rule 803.17.2 Penalties from section 800 to section 100. A motion was made by Hardy, second by Stowell to move rule 803.17.2 to section 100 and rename as #106.21.5. All in favor, motion approved for 2008.

Request to add to rule 105.6 Mandatory Driver's Meeting: "Failure to attend driver's meeting will also result in loss of fastest qualifying lap". The board discussed this and agreed that because this applies to the dirt series only, it would be better to place this rule in the Dirt series special rules / event format section. A motion was made by Hardy, second by Stowell to add as rule #412.6 in the speedway dirt section of the TM. All in favor, motion approved.

Spec Tire procedures - The committee asked to update the current spec tire procedures for the dirt series, effective for the remainder of the 2007-season as follows: lower max reading from 60 to 50PPM, add the options of durometer readings and physical inspection and that all tires presented at the grid must be at the ambient temperature. And lastly, the committee presented a penalty structure for violators, which will be added to the Supplemental Rules handout. Motion by Stowell, second by Busch to approve, all in favor, unanimous.

Committee Report – Gold Cup Committee: Trustee Cole addressed the board on behalf of the Gold Cup Committee and presented the minutes of their last meeting held at Camden and its 2008 proposals. A motion was made by Cole, second by Busch to approve the proposed 2008 class structure. Eight in favor, motion approved 2008 class structure proposal – 17 classes total

Jr Sportsman 1 Lite & Heavy

Jr Sportsman 2 Lite & Heavy

Jr Restricted Lite (310), Med (320) & Heavy (325)

* Jr Restricted Sportsman Med (320) * Any competitor that has been a National Class Champion in any other class from previous years would not be allowed to race in this class.

Animal Lite (325), Med (350) & Heavy (375) & Super Heavy (400)

Sr Animal (375) – over 35

Raptor 340 & Raptor 370

World Formula Med (360) & Heavy (385) (with amended head gasket rule per Busch)

The GC committee discussed and voted in favor to keep the tire / rim spec rule the same for 2008 as it is stated for 2007 rules with the exception of allowing a 550 instead of the 500 tire for all the Sr classes. They also discussed round vs. scalloped brake rotors and would allow scalloped OD rotors to be common with other series. (Included in Tech Dir report)

The mandated use of 5/16 wheel studs was discussed by the board per Trustee Cole's request following a review of past GC committee minutes. Following discussion, a motion was made by Stowell, second by Busch to table the motion and refer it back to all national series committees for review. Seven in favor, unanimously approved.

Trustee Savoren was excused from the meeting to make his fight.

Code of Regulations: Chairman Dresang and Trustee Norville address the board regarding a proposed change to the Code of Regulations. Currently the CoR does not allow for the Chairman of the board to call a meeting. The proposed change resolves this. A motion was made by Norville, second by Stowell to approve, six in favor

(Gettys absent during vote), motion approved. The also added that the CoR is still being reviewed for needed updates and will be presented at a later time. There was also a brief discussion regarding what defines a member in good standing relative to receipt of membership mailing lists.

Committee Report – Road Race Committee: Trustee Norville presented the RR Committee's 2008 proposals.

1. Briggs class realignment – Motion to change the Briggs Over 35 class to Briggs Animal 385 with a 15 & up minimum age, 385 lbs. minimum weight and a 215 lbs post race maximum kart weight. Unanimous.

Delete 362.10 Briggs Sprint Over 35
Add/Change: 362.11 Briggs Animal Sprint 335 / 360 to:
362.11 Briggs Animal Sprint 335 / 360 / 385
MIN WEIGHT: 385 lbs. (driver & kart) and 215 lbs. maximum kart weight

2. Yamaha enduro laydown classes realignment – Motion to merge 100cc PP Lite and Yamaha Medium into one class and add the use of piston port engines in the Yamaha (pipe) Heavy class and to denote a spec pipe for those electing to run piston port engines.

Delete (312.12) 100cc Piston Port Lite
CHANGE 317.2 Yamaha Medium & Heavy to:
317.2 – 100cc Pipe Medium and Heavy
DRIVER REQ: Age 16 & older, RR Class 3 license.
ENGINE(S): Yamaha KT100 (only Yamaha heads with OEM casting "Yamaha" are legal), ARC Comer P-50, ARC Comer P-51, PRD-RK-100, Parilla PV-92, Komet K-71 per section 605, TKM BT81, PRC PP-100, DAP T-50, HPV 100.
EXHAUST: Any fixed WKA approved pipe. All piston ports must run a spec, non-adjustable RLV pipe, tba.
FUEL: Gas and oil ONLY.
MIN WEIGHT (Lite): Yamaha @ 375 lbs. and Piston Port @ 400 lbs.
MIN WEIGHT (Heavy): Yamaha @ 410 lbs. and Piston Port @ 435 lbs.

3. Sprint classes realignment – Motion to drop Yamaha Sprint Lite & Heavy and offer WKA Sprint both Saturday & Sunday (two separate classes) at 380 lbs for 100cc Piston Port engines and at 360 lbs. for Yamaha engines. Unanimous.

Delete 362.6 Yamaha Sprint Lite & Heavy
Modify 362.5 WKA Sprint –
362.5 WKA SPRINT 1 & 2
DRIVER REQ: Age 16 & older, RR Class 3 license.
ENGINE(S): Yamaha KT100S (only Yamaha heads with OEM casting "Yamaha" are legal), ARC Comer, PRD-RK-100 and Piston port.
EXHAUST: Any fixed WKA approved pipe. Adjustable pipes are not allowed.
MIN WEIGHT: Yamaha, ARC & PRD 360 lbs., Other Piston Ports 380 lbs.
FUEL: Spec Fuel.
OTHER: Two separate classes, two separate championships.

4. Unable to race rule – Motion to amend rule 803.17.8 with added wording for special situations arising at road race events where competitors may be granted last place points.

803.17.8 UNABLE TO RACE (ROAD RACING): Any registered competitor unable to race for any reason may receive last-place finishing position points for that race if they report to the grid with their kart and all appropriate personal equipment. They should grid at the rear of all classes after explaining to the grid man and flag man the circumstances. After the race is started, the competitor should move their kart directly to post race weigh-in. By meeting the weight requirements for the class, the competitor has met all requirements to get last place points.

EXCEPTIONS: (1) If the competitor is injured during practice or while racing at the event, the competitor will be awarded last place finishing position and points for the affected classes provided he/she is properly registered in those class(es) prior to the incident. (2) If the competitor's kart is damaged beyond immediate repair at the event, he/she may request last place finish position and points. The request must be presented to the Race Director in writing by the competitor before the race(s) and competitor must be a registered entrant in the class(es) prior to the incident.

NOTE: Competitors who have registered but fail to follow the above procedure or do not meet the weight requirements (where applicable) shall receive zero points for that race.

In addition, the following remains approved by the committee pending Trustee approval at the July meeting for application as a tech update for 2007:

DELETE (month) 2007
TM83 – 803.17.8 UNABLE TO RACE
Delete sentence: The race director shall have the authority to award or deny the last-place finish position points to the registered competitor at his/her discretion.

5. Driving suits – Trustee Stowell reported that the SFI Abrasion Resistant Driver/Rider Suit specification 40.1 addresses driver apparel. The apparel can be either a one piece "coverall type or a two piece traditional type, consisting of a jacket and pants." According to the specification, the two-piece type must be joined at the waist by a zipper, and all suits must have a zipper closure for the upper torso. Based on our accident history, he does not recommend using the full 40.1 SFI specification as that would require that virtually every driver purchase a new suit and we simply don't have any accident history to support this. However, he does suggest that we consider requiring either a full one-piece suit or a two-piece suit connected at the waist by a zipper with enforcement of the rule in 2009 or later. This gives the manufacturers time to provide jacket and pants outfits with a zipper connection and for drivers to wear out their non-complying suits.

Motion to mandate (for road racing only), the use of either full one-piece driving suits or a two-piece suit connected at the waist by a zipper effective for the 2010-season as 2010 will coincide with the next helmet updates. (Re: TM section 115.4)

5. Laydown rear bumper rule – Motion to approve the following revision to rule 309.3 for the 2008 season.

[REPLACE] Current Rule:

309.3 REAR BUMPER: Constructed of 3/4" minimum diameter steel tubing, minimum tubing wall thickness of .065". (See figure 309.3a.) Additional bars on rear bumper are allowed to a maximum height of 26". Effective 2004 racing season rear bumpers incorporated into the frame for the purpose of helping to protect the driver will be mandatory. And positioned so that the following requirements are met:

309.3.1 Maximum height: 7.50" (as raced).
309.3.2 Minimum height: at least height of bottom of rear axle.
309.3.3 Maximum width: no wider than lateral measurement from outside rear tires.
309.3.4 Minimum width: no less than lateral distance between frame rails.
309.3.5 DOUBLE-BAR REAR BUMPER: If an optional double-bar design rear bumper is used, the maximum lateral overall width will be no wider than the outside vertical plane of the rear tires and the minimum width no less than the lateral distance between the main frame rails. The maximum height of the top bumper crossbar or tube will be no higher than the 26". The lower bumper crossbar or tube will be at least 2" above the ground plane but no lower than the main frame rails, whichever is lower, and no higher than 7.5" above the ground plane. The top crossbar or tube may be above or to the rear of the lower crossbar or tube but angled no more than 45° (degrees) from the vertical. Same material specifications as a single-bar rear bumper. (See figure 309.3b & 309.3c).

[WITH] New Proposed Rule for 2008:

309.3 REAR BUMPER: Constructed of 3/4" minimum diameter steel tubing, minimum tubing wall thickness of .065". (See figure 309.3a.) Additional bars on rear bumper are allowed to a maximum height of 26". All bumpers must comply with the following measurements (as raced):

309.3.1 Maximum height: 7.50".
309.3.2 Minimum height: at least height of bottom of rear axle.
309.3.3 Maximum width: no wider than lateral measurement from outside rear tires.
309.3.4 Minimum width: no less than lateral distance between frame rails.
309.3.5 DOUBLE-BAR REAR BUMPER: If an optional double-bar design rear bumper is used, the following (as raced) measurements must be met. And the same material specifications described in 309.3 for single-bar bumpers must also be met. (See figures 309.3b & 309.3c).
309.3.5.1 Top bar maximum height: no higher than 26.0".
309.3.5.2 Middle bar height: a maximum of 7.5" above the ground plane and a minimum of at least 2" above the ground plane but no lower than the main frame rails, whichever is lower.
309.3.5.3 Bottom bar minimum height: at least height of bottom of rear axle.
309.3.5.4 Maximum width: no wider than lateral measurement from outside rear tires.
309.3.5.5 Minimum width: no less than lateral distance between frame rails.
309.3.5.6 Angle: The top crossbar or tube may be above or to the rear of the lower crossbar or tube but angled no more than 45° (degrees) from the vertical.

6. Spec 125 Shifter class – Motion to add class for 2008 season

~~36X.X~~ SPEC 125 SHIFTER 1 & 2

DRIVER REQ: Age 18 and older. Class 2 Shifter Road Racing license.
ENGINES: Honda CR125 - Stock OEM 1999 cylinder, head, ignition, etc (Known as a 99 CR125 kit motor)
TRANSMISSION: *tbd by 2-cycle tech committee*
INTAKE: *tbd by 2-cycle tech committee*
EXTERNAL MOD: *tbd by 2-cycle tech committee*
HEAD & CYLINDER: *tbd by 2-cycle tech committee*
FUEL: Spec fuel and oil. (with consideration of adjusting the current Motul measurement)
MIN WEIGHT: 385 lbs. ?????
TIRES: Open Compound, 5" or 6" Diameter Rims, Rear Tires 7.00" Min. Width
PIPE: *tbd by 2-cycle tech committee*
IGNITION: *tbd by 2-cycle tech committee*
INTAKE SYSTEM: *tbd by 2-cycle tech committee*
OTHER: (1) CIK Style bodywork only, either conforming to all dimensions listed in Section 200 (except the forward "C" dimension) or CIK approved bodywork that is readily available at least 90 days prior to the beginning of the racing season. Carbon fiber, Kevlar and metal are not legal construction materials for nose, side pods and steering fairing. (2) Radiator must be mounted on the right or left side of the driver between the tires. (3) All karts must use rear bumper rule 359.3.5. (4) Standing start procedure utilized. (5) Rear track width must be a minimum of 50" and a maximum of 55 1/8". (6) Must use 125 Sprint Shifter Seat rule described in Section 360.4.4. (7) No butterfly style steering wheels allowed. (8) Classes run each day, two separate championships. (9) OEM water pumps must be retained. Cooling system may use only water and / or water based coolants. Catch containers and / or alternative plumbing is mandatory. Chain guards are required. Addition of a starter nut to crankshaft for external starter allowed.

A motion was made by Norville, second by Stowell to approve the above six road race proposals for 2008. Seven in favor, motion approved.

The following two Road Race committee proposals were tabled following discussions initiated by Trustee Harper. The board asks that the promoters review and provide their input before the board takes action. President Kugler advised that he would contact the promoters directly to review these proposals.

Entering 2 classes running at the same time – Motion to approve the addition of the following rule that allows competitors to enter and race in two different classes that run in the same race group on a Regional and/or club level. This would not be allowed for Nationals.

Carrying over Saturday's races to Sunday – Motion (for Nationals only) to remove the option to carry over Saturday race groups that were unable to race due to inclement weather to first thing Sunday morning. It is the feeling of the committee that Sunday's program should not be shortened to accommodate Saturday classes as Sunday classes do not have this option. Rained out / cancelled races should be applied on a daily basis, meaning each day should stand on its own. For club and / or regionals with smaller attendance, this could be applied as the impact is lesser.

GM Borsuk reminded all that the next meeting is scheduled for November 10, 2007. This will also be the annual membership meeting. The agenda closes at 5pm, October 22nd. Chairman Dresang added that he would advise the board of the date and time for the conference call to finish this meeting's agenda.

A motion was made by Busch, second by Norville to adjourn, seven in favor, meeting adjourned at 5:35pm.

Respectfully submitted,
Sissy Mendenhall
Marie Borsuk

**World Karting Association
Board of Trustees Conference Call Meeting
July 18, 2007 – 8:00pm**

In attendance:

Officers: Randy Kugler – President
Angelo Buffomante – Secretary (joined at 8:30pm)
Rick Dresang – Chairman of the Board

Trustees: Jim Savoren – District 1
Robby Harper - District 2
Bobby Gettys - District 3
Morgan Whitaker - District 5
Jerry Cole - District 6
Mike Busch - District 7
David Norville - District 8
Dan Stowell - District 9

Office: Marie Borsuk – WKA General Manager
Sissy Mendenhall – WKA Director of Finance

Absent: Kenny Venberg – Vice President
Missy Nelson Tate – Treasurer
Dan Hardy - Trustee District 4
Kevin Williams – District 10 Trustee

The meeting was called to order at 8 pm Eastern by Chairman Rick Dresang. He opened the meeting by noting that it had been called on less than the seven days notice required in the WKA Code of Regulations. To make the meeting official, he then asked all Trustees present to approve the meeting under WKA Code of Regulations Article VII, Section VIII, Waiver of Notice. All Trustees voted to waive notice, and the meeting continued.

Dresang then read an E-mail from Tim Ridley. In it, Mr. Ridley communicated Trustee Hardy's verbal request that Mr. Jimmy Rivers be appointed to succeed him as District 4 Trustee, as he would not be able to fulfill his term. The Board took this as Mr. Hardy's letter of resignation.

Dresang then opened the discussion on Trustee Dan Hardy's replacement. After a lengthy discussion of potential candidates, a motion was made Busch and a seconded by Cole to appoint Jimmy Rivers to replace Dan Hardy as District 4 Trustee. Since Rivers is currently the 4-cycle Rep for that District, he will be asked to appoint a new 4-cycle Rep. Bobby Moore will remain the District 4 2-cycle Representative. Motion passed unanimously.

Chairman Dresang then brought up to the Board some conversations he has had with competitors from the Camden Gold Cup race regarding their disqualification. After reviewing the situation it was agreed that the disqualifications would stand. However, the Trustees also agreed that there are several very dissatisfied Gold Cup competitors as a result of the disqualifications and subsequent appeals. As a result, we need to analyze the course of events that brought us to this point and consider changes to our procedures that will prevent similar situations in the future. Trustee Busch suggested that the matter be referred to the Personnel Committee.

The next Trustee conference call will be Wednesday August 1 at 8 pm Eastern Time. The objective for this call will be to address all remaining committee proposals for the '08 Tech Manual.

Motion by Busch, second by Stowell to adjourn meeting at 9:45 pm. Vote unanimous.

Respectfully submitted,
Randy Kugler
Dan Stowell

**World Karting Association
Board of Trustees Conference Call Meeting
August 1, 2007 – 8:00pm**

In Attendance:

Officers: Randy Kugler – President
Kenny Venberg – Vice President (left meeting at 10:25pm)
Rick Dresang – Chairman of the Board

Trustees: Jim Savoren – District 1
Robby Harper - District 2
Bobby Gettys - District 3 (left meeting at 9:15 pm)
Jimmy Rivers – District 4
Jerry Cole - District 6
Mike Busch - District 7
David Norville - District 8
Dan Stowell - District 9
Kevin Williams – District 10 (joined meeting at 10:20pm)

Office: Marie Borsuk – WKA General Manager

Absent: Angelo Buffomante – Secretary
Missy Nelson Tate – Treasurer
Morgan Whitaker - District 5 Trustee

Chairman Dresang opened the meeting at 8:07 PM. He reviewed the July 18th conference call meeting and welcomed Jimmy Rivers as the new trustee from District 4. Trustee Rivers was thanked for his help at the recent Georgia Dirt Divisional race.

Trustee Norville reviewed the two Road Race proposals that were tabled from the July 10th meeting.

1. Proposal to remove the option to carry over Saturday race groups that were unable to race due to inclement weather to first thing Sunday morning. (Rule 363.8.2) A motion was made by Norville, and second by Busch to accept this proposal. Vote: Seven in favor (Savoren, Gettys, Rivers, Cole, Busch, Norville, Stowell), Harper opposed, motion passed.

A motion was made by Cole, second by Harper to direct the Road Race committee to rotate the Saturday classes. Motion was withdrawn and Trustee Norville stated he would bring this back to committee for a rotation schedule.

2. Dual Transponders/Multiple Class entries were discussed. A motion by Trustee Norville second by Stowell to approve the addition of the following rule that allows competitors to enter and race in two different classes that run in the same race group on a Regional and/or club level. This would not be allowed for Nationals. Vote: Norville in favor; Savoren, Gettys, Rivers, Cole, Busch, Harper and Stowell opposed; motion failed.

A new motion was made by Stowell and second by Cole to adopt the same rule with the omission of "this would not be allowed for Nationals." Vote: Savoren, Harper, Gettys, Rivers, Cole, and Stowell in favor; Busch opposed; Norville abstained; motion passed.

Trustee Busch presented the Manufacturers' Cup proposals. A motion was made by Busch, second by Stowell to accept the Mfg. Cup Committee's weight changes in the TaG class. Unanimous. Motion passed.

Trustee Gettys departed the meeting at 9:15pm.

A motion was made by Busch, second by Cole to delete the ICC Final 1, ICC Final 2, ICA and JICA classes in the 2008-racing season. Unanimous. Motion passed.

A motion was made by Busch, second by Cole to add a TaG Final 2 class on Sunday making the TaG class on Saturday; TaG Final 1 with the format the same as the ICC and Cadet with one Championship awarded. Unanimous. Motion passed.

A motion was made by Busch, second by Stowell to accept the Mfg. Cup Committee's weight changes in the Yamaha Jr. SuperCan Lite, Yamaha Jr. SuperCan Heavy, HPV Jr. Lite, and HPV Jr. Heavy classes for the 2008-racing season. Unanimous. Motion passed.

The Board discussed front brakes and/or dual rear brakes as optional in the TaG class. This item was tabled pending further research. President Kugler will contact WKA's legal counsel and insurance carrier and report back to the Board.

A motion was made by Busch, second by Harper to allow 50mm axles in all Mfg. Cup classes for the 2008-racing season. Unanimous. Motion passed.

Vice President Venberg gave a tire report on the Heartland Series. His report stated that the Heartland competitors are satisfied with the current tire rule.

A motion by Stowell, second by Cole to defer implementation of the update rule 704.22.2 that changes the NO-GO (A28) measurement from 0.864" to 0.867" pending recommendations from the Dirt Committee and Briggs & Stratton. Unanimous. Motion passed.

At the July board meeting the following was passed: 704.14.2 Briggs & Stratton fire ring head gasket part # 555698 with Briggs and Stratton logo will be the only fire ring head gasket allowed. Minimum thickness 0.042" on the metal fire ring part of the gasket.

A motion was made by Stowell, second by Cole to add an effective date and new part number to this new rule to give Briggs & Stratton and kart shops sufficient time to

deplete their present inventory. Unanimous. Motion passed. President Kugler will be meeting with Briggs & Stratton and will report back with a date.

10:20 Trustee Williams joined the call.

10:25 Vice President Venberg left the conference call.

Trustee Rivers gave a Dirt Committee report. A motion was made by Rivers, second by Cole to accept the proposals from the Dirt Committee report

1. 2008 Spec tire rule for National Dirt Series.

The competition committee recommends the following spec tires for the 2008 – 2010 National Dirt Series:

Maxxis HT-3 will be the spec tire for all senior classes. (Thick rubber)

Vega Oval Yellow will be the spec tire for all junior classes. (Thick rubber)

2. Animal transition for Jr Sportsman 1 and Jr Sportsman 2 classes.

The committee discussed the full transition of the Animal engine into the Junior 1 and Junior 2 classes. The committee supports the transition for Junior 2, but has concerns about the inadequate horsepower of the junior 1 animal engine. Currently, the Junior 1 Raptor produces more horsepower than the Junior 1 animal. To encourage drivers to switch from the Raptor to the Animal, the Animal must be equal in horsepower to the Raptor.

Recommendation: A larger restrictor plate or a throttle stop that would allow the Animal engine to produce additional horsepower equivalent to the Raptor is needed prior to mandating full Animal implementation in Junior 1 classes. Referred to 4-cycle Tech Committee for recommendation.

3. Divisional Transfer:

The committee also discussed the current restriction for divisional series to follow the national series spec tire and engine requirements. The committee recommends that beginning with the 2008 season, divisional series will not be required to follow the national series spec tire and engine requirements. This will allow the racers to transfer points to the national series, encourage additional participation in the national series and increase WKA membership.

Trustee Cole revisited the disqualifications from the Gold Cup race at Camden on the intake port. He provided the Board with additional information and concerns.

A motion was made by Cole, second by Stowell to reopen, review, and revote on the disqualifications. Vote: Cole and Stowell in favor; Savoren, Harper, Rivers, Busch, Norville and Williams opposed; motion failed.

Trustee Cole thanked the Board for revisiting this issue and realized the struggle they had voting on this issue.

At 11:59 a motion was made by Norville, second by Busch to adjourn.

Respectfully submitted,
Marie A. Borsuk
General Manager

World Karting Association
Board of Trustees Conference Call Meeting
August 29, 2007 – 8:00pm

In Attendance:

Officers: Randy Kugler – President
Kenny Venberg – Vice President
Angelo Buffomante – Secretary
Rick Dresang – Chairman of the Board

Trustees: Jim Savoren – District 1
Robby Harper - District 2
Bobby Gettys - District 3
Jimmy Rivers – District 4
Jerry Cole - District 6
Jim Perry - District 7 (proxy for Trustee Mike Busch)
David Norville - District 8
Dan Stowell - District 9
Kevin Williams – District 10 (joined meeting at 8:25pm)

Office: Marie Borsuk – WKA General Manager
Sissy Mendenhall – WKA Director of Finance

Absent: Missy Nelson Tate – Treasurer
Morgan Whitaker - District 5 Trustee

Meeting was called to order at 8 pm Eastern Time by President Kugler.

Item 1: First order of business was to hear a suspension appeal from Master Member Terry Roberts. Mr. Roberts and Race Director Glenn Firing joined the call at 8:10 pm. Mr. Firing first presented his account of the incident at BeaveRun causing Mr. Roberts' suspension. Mr. Roberts then presented his appeal. After both presentations the Trustees then asked questions. At 8:45 pm both Mr. Firing and Mr. Roberts were excused from the meeting. The Board then discussed the suspension and if any further penalties should be assessed. Motion by Norville, second by Harper to continue Mr. Roberts' suspension, which includes the restriction of purchasing a pit pass, per the letter he received for a total of six months from the date of the letter. The suspension will be followed by six months probation and a formal apology at the first race of the 2008 racing season. Vote: 7 in favor (Williams, Stowell, Norville, Perry, Rivers, Gettys, and Savoren), one opposed (Cole), motion passed.

Item 2: Next item was a proposal from Trustee Norville to amend the current Code of Regulations with the following:

Replace the last sentence of Article V, Section V, with the following

A member is considered to be in good standing when (1) his/her membership dues are paid up to date, (2) not more than two weeks in arrears in any assessment or fees, (3) not under suspension, (4) not operating a business or club in direct competition with WKA, (5) any other reason deemed inappropriate by a majority vote of the WKA Board of Trustees.

Motion by Norville, second by Stowell to approve this proposal contingent upon approval by NC legal counsel and ultimately a membership vote. Motion passed unanimously.

Item 3: Trustee Stowell polled the Trustees prior to the meeting regarding allowing front wheel brakes in the Manufacturer's Cup Series TaG class as an option. Nine of the 10 Trustees were in agreement. Stowell made a motion, second by Gettys to allow this option. Motion passed unanimously.

Item 4: Vice-President Venberg gave an update on the 4-Cycle Tech Committee meeting. The Board was advised that the Tech Committee is not in favor of increasing the size of the restrictor plate in the Animal engine on the purple plate. Possible review of adding weight to the Raptor classes or possibly using a smaller restrictor plate on the Raptor.

The committee will also continue to monitor the intake port measurement on the Animal. Currently it is felt no change is necessary to the current measurement.

The Committee has directed the Tech officials to check the Animal Exhaust Port in two places. The check should be done at 12 and 6 o'clock (perfectly vertical) and 3 and 9 o'clock (perfectly horizontal). Motion by Gettys, second by Savoren to accept the proposal. Vote: Six in favor (Williams, Norville, Rivers, Gettys, Harper and Savoren), one opposed (Cole), one abstention (Perry). A revote was called for the recording secretary. Revote: Five in favor (Williams, Rivers, Gettys, Harper and Savoren), three opposed (Stowell, Norville and Cole), one abstained (Perry). Motion passed.

Based on feedback from Briggs & Stratton the motion from the July meeting to require the new Briggs & Stratton Fire Ring Head Gasket has been rescinded. Motion by Stowell, second by Williams to rescind the original motion and defer implementation until further notice. Unanimous.

Item 5: The handling of multiple DQ's was tabled until the November Board meeting.

Item 6: Trustee Norville proposed changes to Rule 110.1 and 110.2 as follows:

Old version of 110.1

All protest of technical specification legality and driver conduct must be submitted in writing.....

New version: 110.1

All protest of technical specification legality, driver conduct, and scoring must be submitted in writing.....

Old version of 110.2

All protests must be submitted in writing to the Race Director (or designated official) of the WKA sanctioned event within 30 minutes after completion of the race that is being protested, or in the case of a scoring protest, 30 minutes after official results have been announced and/or posted. The written protest.....

New version of 110.2

All protests must be submitted in writing to the Race Director (or designated official) of the WKA sanctioned event within 30 minutes after completion of the race that is being protested, or in the case of a scoring protest, 30 minutes after the results have been announced and/or posted. After the close of the 30 minute time window all races are official and final unless posted otherwise by a race official. The written protest.....

Motion by Norville second by Gettys to accept the proposal. Vote: Eight in favor (Savoren, Harper, Gettys, Rivers, Perry, Cole, Norville and Stowell), one abstention (Williams), motion passed.

Item 7: Per the recommendation of the Speedway Dirt Competition Committee windshields will now be required in all Speedway Dirt Champ Karts including Jr. and Sr. classes beginning with the 2008-racing season. The current Jr Sportsman Champ rule #494.6 will apply for the Jr & Sr Champ classes (rule 483.6). It was also noted that the use of windshields is optional in the Speedway Pavement series. Motion by Stowell, second by Rivers to accept the proposal. Vote: Six in favor (Savoren, Rivers, Cole, Perry, Norville and Stowell), three opposed (Harper, Gettys and Williams), motion passed.

Item 8: The Board discussed a letter from Horstman requesting the requirement of Horstman Clutch parts in all HPV classes. After a lengthy discussion, President Kugler was directed to send Horstman Mfg. a letter explaining the Board's position.

In closing, Chairman Dresang addressed the Board about some of the things that have transpired over the last few weeks. He also shared with the Board a conversation he had with Trustee Whitaker. He expressed that WKA must continue to move forward and continue to address the important issues that continue to face this organization.

Without any further business, the meeting was unanimously adjourned at 10:15 pm through a motion by Norville and a second by Gettys.

Respectfully submitted,
Angelo Buffomante
Marie Borsuk
Sissy Mendenhall

**World Karting Association
Board of Trustees Meeting
Friday, November 9, 2007**

In attendance:
Officers: Rick Dresang – Chairman of the Board
Angelo Buffomante – Secretary
Missy Nelson-Tate - Treasurer
Trustees: Josh Schiffler - District 1 - 4-Cycle Representative
Robby Harper - District 2
Bobby Gettys - District 3
Jimmy Rivers – District 4
Jerry Cole – District 6
Mike Busch – District 7
David Norville – District 8
Dan Stowell – District 9
Guest: Van Gilder – WKA Technical Advisor
Absent: Randy Kugler – President
Kenny Venberg – Vice President
Kevin Williams – District 10 Trustee

The meeting was called to order at 6:30pm. Chairman Dresang and Secretary Buffomante made opening remarks.

It was noted that due to a rigorous travel schedule in the US and abroad, President Kugler would not be attending the meeting, and in his absence, Secretary Buffomante read a letter on his behalf to the board.

Van Gilder reported on the Employee Reviews he conducted the previous day under the direction of Chairman Dresang and President Kugler. Following discussion, the board recommended that Van assist the office staff with ongoing projects.

The board then discussed the realignment of duties within the WKA that will assist in its movement to the next level. Van Gilder was asked to assume duties of Executive Director and manage the daily affairs of the WKA office. The proposed realignment will be presented to President Kugler.

With all discussion topics addressed, the meeting unanimously adjourned at 11:45pm.

Respectfully submitted,
Rick Dresang

**World Karting Association
Annual Membership and Board of Trustees Meeting
WKA Headquarters, Concord, NC
Saturday, November 10, 2007**

In attendance:
Officers: Rick Dresang – Chairman of the Board
Angelo Buffomante – Secretary
Missy Nelson-Tate - Treasurer
Trustees: Josh Schiffler - District 1 - 4-Cycle Representative
Robby Harper - District 2
Bobby Gettys - District 3
Jimmy Rivers – District 4
Jerry Cole – District 6 (departed at 11:15am)
Mike Busch – District 7
David Norville – District 8
Dan Stowell – District 9
Kevin Williams – District 10 (arrived at 11:00am)
Office: Marie Borsuk – WKA General Manager
Sissy Mendenhall – WKA Director of Finance
Buddy Long – WKA Director of Operations
Van Gilder – WKA Technical Advisor
Absent: Randy Kugler – President
Kenny Venberg – Vice President
Guests: Gene McCook – 4-Cycle Representative, District 4
Tim & Peggy Floyd
Austin Campbell (& dad)
Kevin Leonard
Glenn Firing
Keith Freber

ANNUAL MEMBERSHIP MEETING

Present at meeting: All above noted WKA Officers, Trustees, Office Staff and 10 members. The meeting was called to order at 9:00am followed by the reciting of the Pledge of Allegiance and invocation.

Chairman of the Board Dresang, Treasurer Tate and Secretary Buffomante summarized the State of the WKA to all present followed by an open floor session for member questions and input.

Discussion highlights: A request was made to post the upcoming board meeting agenda on the WKA website as well as advertise the meetings more to help encourage attendance. The Dirt program, Animal transition and tire prepping issues were discussed at length. One recurring comment was that WKA is on the right path and that the public needs to be educated about all issues surrounding the use of tire prep chemicals. A member asked that the Trustees attend more WKA events, specifically

outside their normal “series”. Divisional Series and their relationship to Nationals were questioned. It was noted that this is an ongoing discussion each year and is not being disregarded. It was commented that unfortunately, this is an unforgiving sport when positive changes are attempted. This is a tough crowd to accept change. It was noted that WKA should seek the input from all levels of competitors, from local to national, when considering rules and procedures.

With no further discussions requested, the meeting adjourned at 11:30am.

BOARD OF TRUSTEES MEETING

Chairman of the Board Dresang called the meeting to order at 12:00pm with all the above named Officers, Trustees and Office Staff present with the exception of Trustee Cole who was excused to return home for the GLSS banquet. Chairman Dresang opened the meeting requesting the approval of past meeting minutes. A motion was made by Williams, second by Stowell to approve the July 10 meeting minutes, and the July 18, Aug 1 & Aug 29 conference call minutes. Vote: Eight in favor, motion approved.

The meeting was deemed closed to guests to address member actions.

Member Actions:

TJ Floyd – Great Lakes Sprint Series: Tim & Peggy Floyd, parents of TJ Floyd, addressed the board regarding an incident involving TJ at the GLSS event at New Castle. Following discussion, Secretary Buffomante advised the Floyd’s that they would be notified of the WKA’s decision following the meeting. The board discussed the Series Director’s report and Trustee Norville reported on behalf of Trustee Cole. A motion was made by Norville, second by Gettys to place members Tim and TJ Floyd on 1-year probation effective the date of incident. Vote: 3 in favor (Gettys, Norville, Stowell), 5 opposed (Williams, Schiffler, Busch, Harper, Rivers), motion failed. Trustee Busch made a motion with a second by Stowell, to place Tim & TJ Floyd on 6-months probation, 7 in favor, one opposed (Harper), motion approved.

Austin Campbell – WKA Dirt National, Beechnut: Austin Campbell (& father Don) addressed the board regarding a black flag incident during the Briggs Jr Champ Heavy race at the Beechnut national. It was a mistaken identity between Austin and another kart (#49). The Campbell’s are requesting that the driver whom the black flag was originally intended for (#49) be disqualified as originally intended and Austin will accept the 7th place finish that was a result of the mistaken black flag. Following discussion, Secretary Buffomante advised the Campbell’s that they would be notified of the WKA’s decision following the meeting. Following discussion, a motion was made by Harper, second by Gettys to deny the appeal. Vote: eight in favor, motion approved unanimously. The board will also direct Race Director Walt Ramsey to throw black and checkered flags if this situation arises again.

During the lunch break, the board members viewed a new chassis design presented by Kevin Leonard of Leonard Motorsports. Mr. Leonard is asking the board for approval of the chassis in WKA competition. Following discussion, Mr. Leonard was thanked for his presentation and excused.

The meeting remained closed to guests to continue with member actions.

Jason Agugliaro – Northeast Speedway Pavement Divisional: Trustee Stowell reported the actions of member Agugliaro at a WKA Divisional event. It is the recommendation of the divisional series director to match the NESPS penalties. A motion was made by Rivers, second by Busch to suspend member Agugliaro for 1-year to be followed by a 1-year probation from date of incident. Vote: 6 in favor, 2 abstentions (Harper & Stowell), motion carried.

Casey Neal – WKA Manufacturer’s Cup National @ BeaveRun: The board discussed the actions of member Casey Neal at the BeaveRun Mfr Cup national. Following discussion, a motion was made by Norville, second by Schiffler to suspend member Neal for 1-year from the date of incident to be followed by a 1-year probation. Vote: seven in favor, one abstention (Williams), motion approved.

Ryan Stewart & Tony Jump - WKA Manufacturer’s Cup National @ BeaveRun: Members Stewart & Jump were placed on probation due to their actions during the Casey Neal incident at BeaveRun. A motion was made by Norville, second by Stowell, to extend Jump’s probation to 1-year from the date of incident. Vote: 6 in favor, 2 abstentions (Harper & Williams). A motion was made by Gettys, second by Norville, to end member Stewart’s probation as of today’s meeting. Vote: 6 in favor, 2 abstentions (Harper & Williams). Both motions approved.

TJ Koyen – WKA Manufacturer’s Cup National @ Shawano: Trustee Williams (also race director at this event) reported to the board the events at the Shawano MC race. There was a miscommunication between the RD & the scoring staff in the posting of the results at the track. The results posted at the track reflected member Robinson being disqualified with a non-droppable disqualification. Following the event, Robinson questioned the non-droppable disqualification. The RD confirmed the results were incorrect at the track and that Robinson should have been assessed an unsafe driving disqualification that can be dropped. Member Koyen is protesting the reversal of the “non-droppable” disqualification. A motion was made by Harper, second by Rivers, to deny member Koyen’s appeal and that the final race results will stand as corrected by RD Williams following the event. Vote: 4 in favor (Schiffler, Gettys, Harper, Rivers), 2 opposed (Norville, Stowell), 2 abstentions (Busch & Williams), motion carried.

With all member actions addressed, the meeting was opened to guests.

Treasurer Nelson-Tate provided a Financial Report to the board as well as a status

report on the progress of the new accrual accounting system. The board was provided copies of the September financial statements for review.

Chairman Dresang addressed the board regarding a conference call held prior to the meetings that included Chairman Dresang, Treasurer Tate and Secretary Buffomante with President Kugler. It was noted that the Board's proposal was presented to President Kugler for review.

Harper, Norville & Schiffler were excused from the meeting to meet their travel reservations. This resulted in a lack of quorum; thus, the meeting was unofficial at this point.

Director of Operations Buddy Long opened a discussion with the board regarding the completion of the 2008 national schedules. This led into a discussion on various business models / plans for the different series and events. The Jacksonville and New Castle Manufacturer's Cup event P&L reports were reviewed and discussed also.

Gene McCook discussed the new champ kart windshields rules. No action.

A motion was made by Stowell, second by Gettys to adjourn, all in favor, motion carried, meeting adjourned at 6:00pm.

Respectfully submitted,
Angelo Buffomante
Marie Borsuk
Sissy Mendenhall

**World Karting Association
Board of Trustees Conference Call
Tuesday, November 27, 2007**

In attendance:

Officers: Rick Dresang – Chairman of the Board
Kenny Venberg – Vice President
Trustees: Jim Savoren - District 1
Robby Harper - District 2
Bobby Gettys - District 3
Jimmy Rivers – District 4
Jerry Cole – District 6
Mike Busch – District 7
David Norville – District 8
Dan Stowell – District 9
Kevin Williams – District 10
Office: Marie Borsuk – WKA General Manager
Sissy Mendenhall – WKA Director of Finance
Buddy Long – WKA Director of Operations
Van Gilder – WKA Technical Advisor
Absent: Randy Kugler – President
Angelo Buffomante – Secretary
Missy Nelson-Tate - Treasurer

Chairman of the Board Dresang called the meeting to order at 8:05pm.

Trustee Stowell opened a discussion on the Leonard Motorsports chassis presentation from the November 10 meeting. It is the opinion of the board to disallow Mr. Leonard's new chassis design based on spirit and intent of proven and safe design guidelines. The WKA Office will notify Mr. Leonard in writing of this decision.

Committee Reports

Technical Director Report (includes 2-cycle Tech Committee report) - Stowell

115.1 Head Gear – The 2008 WKA Technical Manual Section 115.1 includes the following note: *K 1998 Helmets are no longer legal effective 12/25/07*. Given that (1) some of our competitors will receive merchandise certificates at the awards banquets, and (2) the 2008 manual will be received by our members less than a month before the Daytona events, we recommend that the K 1998 helmets remain legal until February 28, 2007. Due to the necessity of getting this change before the competitors, we published it in a Pit Board and web site announcement on November 21 however needs Board of Trustee post approval.

“CHANGE” *Month/Year*
TM 8 – 115.1 HEAD GEAR
[REPLACE] Note: K 1998 Helmets are no longer legal effective 12/25/07.
[WITH] Note: K 1998 Helmets are no longer legal effective 2/28/08.

Motion to approve by Gettys, second by Cole. Vote: all in favor, unanimous.

115.3 Neck Braces - Currently, the WKA Technical Manual Page 8, Section 115.3 includes specific approval for the Leatt-Brace Moto GPX. Steve Peters, owner of Team Valhalla Racing submitted a prototype neck brace (360 Plus Device) for review at the Trustee meeting. Note that Team Valhalla currently makes the Armadillo Rib Vest, an SFI certified chest protector. Because time constraints prevented us from viewing the device at the Nov 10 meeting, Stowell forwarded it to Van Gilder, WKA Technical Advisor. Gilder and his driver, Kevin Learnard, examined the device and provided feedback to Mr. Peters. It is agreed that this device falls within the WKA specification for a neck brace but needs a few minor adjustments for comfort and functionality. WKA has also submitted a request to the SFI Institute to consider establishing a standard for this type of neck brace. Approval of this device is

requested.

Following discussion, the board agreed to table this request until the production model can be re-inspected with the requested modifications completed.

214.17 TAG – It is requested that the following revised procedure be adopted for the Manufacturer's Cup Series when auxiliary starters are used in the TAG class.

“CHANGE” *Month/Year*
TM 12 – 214.17 TAG FINAL 1 & 2
[REPLACE] OTHER: Engines failing to start for the pre-final or final races using the integrated starter may be started using an alternative method but must move to the rear of the grid.
[WITH] OTHER: In the event that the engine cannot be started on the grid with the onboard starter, an auxiliary starter may be used. In any case, the onboard starter is subject to post race tech inspection to ensure that all components are present and correctly installed.

Motion to approve by Stowell (w/ revised wording), Second by Cole. Vote: unanimous.

483.6 WINDSHIELD - The Dirt competition committee proposed and the Trustees approved a change to the windshield rule for Junior and Senior Champ Karts. The new rule mandates the addition of 12x12 clear windshield to the cowl section of all champ karts. Because the technical manual will be received by our members less than a month before the Daytona events and because we are getting significant negative feedback from competitors, it is recommended that this new rule be waived until the Dirt Committee can get further input. Due to the necessity of getting this change before the competitors, it was published in a Pit Board and web site announcement on November 21 however needs Board of Trustee post approval.

“CHANGE” *Month/Year*
TM 43 – 483.6 WINDSHIELD
[REPLACE until further notice] A clear windshield constructed of Plexiglas-type material must be added to the cowl section at a size of 12” x 12” minimum, at a height of approximately the driver's eye level in karts competing in the Dirt Series.
[WITH] A clear windshield constructed of Plexiglas-type material may be added to the cowl section to a height of approximately the driver's eye level.

Motion by Stowell to void the new rule and refer back to Dirt committee for review, second by Gettys. Vote: unanimous.

485.11 & 496.13 Champ Kart Manufacturer Registration and Inspection - We have been contacted by champ kart manufacturers requesting a way to apply a WKA certification sticker when they manufacture and sell their karts. Marie Borsuk has suggested that we sell a sticker that the manufacturers can apply to their karts that certifies that they have built the kart to WKA specifications. Even though these karts may never compete at WKA National events, some customers are requesting these stickers. If a kart comes to a WKA National event, it would still have to be inspected and certified.

ADD “*Month/Year*”
TM 43 485.11.xx & TM 45 496.13.xx (actual placement TBA)
[Add] All chassis manufacturing companies that are registered with WKA may purchase from WKA non-sanctioned event stickers for regional and local track use. If the chassis is raced at a WKA national event, the local sticker will be replaced with a WKA certification sticker after the chassis has been inspected and approved.

Motion to approve by Stowell, second by Busch. Vote: unanimous.

704.17 Valves - The WKA Technical Manual section 704.17 was changed for the 2008-season and requires Briggs Animal valves to be 3.372” + or - .010” effective 12/25/07. The previous dimension was 3.250”. Because the technical manual will be received by our members less than a month before the Daytona events, it is recommended that this change be waived until February 28, 2007. In order to reach our members in a time, deferral of this change was published on the Pit Board and website on November 21, 2007 however requires Board of Trustee post approval. It is also noted that the WKA 4-cycle Technical Committee will be recommending that the valve lift be reduced from 0.255” to 0.252” (see report in this document).

“REPLACE” *Month/Year*
TM 43 – 704.17 VALVES
[REPLACE Sentence until further notice] Minimum intake and exhaust valve length 3.372” + or - .010”.
[WITH] Minimum intake and exhaust valve length 3.250”.

Motion by Norville to approve original deferral and to defer the rule back to 4-cycle committee for review and future implementation date, second by Busch. Vote: unanimous.

WKA/SFI Technical Inspector Training and Certification Report - The 2007 WKA/SFI Technical Inspector Training and Certification Program is complete. We will be implementing the following changes to the 2008 program.

1. Establish two price levels for the training
\$75 – The first level is for those people who do not plan to do technical inspection. It includes training and a certificate of completion.
\$125 – The second level is for candidates for WKA/SFI Technical Inspector Certification. It includes the training and the certification examination. Those passing the examination will be assigned a level and receive a card and patch. Those failing the examination will still receive a certificate of completion.

2. Announce program as soon as possible (approved)

Initial training dates

1/12/08 – KartFest Northeast – Wallingford, CT

1/27-28/08 – KartFest – Hickory, NC

2/23/08 – KMI – Chicago, IL

New emphasis

Inspector decorum

Section 100 protest, appeal, and parts impound procedures

Where certification may and may not be used

How to move up in certification

Level 1 to Level 2

Minimum field experience

2 days with Level 2 or Level 3 inspector

Level 2 to Level 3

Minimum field experience

2 days with Level 3 inspector

Committee Chairmanships Report – Proposals for the 2008 Competition and Technical Committee Chairman positions will be submitted to the Board of Trustees in the next three weeks. For those Trustees who have competition committee assignments, your recommendations for committee chairmen are requested.

Champ Kart Based Kid Karts - The Pavement Series Competition Committee has been developing the Kid Kart version of the Sportsman Champ Kart. They have tested at the Pomfret, Connecticut track for the past season and are recommending it for the national program in 2008. The general specifications are in the 2008 Technical Manual. The committee requests the Board's approval to run this class as a "demonstration class" for the Pavement Series in 2008.

Motion by Stowell to approve the running of this demo class at the 1st Pavement national in 2008, second by Busch. Vote: Cole, Busch, Gettys, Stowell, Rivers – yes; Norville & Williams – no; Savoren & Harper – abstained; motion carried

Gold Cup Committee report

Trustee Cole presented a summary report of the GC Competition Committee's November 3rd meeting and requested several tech updates on behalf of the committee as follows.

Current pump-around procedure review for 2008 – The GCCC team discussed various other options to fuel tech and pump round procedures. Current method of having many drums of fuel at grid is taking a lot of extra time and inconvenience. We discussed possibly sealing caps after normal type of pump round. Another option would be to invest in a more accurate precise Alky test kit. Steve Baker will research other Alky tech options and report on this later. This would be a possible change to pump round for first Gold Cup race for 2008. Report only.

2008 World Formula class – The GCCC team voted unanimously to allow CIK body work in the new World Formula class for 2008 and requests the spec tire be changed to Bridgestone YHC 450x5 front and 710x5 rear.

Motion by Cole, second by Busch to allow CIK bodywork in addition to the current GC bodywork rules in the World Formula class for the 2008 season. Vote: All in favor, unanimous.

Motion by Cole, second by Busch to amend the World Formula spec tire rule to Bridgestone YHC 710 x 5 Rear and 450 x 5 and eliminate the spec rim rule. Vote: All in favor, unanimous.

Future proposed new class - Dave Koehler would like WKA to consider adding an Animal Super Stock class that would be a basic Animal motor except with a Tillotson carburetor. Report only.

Divisional points transfer & bonus points discussion - Trustee Cole asked that the board research divisional transfers.

Class probation discussion – The GCCC was asked to review and report it's findings on the following discussion. The GCCC agrees that this rule could apply in the Gold Cup Series.

Dan Stowell asked the GCCC to discuss the following class probation proposal for future implementation.

The National Road Race Committee is considering a proposal for how to handle classes with low entries. Their proposal looks something like this: At the end of the current competition year, WKA would calculate the average number of participants in each class (possibly excluding Daytona). If a class had less than an average of six participants, it would be placed on probation. If it had less than an average of six participants in the next competition year, WKA would have the option of dropping the class or merging it into another class. This rule would spell out how classes are dropped and would give competitors at least one year's notice before a class was deleted. Please add this item to the agenda of your next meeting and let us know how the committee feels about making this proposal part of Section 100 in 2008.

Additional GCCC discussions

Dave Brown from APPCO was invited to spend a few minutes talking to us about what he would like to see for our 2008 spec tire / rim program. He basically feels like we should be using all 5-inch tires with a relatively hard compound for longer life. Report only.

2008 tire branding rule - The GCCC members would like WKA to allow the racers to be able to bring used tires to Saturday morning branding instead of having to bring new tires. This proposal was voted unanimous. Trustee Cole asked for leniency in the tire branding procedures in the GC

series for 2008 by allowing the racers to be able to bring used tires to Saturday morning branding versus current new tire requirements. Tabled for further review.

2008 rim rule - GCCC voted unanimously to keep the 2008 rim size width rule for the 2008 to be the same as it was in 2007.

Trustee Cole added that the Valve rules (max lift) on World Formula engines needs to be addressed. VP Venberg advised the 4-cycle tech committee would address this.

Trustee Cole asked that members be required to include their membership number when signing in at the annual membership meeting.

Speedway Dirt Committee report

Trustee Rivers reported to the board that the dirt series continues to monitor and address tire procedures as well as the cutting and prepping of tires. Many options have been reviewed by the committee including voucher systems and tire impounds to name a few. It was agreed and previously released via a Pit Board announcement that the dirt series will continue following similar 2007-season tire guidelines with the exception that competitors will be inspected as they come up to the grid for qualifying as compared to the past procedure of a morning inspection and branding. It was also reported that the senior level classes in the series would revert back to the Maxxis HT3 tire for 2008. The Maxxis HT3 will be the spec tire at Volusia and then covert to the new Maxxis HT3 "thin rubber" tire only beginning at the second event of the season in April at Low Country Kartway. Junior class drivers will compete using the Vega Oval Yellow thin rubber tire beginning at Volusia. The committee will continue to develop procedures regarding tire branding and event guidelines and make any necessary announcements via WKA's Pit Board.

The dirt committee also discussed the Jr 1 Restrictor Plate. Deferred to 4-cycle tech committee. No action.

4-Cycle Tech Committee report

Vice President Venberg reported on the 4-Cycle Tech committee meeting and presented the following proposals requiring Board vote.

704.10.2 CAMSHAFT PROFILE LIMIT (max valve lift) - Committee discussed and voted to change the current max valve lift at the retainer from .257 to .252.

Motion by Stowell, second by Gettys to approve the rule change effective for the 2009 season. Following discussion, a motion was made by Cole, second by Norville to amend the original motion and remove the 2009 effective date. Vote: seven in favor, Harper and Stowell abstained, motion to amend approved. Amended original motion will now reflect an effective date to be the same as rule 704.17 once determined by the 4-cycle tech committee. Vote: eight in favor, Harper abstained, motion approved.

The following four proposals were voted on in one motion (see below).

701.6 & 701.6.1 – Raptor Gasket thickness - Committee discussed the carb to block gasket thickness. The current rule does not specify a gasket thickness. It was decided to add a spec that would limit the thickness of 1 gasket or the combined thickness of 2 gaskets not to exceed .135 inches.

704.4.7 – Animal Choke Cover - Pin punching will be allowed to tighten up choke cover, but no silicone or any other sealer will be allowed.

704.7 – Animal Fuel Pump - Additional specification to be added to this rule as follows.

Fuel pump must be mounted on engine.

Excessive lengths of pulse line from crankcase to fuel pump not allowed (add: 15" maximum length).

Fuel pump pulse line must be standard type ? inch inside diameter fuel lines.

Single diaphragm type fuel pump only – No double or triple diaphragm pumps allowed.

A fuel pump return line to fuel tank is not allowed.

704.42.1 – Animal Fuel Lines – The committee requests to add: Must be standard ? inch inside diameter fuel lines.

Motion by Stowell, second by Norville to approve the above four proposals (including the 15" maximum measurement addition). Vote: eight in favor, Williams absent, motion carried.

704.4.3 – Animal Venturi – (Clarification only) – The .615 no-go gauge must be held horizontal to properly check carb bore.

Code of Regulations proposals

Trustee Norville addressed the board regarding the proposed Code of Regulation proposals that are pending membership vote. The discussion at hand is how to proceed with the proposals. Do we direct mail the ballots, publish in the magazine, etc? Trustee Stowell added that the board has approved these proposals for some time now and its possible that other codes need to be addressed. Do we defer this mailing for further review? It was the consensus of the board for the Code Committee to review and report back for any additional changes. No action.

The following agenda items submitted by Trustee Williams were tabled for the next meeting per his request.

WKA's involvement in the Western United States

Stars of Karting Regulation Updates for 2008

Business Development - Indoor Karting

2008 meeting dates

Chairman Dresang addressed the board regarding the 2008 meeting dates. Following discussion, by Busch, second by Stowell, to approve the following 2008 meeting dates: April 11-12, June 27-29 (Tech Manual meeting) and November 7-8, all in favor, approved. It was also noted that agendas would close 10 days prior to each meeting.

The following agenda items submitted by Trustee Busch were tabled for the next meeting per his request.

- Credit card acceptance
- Member service improvements
- Code of regulations

Manufacturer's Cup Report

Trustee Busch reported to the board that the junior sportsman classes do not support the 2008 spec tire rule for their classes. He also reported on a letter he received from MG regarding the 2008 spec tires selection and their exclusion from the program. Chairman Dresang will contact President Kugler to clarify the Bridgestone contracts and will report back to the board.

Fiduciary responsibility

Trustee Busch presented a document regarding WKA Fiduciary responsibility within the state of Ohio. Chairman Dresang advised that he would investigate and report back to the board.

Proposal for 2008 Pavement Class

The Pavement Committee requests reinstatement of this class for the 2008 season. The format would follow the Final 1 & 2 format where the class is raced both Saturday and Sunday with the overall points combined for a single championship (count 7 of 10 races and also have a full divisional transfer where available. With the need to announce the 2008 speedway pavement series program and schedule was published in a Pit Board and web site announcement on November 20 however needs Board of Trustee post approval.

Motion by Stowell, second by Cole to approve, all in favor, unanimous.

ADD "Month/Year"
TM 39 BRIGGS JUNIOR CHAMP RAPTOR FINAL 1 & 2
DRIVER REQ: Age 12 thru 15
ENGINE: Briggs and Stratton Stock 5 HP
FUEL: Methanol
MINIMUM WEIGHT: 360 lbs
SPEC TIRE: Dunlop DCS
OTHER: Races Saturday and Sunday, single championship

New product

A valve stem was forwarded to WKA to review and approve – no action needed, approved.

Leake, Ellery - Age waiver

Associate Member Ellery Leake is requesting an age waiver to move up to the next higher level of competition prior to meeting the minimum age.

Motion by Busch, second Stowell, to deny the request. Unanimous.

Divisional application request

Van Gilder and Marie Borsuk addressed the board regarding overlapping requests to conduct divisional series and are asking the board for input. Marie is requesting a letter from the board denying the request because the first request has been approved.

Motion by Gettys, second by Savoren to deny the second request to direct and promote a divisional series due to the original series request approval. Unanimous.

Closing Remarks

Chairman Dresang reported on the status of the WKA office staff activities, WKA's goals on going forward and President Kugler's activities over the past few weeks. Negative information made public that is detrimental to WKA and the sport of karting was discussed. An Ethics Committee was suggested as a tool in assessing accountability in these types of situations. It was also noted that the "member in good standing" definition would also assist. Norville requested a meeting date be set to finalize the structure of the organization. Two weeks was suggested.

With all agenda items discussed, a motion was made by Norville, second by Busch to adjourn. Meeting adjourned at 12:15am.

Respectfully submitted,
Marie Borsuk
Sissy Mendenhall

WKA Trustee Conference Call Minutes

December 20, 2007

Trustee Dan Stowell, acting at the request of Chairman Rick Dresang, called the conference call meeting of the WKA Board of Trustees to order at 8:30 PM, EST.

Present at the opening of the meeting:

Jim Savoren – District 1
Bobby Gettys – District 3
Jimmy Rivers – District 4
Jerry Coe – District 6
Mike Busch – District 7
David Norville – District 8
Dan Stowell – District 9
Kevin Williams – District 10

Joining after election:

Rick Dresang – Chairman of the Board
Marie Borsuk – WKA General Manager
Van Gilder – WKA Technical Advisor & Acting Executive Director

Trustee Stowell welcomed the trustees to the meeting. He reported that Trustee Harper had an 8:00 PM appointment, but he would try to join the meeting later and had his cell phone should he be needed. Stowell also reported that Chairman Dresang would join us after the balloting for president is complete. Chairman Dresang did not wish to be present to influence the discussion or voting.

Finally Stowell reported that the office staff and Van Gilder had been made aware of the meeting and told that they were welcome to attend after the initial business of the meeting. General Manager Borsuk and Van Gilder did wish to participate and would be called as soon as the election process was complete.

Stowell would also take meeting minutes. He then reviewed the meeting agenda.

1. Introduction
2. Presidential election
3. Appointment of Vice President
4. Discussion of Executive Director
5. Discussion of Code of Regulations
6. Approval of World Formula proposals

Stowell briefly discussed a personnel situation described in an earlier E-mail, and he indicated that the situation had been resolved. He also recommended that all of the Trustees review the Trustee Responsibilities and Guidelines document to refresh themselves as to the Trustees duties and the limits of our authority and responsibilities.

At this time the Trustees discussed the positions of President and Chairman. The dialog expanded to include the Code of Regulations proposals and the long term plans to put someone in the WKA office to manage the day-to-day affairs of the Association.

After thoughtful consideration, the Trustees concluded that the work on the Code of Regulations should continue at a deliberate pace. Trustee Norville will convene the Code of Regulations Committee in early January. The Trustees also discussed the Executive Director position and the long term objective of having someone in that capacity located in the WKA headquarters office.

With all of this background in mind, Trustee Stowell reviewed President Kugler's desire to step back from his duties in the day-to-day management of the WKA, and presented Kugler's recommendation that Chairman of the Board Rick Dresang be confirmed as WKA's new President.

Trustee Stowell then nominated Rick Dresang to be WKA President. Trustee Savoren seconded the motion. Dresang was elected, and the Board of Trustees voted unanimously to give him their full support. Chairman Dresang will take office as President on January 1, 2008. At this point, Trustee Stowell called Chairman Dresang and as asked him to join the conference call.

Chairman Dresang joined the call at 9:20 PM and graciously accepted the new job of President of the WKA. His first act was to appoint a Vice President. He has asked Trustee Williams to fill that position. Trustee Williams is giving the opportunity thoughtful consideration and will respond in the next few days.

Trustee Stowell contacted Van Gilder and Marie Borsuk and invited them to join the call. They joined the call at 9:30.

The Trustees, Dresang, Gilder and Borsuk continued a discussion of the organization and the Executive Director position title and assignment duration.

Stowell then opened a brief discussion of the proposed changes to the World Formula rules. Those changes are as follows:

ADD to 707.2.1 - Header pipes MUST be wrapped to protect driver from burns.
DELETE from 707.5 - Removal of factory sealing washer is not allowed.
ADD 707.11.3 Min Intake lift is 0.303" Min Exhaust lift is 0.303"
REPLACE 707.24.2 PVL flywheel: May be run with or without starter ring gear
WITH 707/24.2 Must be run with starter ring gear attached.

Trustee Gettys moved to accept the proposals and Trustee Rivers seconded the motion. The rule changes were approved by a unanimous vote of the Trustees.

Stowell also reported that Steve Vermeer has arranged for Briggs to bring both World Formula and Animal engines to KartFest. He will convene a meeting of the 4-cycle Tech Committee to review the engines and latest parts. Syd White of IKF has been invited to participate.

Marie Borsuk reported on the status of arrangements made to collect certain Accounts Receivable discussed at the last Trustee meeting.

The next point of discussion was the compensation plan for Randy Kugler's consulting and assistance to the WKA leadership and help with the industry. Chairman Dresang reported that the compensation plan would be minor and that the details were being worked out. We certainly want to compensate Kugler's contribution in his role as President Emeritus and consultant to WKA.

At 10:30 PM, Trustee Norville moved to adjourn the meeting. Trustee Busch seconded the motion. The motion passes unanimously.

Respectfully submitted,

D. M. Stowell
WKA District 9 Trustee