



IKF BOARD OF DIRECTORS PHONE BOARD MEETING MINUTES WEDNESDAY, JUNE 14, 2006

The IKF Board of Directors met via telephone conference on Wednesday, June 14, 2006 at 5:00 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. Jim McMillan, Mr. John Pence, and IKF Office Manager, Pat Eldridge. Director Mr. Tye Smith was not present for the meeting.

Rotax RM1/DD2

Motley states that the RM1 has been around for several years; is a 2 speed Rotax 125 TaG that's in a specialized chassis, has an enclosed drive train. It does not look like a conventional go-kart, it has different kind of bumpers. It looks more like a rental kart. Lehmann states that these karts are not allowed to run in IKF races. Motley states that it has always been a single make, Rotax supplied engine deal. For 2006, they have opened it up to other kart manufacturers, among others CRG, Arrow and Birel are going to make a DD2, which is essentially a RM1 with their own chassis. Feeling that there will be a lot more interest in promoting this chassis. Asked to bring this up by people that own these go-karts not the manufacturers. Even though they are unconventional in the strictest sense, they are a long way from being unsafe. Would like to consider allowing them into IKF competition. Hoegerl asks if they run their own class; reply by Motley that they do within the Rotax Max Challenge. Lehmann states that it would have to be its own class in the IKF; cannot run with regular Rotax Max. Motley agrees. Motley would like to be able to be able to say that there is not an iron clad prohibition. Suspects that there will be renewed interest in this because of the other manufacturers getting involved. Feels that IKF should open a place for them, probably in the Shifter section. Also to encourage them as interest will increase when other brands start to show up. Some Board members agree. Brown asks what is out there that would discourage them from running? Reply is bumpers are all different. Motley says that we do not have a place for them to run. Pence states that his biggest problem with them is that they use a roller bumper. Will still have a problem with it if the DD2 has a roller bumper like the RM1. Motley states that the bumper will be part of the package that they have to use because Rotax spent a lot of time, money, effort developing them and feel that they are safer. Brown asks if the roller bumper is only on the rear; Motley says yes. Hoegerl states that, although Motley stated that there are no safety issues, he believes that some of their safety devices don't meet IKF's current rules, such as cotter keys. Motley states that this would have to be done. Hoegerl states that they had approached us to let them run this earlier and there were some safety issues that were not worked out. Motley believes that they have all been worked out: was assured that this was done. Pence states that they were allowed to run as a local option as long as they met the minimum safety wire and cotter pin requirements. Pence states that they did indeed meet the requirements. Motley states that his understanding is that they will all be safety wired. Doesn't think it will be an issue as long as we specify that they must meet all the safety regulations. Motley states that they cannot meet the bumper regulations. Feels that if they are all run together it should not be an issue. Pence states that, except in practice, where they might be

on the track with 125 shifters or other TaG type karts. Lehmann states that they would have to run by themselves. Board members clarify that they are talking about mixed practice session. Kuntze states that they run 250's and laydowns together, why is this different? Pence states that it is the whole idea of the roller bumper. Motley states that the issue would probably be for front roller bumpers. Discussion re: roller bumper. Lehmann states that we need the specs for the insurance company. Motley states that if the feeling is that they have to practice and/or race themselves. States that they are designed to be a race kart and guarantee that they have a significant amount of research into them in terms of safety. Rotax took a look at the way that karts are built today and tried to clean sheet it in terms of safety. Thinks that there would be interest in running these in road racing. Pence states that they have one person running this in the Unlimited class occasionally. McMillan asks about motor specifications. Pence states that it would be a Section 850 class, an available local option class without having to get special permission to run. Motley says that they are sealed engines. Board to see if this grows. Hoegerl asks if Motley is going to put together the few safety issues that they need to address; Motley says yes. Motley clarifies that this was driven by our customers rather than SSC. Motley to get safety specs.

RFP

Motley states that he circulated a draft RFP to the Board for input. Kuntze states that the only thing needed to be added was a mention of a competition year. Motley discusses update on the RFP to date. Motley assumed that this would be run by an attorney familiar with motorsports; he is to work on this and report to Board. Motley invites input from Board. Discussion by Board. Suggestion from Syd White to be included in RFP. Brown suggests Performance Clause be included. Lehmann asks if this is for Sprint only. Motley states that this is for Sprint, Shifter and TaG classes only. Motley will work on Performance Clause and suggestions from the Board.

Grand National Waiver Requests

1. Jacob Blackhurst – 4 Cycle Speedway Grand National – Waiver denied and resubmitted by Mr. Blackhurst. Waiver denied by the Board based on the 200 mile radius.
2. Michael Brennan – 4 Cycle Speedway Grand National – Waiver approved by the Board.
3. Libby Buck – Road Race Grand National – Waiver approved by the Board.

Clarification: The deadline for the waiver requests for the 4 Cycle Speedway Grand National Waivers has passed. Waiver requests will no longer be accepted.

Section 309.1 Eligibility for Road Race License

Brown discusses Section 309.1; asks for clarification of finishing position and DQ's. Discussion by Board. Brown to discuss with the Road Race Committee with recommendation to be given to Board at Fall Meeting for 2007 Tech Manual. Pence suggests that work needs to be done on Section 300 for Fall Board Meeting.

Website Advertising

Pence states that he has not been able to work on this project yet.

Communications from Membership

1. Fax regarding incident at Sheldon Competition Park – Letter reviewed by Board and will be kept on file at IKF Office.
2. Email from Robert Brooks re: Rule 104.14.3 Entry Refunds – Discussed by Board for possible change in 2007 - Deferred to Fall Board Meeting.
3. Letter from Mr. Tom Agan re: sprint nose – Discussed by Board. This matter was addressed and approved by the Proposal process in 2005 for implementation in 2007. Deferred to Fall Board Meeting.

4. Letter from Mr. Chuck Trickle re: sprint nose – After discussion by the Board, no action was taken.
5. Letter from Mr. Eddie Fiore re: kid kart rule – After discussion by the Board, no action was taken.

4 Cycle Speedway Grand National Trophies

Trophies for above event are approved by the Board.

Director Hilger exits the Meeting.

Insurance Matter

Lehmann answers Pence's letter regarding the insuring of motorcycles. Discussion of rates for coverage of motorcycles and karts. Separation of liability for events. Selling points for different insurance coverage. Insurance Committee to explore avenues of insurance coverage and revenue.

Rule Clarification

Clarification by the Board that the minimum age for any driver at IKF insured/sanctioned/regional events is five years old.

AKA

Lehmann states that he has been asked by AKA to help them come back under the IKF for the Holiday Classic. States that there is no conflict with other Arizona track. Discussion by Board and they agree for Lehmann to continue to pursue this.

Transponder Location

Motley states that he sent a memo to Board re: transponder location. Memo not received by Board members. Hoegerl asks and Motley agrees that there is a spec in the current IKF Rulebook regarding this. Motley states that the issue is that two organization use the CIK location. Feels that other sanctioning body may be changing theirs to the CIK location also. Heard from people that have done it at rental tracks and tracks that have their own program, the CIK location, which is behind the seat, is a better location. Easier on the transponders, they have less damage, the seat does not fall off as much as the side pods. Motley would like this to be considered at the Fall Board Meeting. McMillan asks if they finish the race based on the transponder finish. Lehmann states that Rotax does but they do by eyesight on the last lap. McMillan asks how the organization that have that rule to mount that way, how do they see the last lap of the race, by the transponder? Kuntze states that she thinks that they do the last lap by the transponder. Motley does not know the answer but doesn't think that it would make a difference. Discussion by Board.

Kuntze states that drivers move the seat front and back at times. Lehmann states to Pence that the transponders will be properly set at the upcoming Grand Nationals. This matter to be discussed by Road Race Committee for recommendation to Board at Fall Meeting.

Motion to Adjourn by Kuntze. Second by Brown.

Meeting adjourned at 7:30 PM.