

IKF Board of Directors
Meeting Minutes
April 21-22, 2007 ** Dallas, TX

Directors in attendance: Jack Hoegerl, John Pence, Gary Richter, Syd White, Wayne Brown, Bill Hilger, Mike Schorn, Rick Scribner.
Absent: John Motley

Members and guests in attendance: (Saturday) Rod Verlengiere, Janet Scribner, William and Candice Rieken, Jeff Wamre, Sharon Barros, Felton Stroud, Jim McMillan, Hank Cantrell, Art Verlengiere, Tim Currier, Becky Currier, Jack Currier, Richard Job, Calvin Tschetter, Peggy Woolridge, Rita Cook.
(\$10 from Mike's Kart Stands was awarded to Felton Stroud, the winner of the drawing among those who were in attendance of the meeting).

Financial Report

Hoegerl presented Balance Sheet comparing current year and past two years. Discussed current accounts payable; most are due to increased advertising in Karter News, with advertisers paying throughout the year on their commitment. Hoegerl discussed current expenses, and positive outlook for IKF for fiscal 2007.

Membership Discussion

Rieken noted he is experimenting on the local level with a restrictor for the Animal class, with blessing of Tech Chairman White, in an attempt to create parity between Animals and flatheads (4-Cycle Speedway). White pointed out that it would likely be unsuccessful.

Rieken also reported he is running a "run-what-ya-brung" Champ Kart class at his Speedway Pavement track; he will report on results at a later time. Intent is to create interest in Speedway Pavement in his area. The class runs as part of a stock car program with large number of spectators.

A. Verlengiere suggested to Board replacing the LaPoint Rule with a system that would still be restrictive, but more user friendly for the Board and membership.

General Membership Fee

Brown opened discussion to raise General Membership to \$60 for a National member; no additional fees for Road Race, Shifter and TaG license renewal. Note: licensing process will remain the same. At this time, there is only an initial Road Race fee of \$10, there is no Road Race renewal fee, only TaG and Shifter.)

Motion by White to do this, effective, January 1, 2008; second - Pence

In favor: Pence, Richter, White, Hilger, Scribner, Schorn

Opposed: Hoegerl

Absent: Motley

☞ **Passed**

Clarification re: who can suspend IKF members. The only way an IKF member can be suspended or put on probation is through the IKF Board of Directors. Brown cautioned local officials against threatening suspension or probation. Local officials may go through the proper process if they feel actions of an IKF member warrant suspension or probation.

Obligation of IKF Board members

Motion by White to add, as 101.4.1, and renumber the current 101.4.1:

Obligations of a Member of the IKF Board of Directors

As a minimum:

1. A Director is expected to attend all 3 scheduled BOD meetings each year. These meetings require Directors' presence all day Friday, Saturday and Sunday. Directors may have to travel on Thursday and Monday. These meetings may require prior preparation in the form of reading communications from the IKF Office and fact finding, independently, to prepare for a reasonable discussion of issues.

Reimbursement of reasonable expenses will be made for Directors' attendance at scheduled BOD meetings, travel at the lesser of surface or coach class airfare, purchased 30 days in advance, lodging and a minimal meal allowance set by the BOD.

The Board members are needed at the meetings, thus:

1a. Failure to attend two consecutive scheduled meetings without reasons acceptable to a majority of the BOD will result in removal as a Director.

1b. Partial attendance at a meeting will result in partial reimbursement of expenses. Attendance of 2 days of a 3 day meeting will be result in reimbursement for only 2/3 of expenses, for example.

2. Directors are expected to participate in all phone BOD meetings that may be called from time to time. These can take up to 120 minutes each.

3. Directors are expected to have a FAX machine to receive communications from IKF Office. Reimbursement of reasonable expenses will be made for FAX and telephone usage charges for IKF business.

4. Directors are expected to have email capability for rapid communication.

5. Directors are expected to be willing to serve as an Officer of the Corporation.

6. Directors are expected to Chair a Committee, or be the Board Liaison to a Committee and submit written reports to the BOD of Committee activities.

7. Directors are expected to attend at least one IKF Grandnational annually as the IKF Appointed Director in Charge or IKF Appointed Tech Person. These positions carry heavy responsibility and are not to be taken lightly.

8. Directors are expected to be knowledgeable of IKF rules in all Divisions, not just the area of prime interest, sufficient to make judgments and assess penalties on the members.

9. Directors are expected to attend IKF Regional races to interface with members.

10. Directors are expected, when they find a problem with IKF, to solve the problem, not expect that someone else do something. The IKF Board members are the people who do something about the problems.

Second – Schorn

Brown commented that prospective Board members and current IKF members do need to understand the time and personal financial commitment each Board member makes when serving as an IKF Director.

In favor: Hoegerl, Pence, Richter, White, Hilger, Scribner, Schorn

Absent: Motley

☞ **Passed**

White reported the following statements to be included in GN contract:

a. IKF has the right to display IKF banners in a high traffic, openly visible area of the track.

b. IKF has the right to display IKF National Sponsors banners or other identification in a high traffic, openly visible area of the track. Should there be contractual conflicts, a compromise will be negotiated by the IKF President or Director in Charge.

Richter reported that BOD is looking at changing the color of plate which IKF Expert drivers can run (Sprint and Road Race); this is based on the fact that many new European karts are now coming with yellow plates. Sticker/band would also be available that designates driver as Expert Driver. Also looking at stickers that would designate driver as a National Champion/Duffy winner and Regional Champion.

Tech Manual Issues

Motion by Richter to amend heading at rule 620 to read: **Komet K-71 Piston Port/HPV (see additional HPV specific rules)**

Second: Shorn

In favor: Hoegerl, Pence, Richter, White, Hilger, Scribner, Schorn

Absent: Motley

☞ **Passed**

Motion by Richter to add to the Tech Manual:

Track Emergency Personal: A physician, paramedic or qualified attendant with an adequate first aid kit shall be present during all IKF racing events. Emergency personnel shall not be participating in the event as a driver, and must be in communication with race control at all times during the event.

Second – Scribner

In favor: Hoegerl, Pence, Richter, White, Hilger, Scribner, Schorn

Absent: Motley

☞ **Passed**

Section 105.2.1.9 currently reads

Throttle: Karts shall be equipped with a throttle pedal having a return spring which shall close the throttle when released.

Motion by Richter to amend to read:

Throttle: In addition to an adequate carburetor return spring, Karts shall be equipped with a spring mechanism attached to the pedal assembly which shall return the throttle pedal to the idle or throttle off position when released.

Second – White

In favor: Hoegerl, Pence, Richter, White, Hilger, Scribner, Schorn

Absent: Motley

☞ **Passed**

Section 210.8.6.8.5 and 211.8 If a driver did not cause a red flag, yet is transported off site, how is he scored? The wording might need to be changed in 210.8.6.8.5 to "karts involved in the red flag" or "karts on the track at the time of the red flag" The issue comes down to the kart and driver never scaled therefore the driver could be disqualified.

Clarification: If a driver is injured and unable to scale, 210.8.6.8.5 allows that he is not disqualified, but will be scored for that heat, pre-final or final where he drops out.

Motion by White:

Add, as 105.2.1.2.1: As a pre-tech item only, competitors are required to display an IKF sticker on a visible, forward facing surface of their kart at all Regional, National, and Grand National events. Promoters, Regional coordinators and IKF Directors will have a supply of IKF stickers.

Second – Pence

In favor: Hoegerl, Pence, Richter, White, Hilger, Scribner, Schorn

Absent: Motley

☞ **Passed**

Motion by White:

Add, as 105.2.1.2.2: Competitors may be required to display identification of IKF National sponsors on a visible surface of their kart at all Regional, National, and Grand National events. Contractual conflict between a competitor's sponsors and the IKF National sponsor display will be resolved by the IKF President, the

IKF Director in Charge or the Regional Coordinator. Stickers would be provided to competitors at registration.

Second – Pence

In favor: Hoegerl, Pence, Richter, White, Hilger, Scribner, Schorn

Absent: Motley

 **Passed**

Motion by White:

Add, as 103.1.2 g): Should there be serious dissention within a Committee, a single minority report, prepared by the dissenting Committee members (minimum of 2 dissenting members), will also be heard by the IKF Board at January, Spring and Fall meetings.

Second – Schorn

In favor: Hoegerl, Richter, White, Hilger, Scribner, Schorn

Absent: Motley, Pence

 **Passed**

Motion by White:

719.16 change first sentence to: Stock Animal or World Formula rocker arms only - no modification allowed.

Second – Schorn

In favor: Hoegerl, Richter, White, Hilger, Scribner, Schorn

Absent: Motley, Pence

 **Passed**

Motion by White:

719.17 Change first sentence to: Stock Animal or World Formula valves, one angle only, no polishing or lightening.

Second - Schorn

In favor: Hoegerl, Pence, Richter, White, Hilger, Scribner, Schorn

Absent: Motley

 **Passed**

Motion by White

508 – Change 2nd and 3rd sentence to: Before a disputed part leaves the control of the Tec Inspector, the part or parts in question shall be packaged and sealed with tape; both the competitor's and Race Director's (or Tech Inspector's) signature must appear on the tape

Second – Pence

In favor: Hoegerl, Pence, Richter, White, Hilger, Scribner, Schorn

Absent: Motley

 **Passed**

Membership Letters

From Roger Miller, NCK President re: SWRA schedule conflict with NCK hosted Grandnational event. Jim McMillan reported this race date was set in September '06 based on track availability; date was approved by Lehmann, then President of IKF, and SWRA has already put down a deposit for the facility rental. Hank Cantrell explained that competitors who have an entry at the 2007 Grandnationals will receive 7th place points for this Regional race; competitors in this series are allowed to drop one race, and this race will be eligible as their "drop."

Discussion re: availability of tracks. SWRA has agreed to sponsor 3 classes for the 2007 Road Race Grandnational event.

Motion by Schorn to allow this particular situation due to the SWRA Regional points proposal and agreement to sponsor 3 classes at the IKF Road Race Grandnationals.

Second – Scribner

In favor: Hoegerl, Pence, Richter, White, Scribner, Schorn

Abstain: Hilger

Absent: Motley

 **Passed**

Discussion from McMillan re: what is being done to promote Jr. classes in Road Race, and the need to do this in all Regions. McMillan suggested IKF needs to work with a group to promote a particular package to build a program instead of sitting back to see if something happens in a Region. A. Verlengiere commented that viability of a particular venue of karting (Sprint, Road Race, etc.) is based to a great extent on how strongly the shops promote it; the shops promote the programs most lucrative to them. Pence also commented that participation in a particular venue (especially in the Junior programs) is based on what some competitors see as the best step into a bigger form of racing.

Letter re: Hettervik/Toy situation.

Board agreed with disqualification ruling made by local track officials; no further action will be taken by the IKF BOD.

Wallace/Veloz re: race director allowing driver to qualify outside of his class qualification time because driver said he could not hear announcement re: his qualifying race. Tech Manual states it is the responsibility of the driver to be aware of race schedule; race director has been notified of procedure as outlined by IKF Tech Manual.

Scribner Protest

Rick Scribner, speaking from the audience, asked that DQ be overturned as part for which he was DQ'ed has been deemed a legal part by the TaG Tech Committee. Motley has recommended the DQ be overturned. Vote by Board is not required; Tech Committee Chairman will write a letter to Tech Director of this race explaining rule and ruling that DQ is rescinded.

Motion by White:

603.1.4.5 Add to end: the un-used end of double ended rubber flange may be left as manufactured and run inside the air box, or may be trimmed.

This should also be added to: 676.7.3.

Second – Scribner

In favor: Hoegerl, Pence, White, Hilger, Scribner, Schorn

Abstain: Richter

Absent: Motley

 **Passed**

2008 Grandnational Bid Deadlines

The June issue of Karter News will have the notice of acceptance of bids for the IKF Grandnational races (approximately 24 months away). The bids for the IKF Grandnational must be in the IKF Office prior to September 1, 2007 (approximately 21 months before the race).

Nominations for IKF Board of Directors Due

101.4.1 Ballots for election for the Board of Directors shall appear in the June issue of Karter News each year. Two nominations are required for a Candidate to be placed on the ballot for the Board of Directors.

101.4.1 Nomination forms must be returned to the IKF Office by **July 5**, or the next business day, to be valid.

4-Cycle Speedway Flathead Announcement

It is the intent in 4-Cycle Speedway to reduce the number of flathead classes in the near future to the overhead valve engines. Each year the number of flathead classes will be reduced to move forward with the overhead valve engine. Class structure for the coming year is decided at the Fall meeting. All concerns to the above to be sent to the IKF office.

Proposals

From White

Proposal 1: At 200.1, 209, and 213: Eliminate Stock Heavy (Flathead) as a 4 Cycle Sprint Grandnational class.

Seconds: Scriber, Schorn

Proposal 2: This is dependent on the above Proposal passing.

At 211.5.2 Change Senior race distances to: Pre final: 8 -12 miles, Final: 10 -14 miles. Change Junior race distances to: Pre final: 6-8 miles. Final: 10 - 12 miles. Or to distances recommended by Sprint Committee after the 4 Cycle Sprint GN in 2007.

Seconds: Pence, Hilger

Proposal 3: Add at 301 Class 13: 5" diameter wheels only. Add as 306.9.7: IKF World Formula - 5" diameter wheels only.
Seconds: Schorn, Scribner

Proposal 4: At 258, the only Sprint Shifter classes that will run at the Sprint Grandnationals will be those that have had Regional Participation in the previous year.
Seconds: Hoegerl, Pence

Proposal 5: Amend 104.17.2 to read: All drivers participating in a an IKF Grandnational in Speedway and Road Race divisions must have competed in 3 IKF Regional events since the previous year's Grandnationals.
Seconds: Richter, Pence

Proposal 6: Add 104.17.2.1 IKF Sprint Experts may enter the Grandnational in their Expert Division without participating in three Regional events.
Seconds: Pence, Richter

Proposal 7: Add 104.17.2.1 IKF Road Race Experts may enter the Grandnational in their Expert Division without participating in three Regional events.
Seconds: Pence, Richter

Proposal 8: In the rule book, at every instance where the 3 karts for a Duffy requirement is stated, increase this minimum to 5.
Seconds: Scribner, Pence

From Hoegerl:

Proposal 9: Add to page 88, Section 622 Comer K-80, 2007 Tech Book.
Piston: Bottom ring must be left on piston. Piston and ring must be installed into cylinder and must not fall through cylinder under it's own weight. Rings to be of magnetic material and can not drop through cylinder, max. end gap to be .040".
Seconds: Schorn, White

Proposal 10: Add to page 90, 2007 Tech Book Section 622.51.7 Rings: Bottom ring must be left on piston. Piston and ring must be installed into cylinder and must not fall through cylinder under it's own weight. Rings to be of magnetic material and can not drop through cylinder, max. end gap to be .040".
Reason: To equalize the playing field.
Seconds: White, Richter

From Motley:

Proposal 11: Section 207
Replace SSX-V exhaust with RLV "Q" exhaust for (5) Jr. Super Sportsman; (8)Sr. Super Sportsman and (9) Super Sportsman Heavy.
Reasons:

- (a) Quieter, allows IKF to become pro-active on noise issues as the current exhaust is the loudest 2-cycle class. Has been used for two years in the Northwest due to noise issues with positive results.
- (b) Looks like a “real” pipe which is a more positive image.
- (c) Is of all welded design which makes it easier to tech.

This could be approved with a cooling off period allowing regions to adopt it for 2008 or wait until 2009, at which time it becomes mandatory. However I suggest it be mandatory for 2008 Grandnationals.

Seconds: White, Brown

Proposal 12: Section 623.7.16

Change RLV SSX/SSX-V muffler to welded on end cap by manufacturer (part # to be determined).

Reasons:

- (a) Lessens ability of competitor to modify the exhaust illegally.
- (b) Removes the decision of whether the end cap is “leaking too much”. The current design all leak so the tech official is often faced with the decision of “how much is too much”.
- (c) We have, up to this year provided welded end cap exhausts to participants at the Grandnationals, as the concern has been that some modified exhausts are in use. If this is a concern at the Nationals it is certainly as large a problem at club and Regional events.

Seconds: White, Schorn

Proposal 13: Section 623

Change RLV YBX muffler to welded on end cap by manufacturer (part # to be determined)

Reasons:

- (a) Lessens ability of competitor to modify the exhaust illegally.
- (b) Removes the decision of whether the end cap is “leaking too much”. The current design all leak so the tech official is often faced with the decision of “how much is too much”.
- (c) We have, up to this year provided welded end cap exhausts to participants at the Grandnationals, as the concern has been that some modified exhausts are in use. If this is a concern at the Nationals it is certainly as large a problem at club and Regional events.

I have discussed these changes on both the SSX and YBX exhausts with RLV and believe we can work an exchange, inspection or modification program out with minimum expense to our members. Most competitors replace these exhausts on a regular basis anyway.

Second: Schorn, Hilger

Proposal 14: Sections 620.54.2; 620.54.3; 620.54.4

Change exhaust design to welded on end cap by manufacturer (part # to be determined)

Reasons:

- (a) Lessens ability of competitor to modify the exhaust illegally.
- (b) Removes the decision of whether the end cap is "leaking too much"
The current design all leak so the tech official is often faced with the decision of "how much is too much".

I have discussed this proposal with Gary Gebhart from Horstman Mfg., and while he did not have objections to the suggestion he would like to see it effective in 2009. He is concerned about any more changes currently as we have the ignition and cylinder issues in play at this time.

Seconds: White, Richter

From Pence:

Proposal 15: Section 207, classes 8 & 9

Remove wet engine clutch restriction; change to allow wet clutch, or dry clutch per Section 202.

Change 202.5 title to: Requirement for clutches

Add to end of 202.5.1: ...or dry clutch meeting specifications in 205.4.

Change title in 202.5.2 to: the approved wet clutch manufacturers are:

Renumber 202.6 to 202.5.4

Renumber the following paragraphs appropriately following 202.5.4.

202.5.4----202.6 Requirements for Dry Clutches:

202.5.4.1----202.6.1 Clutches for Junior Super Sportsman, Super Sportsman, Super Sportsman Heavy, Formula Y/C Heavy and Masters Formula Y/C can use a dry clutch if it meets the following specifications.

202.5.4.2----202.6.2 Clutch Specifications

202.5.4.3----202.6.2.1 The clutch assembly including the basket, and excluding the starter nut, shall be checked for weight. The clutch assembly will have a minimum weight of 19 ounces and a maximum weight of 24 ounces.

202.5.4.4----202.6.2.2 The clutch will have no more than 4 friction surfaces and no less than 4. No more than one-friction surface per side of each disk is allowed. The friction material must form a continuous band around the face of the backing plate no less than .410" wide. The friction surface-band will have a minimum I.D. of 1.500" and maximum O.D. of 3.00".

202.5.4.5----202.6.2.3 The Clutch must be manufactured in the U.S.A.

202.5.4.6----202.6.2.4 Clutch may not be manufactured from the following materials: titanium, carbon fiber, carbon/carbon, magnesium or other exotic material.

202.5.4.7----202.6.2.5 No alteration of the clutches original design, other than replacement of disks, springs, shims, arms and fasteners using standard parts is allowed.

Seconds: Scribner, White

Woodard Presentation re: OHV Blue Wazoom (Animal Model)

Continuation of flathead they have built for the past 11 years. Interest in flatheads/lack of available parts has been reason to move ahead. Flathead put out 13 hp; this one puts out 16.5 hp. Carb is same as used on current Flathead.

Reviewed changes. Explained two seals on engine and ease of doing tech inspection. Does require hand held electric start. Currently undecided re: exhaust. Package to sell for \$845. This engine will run for a Duffy as a Local Option at the 2007 4-Cycle Speedway Grandnationals. Woodard: "We will provide engines for anyone who wants to run at this class. If there are 60 entries, I guess we'll build 60 engines." Engines will be available for purchase on September 1, 2007; final specs are to be presented at the September BOD meeting.

2008 Grandnational Bid Presentations

Note: The rotation order will be as follows:

	2007	2008	2009
2 Cycle Sprint	Northwest	West	Midwest
4 Cycle Sprint	Midwest	Northwest	West
Shifter	West	Midwest	Northwest
4 Cycle Spdwy	Midwest	Other	Midwest
2 Cycle Spdwy/ Spdwy Midget	Northwest	Midwest	West

The area will be favored when appropriate bids are available. The specific selection will be done using additional factors including physical facility, available personnel, history of IKF support, etc. Contracts to be sent out and they must be returned signed by July 1st or the race is awarded to the alternate track (approximately 12 months before the race).

* Indicates presentation by rep of bidding organization

All voting for Grandnational host designations done by paper ballot

2 CYCLE SPRINT/SHIFTER

Karting Ventures	CalSpeed Kart Track	Fontana CA
*No. NV Kart Club	Desert Park Raceway	Reno NV
*Portland Karting Assoc.	McMinnville Raceway	McMinnville OR
*Tri C Karters	Perris Kart Track	Perris CA
TIMI Promotions	Willow Springs Kart Track	Willow Springs CA
*Santa Maria Karting Assoc.	Santa Maria Kart Track	Santa Maria CA

2008 2-Cycle Sprint Grandnationals awarded to Santa Maria Karting Assoc.;
Alternate track is No. NV Kart Club

4 CYCLE SPRINT

*Portland Karting Assoc.	McMinnville Raceway	McMinnville OR
*Santa Maria Karting Assoc.	Santa Maria Kart Track	Santa Maria CA

Santa Maria Karting Assoc. withdrew their bid for this event.

2008 4-Cycle Sprint Grandnationals awarded to McMinnville Raceway; no alternate designated at this time; Tri-C reps will ask their Board if it is interested in assuming this role.

2 CYCLE SPEEDWAY/SPEEDWAY MIDGET

*Tri County Karters	Delaware Speedway	Marion IA
Newton Kart Klub	Newton Kart Track	Newton IA

Tri County Karters awarded the 2008 2-Cycle Speedway / Speedway Midget Grandnationals.

4 CYCLE SPEEDWAY

*Tri County Karters	Delaware Speedway	Marion IA
Wavelink Raceway Park	Wavelink Raceway Park	Lincoln NE
*Rolling Thunder Kart Club	Rolling Thunder Speedway	Huron SD
Newton Kart Klub	Newton Kart Track	Newton IA
University Plains Spdwy.	University Plains Speedway	Brookings SD

Rolling Thunder Kart Club awarded the 2008 4-Cycle Speedway Grandnationals; Tri County Karters was designated as the alternate track.

ROAD RACE

The 2008 Road Race event was not awarded to a track/promoter at this time.

Motion by White to adjourn until Sunday morning; second: Hilger
Respectfully submitted.

Sunday Session

Directors in attendance: Jack Hoegerl, John Pence, Gary Richter, Syd White, Wayne Brown, Bill Hilger, Mike Schorn, Rick Scribner.

Absent: John Motley

Members and guests in attendance: Rod Verlengiere, Janet Scribner, William and Candice Rieken, Jeff Wamre, Sharon Barros, Richard Job.

Road Race Grandnationals for 2008

Two clubs, SWRA and Portland, have expressed interest in bidding on this event. Both clubs will present information at an upcoming phone meeting; a vote to award the event will take place at that time.

Tech Manual Corrections/Clarifications

302.15.2 says IKF sound limit is 95 decibels; varies from the limit designated in the 100 Section. This limit is specifically for the FKE3 class; White will add "for this class" at the end of the sentence to clarify.

251 Class 3 Formula 80/85 Limited: Tire should be YJL, not YDS

252.4.1 Tires/Wheels: Change required Bridgestone tire from YDS to YJL
Also, for dry conditions change durometer reading minimum from 56 to 52.

Spec Tire Decision

Sharon Barros asked the Board to work with the shops and seek input from the shops who support IKF and IKF members when making the decision re: a National Tire Rule. Discussion that Regions are still open to select a tire/sponsor for their Region/Series based on the best deal for their Region.

Region5 Iowa Governor

Motion to nominate Corey Kemp to fill the position of Governor for Region 5;
second – Hilger

In favor: Hoegerl, Pence, Richter, White, Hilger, Scribner, Schorn

Absent: Motley

☞ **Passed**

Hoegerl asked about progress on updating Governor's Handbook and Coordinator's Handbook so that these can be provided to volunteers in these positions. Schorn, Richter and Pence are working on this; Schorn offered to spearhead this project; a report will be provided at the next phone meeting.

September Board Meeting

Will be September 22 thru 23 in Sacramento, CA; caucus meeting will be September 21.

Clarification re: Series that involves two Regions

800.5 states driver will accumulate points in the Region in which he participates.

110.6.2 – Allows Junior I and Junior II's to compete on the same track. Hilger suggested Speedway be an exemption for this. Pence explained this allows a promoter the option to do this if kart counts warrant this; classes are still scored separately.

Motion by Hilger to exempt Speedway from the rule at 110.6.2; second – Hoegerl

In favor: Hilger, Hoegerl

Opposed: White, Scribner, Schorn, Richter, Pence

☞ **Failed**

Schorn thanked guests and those who made Grandnational presentations for attending the meeting and supporting IKF.

Meeting adjourned.

Respectfully submitted,
Sharee Hoegerl