



**IKF BOARD OF DIRECTORS
PHONE BOARD MEETING MINUTES
WEDNESDAY, MAY 10, 2006**

The IKF Board of Directors met via telephone conference on Wednesday, May 10, 2006 at 5:10 PM (PST). The Meeting was called to order by President Lehmann. Present at roll call were Directors Mr. Jack Hoegerl, Mrs. Debbie Kuntze, Mr. John Motley, Mr. Jack Lehmann, Mr. Bill Hilger, Mr. Wayne Brown, Mr. John Pence, and IKF Office Manager, Pat Eldridge. Directors Mr. Tye Smith and Mr. Jim McMillan were not present for the meeting.

Biland Engine

Discussion by the Board regarding the Biland engine. Not a large number of requests to run this engine. A number of issues with the engine. Suggests that clubs/tracks/promoter submit this as a 4 cycle local option class to be run with the Biland engine only in the class. Not to be run in the TaG class as it is difficult to integrate the 4 cycle engine as all the other engines are 2 cycle. This is also the position of the WKA.

Website Email List

Discussion by Board regarding workability of the IKF website email list. Director Pence to work with the IKF Office on this matter.

IKF Website Advertising

After brief discussion, this issue has been Tabled to the next Phone Board Meeting.

IKF Stickers

Discussion by Board regarding IKF and regional series stickers. Some regions require the IKF sticker on their competitors karts. IKF stickers will be sent to all 2006 Grand National events for distribution at pre-tech to the competitors at the events. The IKF stickers are encouraged at club and regional events and mandated at National events.

Marketing of the IKF

Motley suggests a marketing person to work with the IKF. Motley to speak with contact and report back to Board.

Grand National Waiver Fee

Discussion by Board re: distribution of waiver fees from Grand Nationals.

Motion by Hilger: All fees collected for Grand National waivers will be deposited in the IKF account. Second by Brown.

In Favor: Brown, Hilger, Hoegerl, Motley

Opposed: Pence
Abstain: Kuntze
Passed

Mile Limit for Grand National Waiver

Discussion by Board regarding the 200 mile limit for Grand National Waivers. Board has Tabled this matter for action to the Fall Board Meeting.

Speedway Grand National Questionnaire

Discussion by Board regarding the fees on the Speedway Grand National Questionnaires. Board agrees that no action needs to be taken.

Director Kuntze leaves the meeting at 6:08pm.

Welch Plug Removal

Lengthy discussion by Board re: legality of removing the welch plug in the Leopard carburetor. Motley states that Northern California tech inspectors have had continuing issues with a kart shop presumably blueprinting Leopard carburetors and National Cup carburetors. States that the issue came to a head at a recent event and there was much discussion by a group at the event. Question is whether or not the welch plug on the Tillotson carburetor can be removed. Motley and race director at that event decided that they would not allow the welch plugs to be removed.

Additional issue of a third carburetor that is coming with Leopard engines; only A and AB carburetors are legal, not AA.

Subsequent to that race, there has been a lot of dialogue regarding the welch plug. Some feel that the tech inspectors in Region 11 are singling them out for doing something wrong. Point of view of some is that they should be able to take the welch plug out as part of maintenance. Motley does not know anyone who takes the welch plug out except to modify the holes under it. States that, generally speaking, you can tell when one has been removed. The point is that when you have a welch plug removed and determine if it has been modified underneath there, you have to pull the welch plug out and you have to have dimensions for the holes. This all becomes a circular reference.

Basis of TaG is that the engines and components are not to be modified. Could be a personal regional issue. Appears that there could be personal feelings by tech inspectors. Bottom line is that, regardless of personal feelings, if you put dimensions in there, people are going to blueprint the carburetor to the dimensions and we are seeking to avoid blueprinting. More importantly, we would not like to have different legal carburetors in different organizations. TaG work group is meeting soon. Brown agrees with Motley. Motley states that any decisions should be made in concert with the other groups. Brown asks if this matter will be cleared up prior to the Grand Nationals; Motley states yes. Motley to advise Board of updates on this matter for possible action. Matter was Tabled until they see what the other groups are going to do.

RFP Regarding Spec Tires

Discussion by Board re: Request for Proposal draft sent to Board by Pence. Board to send changes to Pence, Motley and Brown.

Insurance Matter

Motley states that IKF office has communicated with insurance representative. The insurance rep has offered his voluntary services to help IKF with insurance issues.

2006 Grand National Directors in Charge

The Board appointed Mr. Bill Hilger as the 2006 Director in Charge of the 4 Cycle Speedway Grand National. The appointment of the Director in Charge of the 2 Cycle Speedway Grand National is on hold.

Membership Email

Email from Mr. Tom Stephens re: Temporary Memberships. After discussion by the Board, this matter was Tabled to the Fall Board Meeting.

2006 Shifter Grand National Local Option Classes

Discussion of the following three local option classes submitted by Kerman Kart Club for the 2006 Shifter Grand National.

1. Formula 80/85 Limited Heavy - Should be the same rules as Formula 80/85 Limited but will run at 380 lbs. instead of 360lbs. (Atwater ran this class last year)
2. S3/125 Stock Honda to be run under rules defined by SKUSA/Pro Kart Challenge
3. G1/125 Moto/ICC to be run under rules defined by SKUSA/Pro Kart Challenge

In Favor: Brown, Hilger, Hoegerl, Motley, Pence, Kuntze

Absent: McMillan, Smith

Passed

(Note: Kuntze voted by email poll on May 11, 2006)

K & N

Discussion by Board on K & N matter. Board asks Motley to continue discussion with K & N and advise Board.

Gas/Gas Engine

Discussion by Board re: Gas/Gas Engine submitted by McMillan for SWRA events.

Motley says that he has no problem approving the engine but would like a letter from the manufacturer saying who the importer is. Lehmann states that there is no importer.

Motley states that he would like to know who the contact is. Lehmann says that the contact is on the internet and that you buy your motors direct out of Europe; that there is no distribution in this country and you buy direct.

Board members agree that there should be no reason that the manufacturer cannot appoint a contact person when they approve engines. Specifications were sent by McMillan.

Wayne asks who the importer of the engine is. Hoegerl states that he would like to have answers before they are given permission to do it at the race. Motley states that, although

a small class, it certainly has issues. Brown would like to know how the other competitors feel about it. Brown asks if there are tech specs on the motor. He states that this can affect someone's competitiveness and he hesitates to approve. He is not in favor of this until he finds out more about it. Motley agrees. Brown states that if they want to run this as a local option class and run it on its own that is ok. Not in favor of adding to the ICE class. Motley asks who approves this. Clarified that approval must come from Brown and Motley. Motley feels that they should not approve engines for which there is no importer. Hoegerl asks who are they to go to for answers. Lehmann states that Jim McMillan is not the importer. Lehmann to call McMillan tomorrow. Brown will not approve without more information.

Motion to Adjourn by Brown. Second by Motley.
Adjourned Meeting at 7pm PST.