

**IKF BOARD OF DIRECTORS
PHONE BOARD MEETING MINUTES
WEDNESDAY, MARCH 12, 2008**

The IKF Board of Directors met via telephone conference on Wednesday, March 12, 2008, at 5PM (PDT). The Meeting was called to order by President Hilger. Present at roll call were Directors Mr. Jack Hoegerl, Mr. John Motley, Mr. Rick Scribner, Mr. Mike Schorn, Mr. Art Verlengiere, Mr. Gary Richter, Mr. Don Holmboe, Mr. Don St. Ours and IKF Office Manager, Pat Eldridge.

2008 PRI Show

Discussion by the Board regarding IKF attending the 2008 PRI show. Hoegerl states that he heard nothing negative but has a concern with IKF having two booths at the event. Discussion by Board regarding booth spaces needed for the event. Verlengiere asks if they can quantify any return at all from that endeavor yet? Schorn states that, in regard to a return, he did not follow up after the show. Verlengiere asks if IKF has got any new business, i.e. pit pass sales, new tracks signed up, members. Asks if IKF has gained anything from the show? Scribner states that brand identity was the main focus point. St. Ours states that he did not attend the PRI show but that "you are noticed if you are not there" and "not noticed if you are there". Schorn states that, at future shows, he will have the ability to write advertising contracts on the spot. States that there was a real interest in advertising. Verlengiere asks why they don't call the IKF office. Motley asks what advertising they actually secured; Schorn states none because he did not follow up. Scribner states that advertising takes an active sale. Motley states that there appeared to be significant interest in advertising. Felt that it looked like a magazine booth rather than IKF as an organizations booth. Verlengiere asks how they are going to pay for it and will there be a return. States that is not always what they have to do; sometimes branding and reminding people that you are out there is important. Discusses finances for January and February 2008 in regards to expenses related to the show. States that he is not saying that IKF does not need identity but needs to consider this when making decisions. Motley states that IKF should be better prepared for future shows. Did make contacts at the show. Holmboe asks Motley if he would go back again? Motley states that it would be worthwhile to go again if they had a better marketing program and a better booth. Holmboe states that it has to manifest itself into a game plan, contacts, and follow up. Verlengiere asks if 3 Directors attended the 2007 show and suggested that 2 Directors attend the 2008 show. Hilger agrees. Board discusses finances related to the show. Holmboe states that he feels it is worth it for the IKF to attend the show in 2008 if they go after it with a game plan, go after it with the forms and being prepared to follow up and if they don't see any tangible benefit, then they can reconsider. Verlengiere asks for booth cost. Scribner states that the IKF does not need 2 booths. Hilger asks if the Board wants to consider attending in 2008.

Motion by Schorn re: Maximum of 2 IKF Directors to attend the 2008 PRI Show with a single booth. Second by: Scribner
In Favor: Unanimous
Passed

2009 Grand National Presentations

Hilger states that the Albuquerque Karting Speedway scheduled a race at the same time the 2009 Grand National presentations are to be done at the April Board Meeting. AKS has requested that they be able to give their presentation on Saturday morning. Board agrees that ASK may give their presentation on Saturday morning.

Marketing Committee & Business Management Committee

Verlengiere has requested that a Marketing Committee and a Business Management Committee be established. Beyond the immediate personnel, people in the marketplace that are marketing and advertising people to be on the Marketing Committee. Find executive level people, accountants, people with business experience, for the Business Management Committee. These

people will help to review our business plan and come up with a new business plan. States that clearly we need to move forward; we need one arm to go out and generate new business, new advertising, new deals and we also need a business plan to make sure that we spend our money wisely. Need a 5-10 year plan. Requests the formation of the two new committees. Requests that Don Holmboe be appointed the Chairman of the Marketing Committee. Hilger asks if the Committee Chairmen would pick the people in the industry to serve on their Committee; Verlengiere says yes. Verlengiere states that it would be five people outside our industry. Hilger agrees. Verlengiere states that Don would find and recommend the Committee members. Verlengiere wants people with real world marketing experience, not karting experience. Same with the Business Management Committee – people with executive level management skills. Feels that they could add a lot to our programs, our policies and how we do business. Verlengiere states that he is not asking for any funding on the Business Committee. Motley asks if the Committee Members will be approved by the Board; Holmboe states that he does not want the Committee to be micro-managed and slow down the process even more. Verlengiere states that the Committees will be advisory only – no power. Could ask for a non-disclosure document if necessary. Hilger states that the Board will still be able to bring items they don't like to the attention of the Board. Verlengiere states that the Committees will serve at the pleasure of the Board. Verlengiere states that if they need to share confidential documents with Committee Members, he will contact the IKF President and get a non-disclosure document from the members.

Motion by Scribner re: to accept proposal from Art Verlengiere to form a Marketing Committee and a Business Management Committee. Marketing Committee to be chaired by Don Holmboe; Business Management Committee to be chaired by Art Verlengiere. Second by Don St. Ours.
In Favor: Unanimous
Passed

\$2M Insurance Coverage

Verlengiere brings up the \$2M insurance coverage. He wants to make sure that the IKF is not missing an opportunity. Discusses the cost of this coverage with the Board. Asks the Board who needs the \$5M, would they be as happy buying the \$2M. Or do the tracks buying the \$5M have to buy the \$5M. DSO states that some venues require the \$5M coverage. Verlengiere asks if there is any place that they need the \$2M. Scribner states that there are some places that need the \$2M, \$1M is really a dinosaur and no one realizes it yet. Thinks that somewhere down the road, we would be dropping the \$1M and having \$2M and \$5M. Verlengiere states that to add the \$2M policy, it will cost the IKF an additional \$2500, an annual deposit. Will have to sell a lot of passes to make the \$2500 back. Also, there will be an annual minimum premium of \$100 per track. Scribner states that he feels that it is too late to do for 2008 but should be looked at for 2009. Verlengiere agrees.

Grand National Expenses

Verlengiere asks the Board to look at the cost escalation on the Grand National Contract for the competitors, i.e. paid practice days, entry fees. Needs to consider these fees as well. States that the official IKF practice day was part of the IKF entry. The last two years, in the Sprint division, it's been charged the official IKF official practice day. Schorn states that they do not charge for the 4 cycle. Verlengiere clarifies that he is talking about 2 cycle. Feels that it is one more hit; that there is not even a free practice day anymore, which there always was. They are now charging for the official practice day, which has always been included with the Grand National pass. States that participants have huge gas bills, huge travel bills, the costs continue to escalate. Ask the Board to consider those points: what they are charging our members. Feels that the IKF should not allow them to charge for the IKF official practice day, which is part of the purchase of that pass. St. Ours asks Verlengiere how many volunteers were at the Grand National when he was on the Board previously. Verlengiere states that there was about 12 paid staff at the Grand National events he worked. St. Ours states that at the last two or three he has gone to or been involved in, 99.8% were paid staff. Verlengiere states that it does not preclude anybody from earning a bottom line profit in excess of \$30,000 or more after expenses. Does not understand why we are

sticking up our members on the official practice day. St. Ours feels what they need to do is work backwards and say how much are we going to basically allow to be made. Working backwards you will say that they can cut out this and cut out this for the promoter and make guidelines like that, which he is all for. Verlengiere states that they can have practice up to three weeks in advance of the race and it is up to the consumer. Feels that it is wrong to charge for the practice pass. St. Ours agrees. Scribner states that maybe they should take the stance that we would highly recommend that they include the official practice day in the first entry fee. Verlengiere states that it was paid for in the Grand National pass and always has been. Scribner agrees. Holmboe asks if Verlengiere is talking about the absolute hit or the perception. Verlengiere says it is more money after more money; Holmboe says the absolute hit. Holmboe asks about how he would feel about at least changing the perception somewhat. Board member says that is important. Holmboe clarifies that they have them include the practice day but that does not mean that the total amount of money spent by the consumer would necessarily decrease very much or even decrease. But the perception might just help a little. Verlengiere says that they paid the Grand National entry which included your practice day. The cost was factored in before in their cost to have that day. Holmboe states that IKF should be in line with other organizations. Discussion of IKF and other organizations, track rentals. Holmboe does not feel that we will ever solve the difference in track charges. Verlengiere asks the Board to consider his recommendation regarding the charging of official IKF Grand National practice days. Asks to educate the bidders, it has always been included. Feels that it is an unnecessary bleed.

Baden Matter

Verlengiere updates the Board on the IKF vs Baden matter re: 2006 4 Cycle Speedway Grand National.

Duffy Matter

Verlengiere updates the Board on the Duffy. Two samples should be available at the April Board Meeting for Board evaluation.

125cc-150cc Open/FKE II Class

Holmboe states that in Section 301, Class 4, 125cc-150cc Open/FKE II, simply because of a lack of attention over the last years, they allowed a second place to race for the 80cc Laydown guys, which is only a stock class at this time. It should not be stock in that particular class. It should be open engines as are all of the other engines in that class. He would like to allow this to happen if it falls into our procedural process. States that they have a 80cc Laydown class, stock motors. Then there is the 125cc-150cc Open/FKE II class, which is a catch all class to really allow many different vehicles and engines structures to race a second time. That class is all open engines and we have now allowed the 80 stocker to be in there and they want to be open in that class. Hoegerl asks if they build a special motor to be in the class – Holmboe answers that they bolt on cylinders and they all have them. Scribner asks if he wants to rename the class an 80/125/150 Open. Holmboe states that currently in the Rulebook, there is a subset of engines, the last one on the list is the 80cc. Then it refers it back to the Section in the Rulebook that says it is stock. Everything else is open, so he would not be renaming the class, it would simply be re-identifying the 80cc as an open engine. Verlengiere states that he will make a Motion to that effect. Schorn asks Holmboe what Section he is going to go after, 653, Formula 80. Holmboe replies as far as a rules packages for the engine, yes. Discussion of pertinent Section.

Motion by Holmboe re: Section 301, Class 4, 125cc/150cc Open/FKE II Replace 80cc Gearbox Motors, Section 658 with 80/85cc Open Gearbox Motors. Delete Section 658. Second by Schorn. In Favor: Unanimous
Passed

2008 Road Race Grand National Matters

Schorn requested the following changes to Section 312.2 Official Schedule of the 2008 Road Race Grand national:

125cc/150cc Open/FKE II move from Day 2 to Day 3

TaG Enduro move from Day 4 to Day 2

Clarification: Day 1 is the Practice Day

Verlengiere asks if people have already made their plans. Schorn replies that the numbers they know....Holmboe states that it is a valid question; he has had one person make comments not a problem, but a rub. The bottom line is that we are trying to accommodate the majority and generate more entries than they did before. Holmboe states that it is a perfectly legitimate question and he has had one guy complain about it.

Motion by Holmboe re: accept schedule changes by Schorn. Second by Richter.

In Favor: Unanimous

Passed

Addition of Pro Class

Schorn requests to hold a pro class sponsored by an individual. They want to run the class at the end of the practice day. This class will not be run for a Duffy. Class will be the CR125 Super Stock. Feels that there may be 20 entries. Individual will be providing the win prize money and the trophies; no cost to the promoter. Hilger asks if the competitors will have to be IKF members, Schorn says yes. Discussion re: practice pass, drivers pass. Schorn states that they have not yet decided entry fee for the class. Hilger asks if the entries will count as total entries on the Contract. Schorn says yes. Board agrees that the entries will count as official entries for the event.

Motion by Schorn re: Add Pro Class, CR125 Super Stock, to end of Day 1 (Practice Day) of the 2008 Road Race Grand National, 400# Second by Scribner.

In Favor: Unanimous

Passed

Motorcycle Insurance

Schorn asks if motorcycle insurance will be discussed at the April Board Meeting. Hilger states that we are waiting for input. Only one response received. Schorn states that they had a motorcycle practice weekend and flash race with a pretty good turnout. Hilger asks what a good turnout is. Schorn replies 75-100 bikes. Holmboe adds that it was a club event – nothing special. Schorn says it was a tune up race for the beginning of the year. Hoegerl asks how many pass sales for the weekend. Schorn replies 150. States that they will have approximately 6-8 of these races a year, with approximately the same numbers. Holmboe states that, at other tracks in the Northwest and around the country, the bike people are using the kart tracks. And wanting to. Schorn states that in latest article in a motorcycle magazine they use Portland Karting Association and the Northwest as an example of how to get what they want and are really pushing it. Schorn feels that this is a true opportunity for the kart clubs and promoters to be able to capitalize on it. States that if their club can potentially bring about additional revenue into the IKF, other tracks can do it. Hoegerl asks if he provided the rules to the insurance company. Schorn replies yes. Provides rule information to the Board. Hilger asks if they have to have special rules. Schorn replies no, but they do make extra precautions. Schorn states that when he talked to the insurance company, he told them that he had been doing this for 4 years. Discussion of barrier systems. Schorn discusses rules used for motorcycle track safety. Holmboe states that this is good potential for more revenue for the IKF. Verlengiere states that he will take a recommendation from the Marketing Committee. Holmboe states that they are already pursuing this. Concerns on how it would/would not impact our current cost structure for the karts. Asks that when the IKF can get a separate policy written for the bikes, why wouldn't we? IKF will have to see what the insurance company can do for us. States the he would like to see the Board be open-minded about generating the revenue as long as it does not change our other cost structures. Hilger states that, in the past, we have never had the information on how many motorcycles we could have in a year. States that they wanted us to do the policy and we would have to have another rider that was going to cost us pretty good money to even have the motorcycle insurance. That was the drawback. Holmboe states that we did not have the information exactly right. Hoegerl states that another holdup was making sure that we had a set of rules that they were going to use at the motorcycle races. States that, like karting, each track has their own set of rules and the insurance company wants that spelled out very specific. Schorn

agrees. States that one of the emphases at his track is that they follow Supermoto USA. States that a promoter wanted to run the race for them and wanted to go outlaw and they will not allow it. Discusses sanctioning for motorcycle events. Holmboe states that his club would like to give the revenue to the IKF, not another insuring body. Hilger states that the IKF can look at the motorcycle insurance coverage.

Age Matter

Scribner states that a 10 year old raced in a Junior II class at a recent IKF insured club event. Scribner spoke with the Race Director and he was unaware that the participant was 10 years old. Scribner spoke with the parent of the child and he agreed that the son would not participate in the Junior II class. Asks for local option for the club – Board denies this request as it is against IKF rules.

Holmboe states that the IKF needs to be competitive against other organizations with our aging and groupings; maybe look at lowering our age requirements for given classes at some point. Discussion by Board regarding the underage participant and the track/club. Board agrees that a letter will be sent to the club as this is a club issue and should have handled this matter at the event. Verification of the participant's age should have been done at event registration. Club/Tracks need to take more responsibility for things that happen at their events. Verlengiere asks for verification of the IKF chain of command. Board agrees that this is not a Grievance matter – this was a club matter that should have been handled at the event. Richter to contact club President after the Meeting. If club/track does not abide by certain rules, they can affect the insurability of anyone hurt on the track. Also affect their club/track sanctioning. Board agrees.

Region 7 Sprint Matter

St. Ours states that he has spoken to Kennedy and Idelson regarding an incident at the Buffalo Bill event. Emails from both parties forwarded to Board. States that it is not a Grievance. Explains incident to the Board. Schorn asks what the decision of the flagman and the Race Director was at the time of the incident. St. Ours states that the Race Director pitched them both for the rest of the weekend. Board states that it was a done deal. Hilger states that is what should have been done. St. Ours asks the Board if they are done and all of their penalties are for Sunday. Holmboe states yes, unless someone asks for more penalties and part of the officials. Hilger states that once the race is over and the penalties have been assessed, they can come back and race the next race and start over. Holmboe states that the Race Director can come to the Board and request a suspension based on the rules or the occurrence. He did not do that. St. Ours wants to discuss ramifications of this. States that, in the event that one of the participants did not race on Sunday, he did not get a penalty. So he is not quite sure that disobeying a flagman, he is not quite sure, even though it was not a punch but a tap of the helmet, we really need to think about this. Because if you are thinking that all we can do, if it was the last race of the evening, you can do that and not get a penalty. That is not right. Board members say Race Director. St. Ours states that the Race Director can impose penalties. Holmboe states that the Race Director can request penalties. Schorn states that the Race Director needs to go to the Governor and the IKF Board because he is the Director in Charge and recommend this is his observance and this is what I would like to access as penalties. Verlengiere does not feel that this is accurate. The Race Director at the event can set you back 20 places. St. Ours agrees that he can set you back but cannot suspend you. Verlengiere states that he can throw you out for the weekend, which he did. St. Ours states that if this was the last race on Sunday, there is no penalty phase. Richter states that he could have disqualified him retroactively. Hilger agrees. Holmboe states that the point is that it is still up to the Race Director. Does not feel that the Board should set a precedence that they interject themselves into what the penalties will be before anyone has asked for a penalty. It is up to the Race Director to exert judgment and generate a penalty even if we, as individuals, do not think it was enough, or we, as individuals, think it was too much. That is the process; let him do it, let him request it. Once they have requested something for the Board to do, then we get involved. Schorn states that it is all up to the Race Director to say it though. St. Ours states that he would have had a letter from the Race Director already but he is having computer problems. St. Ours requests that this matter be Tabled.

Verlengiere asks St. Ours what he is suggesting here. St. Ours suggests that, in the past, they have given people a year probation, suspended a guy for a year. If this is a little different situation here because it was not a punch. But looking at everything involved, if we give them a one day suspension for going over there and slapping a guy on the helmet, it is absolutely the wrong thing. Just like if we say that its ok to disobey the flagman, you will just get disqualified for the race. If he would have done something and hurt someone, there is no repercussion. If the Race Director knew that he had to write a letter to state that, he would have done that. He wants to anyway. Holmboe asks if it is too late for the letter. Verlengiere states that there are two points. There is disobeying the flagman. Since this is a series, you can access a penalty to the next race as the Coordinator of that series. St. Ours did not think that he could do that. Verlengiere states that St. Ours could suspend the racer. Verlengiere states that he can take whatever action he wants on the black flag matter. He can take whatever action he wants on the hitting. States that if you don't want to take action on the physical altercation portion of this, then someone has to appeal to the Board and say there were blows exchanged. Verlengiere states that Coordinators can mandate penalties. Tape Change. St. Ours states that it is not a penalty for disobeying an official. St. Ours states that a guy touched another competitor and another disobeyed the flagmen at the event. St. Ours states that, if what Verlengiere is saying he can do, he would have interviewed the parties and gave them a race. Verlengiere states that if St. Ours had collected the facts, made a legitimate decision and told them that they were sitting out the next event or whatever it is. At that point, they would have the right to appeal to the Board. The Board would need to see both sides of it before they can make a decision. He suspects that the Board would respect the decision. St. Ours was under the assumption that a Coordinator could not suspend anyone; that he could kick them out of your event for the weekend but any disciplinary action must go through the Board. Hilger clarifies that he could suspend them from the event but only the Board can suspend them from the IKF. St. Ours states that he will take care of this matter and give them a one race suspension. IKF will not take any action on this matter per Hilger. Schorn refers St. Ours to Section 114.4.6 Penalty Power of the Race Director. Board instructs St. Ours to handle at the regional level. Richter reads Section 114.4. Board agrees that the Regional Coordinator, per the IKF Rulebook, does not have the power as discussed. These are the powers of the Race Director. Holmboe states that they interject the Art Verlengiere way of handling his Regional Coordinator job that he did in the past, into the Rulebook on a Super Majority at the next Fall Meeting. St. Ours agrees and feels that it should be handled at the track and be done with it and does not need to go to the Board. He has the right to go to the Board if he does not like the penalty.

Outside Punch Races

St. Ours states that he received an inquiry from Santa Maria Karting Association about a "Road to the Nationals" for 4 Cycle Juniors to earn punches for the 4 Cycle Sprint Grand National. St. Ours recommended that he contact Gary Richter, Region 11 Sprint Coordinator. St. Ours has concerns that, if allowed, racers will go to the local races rather than the regional races. Feels that this will diminish the regional program. Richter states that this is for Junior I and Junior II classes, not Senior classes. Richter states that he will work with Santa Maria Karting Association and Region 11 tracks to run the classes. St. Ours requests that they not run classes that are run at Region 7 and Region 11 regional events. Richter agrees. Richter will work on this and report to the Board.

Unleaded Fuel Mandate

Hilger requests that this matter be Tabled to the April Board Meeting. There are a few classes in the Speedway and Road Race divisions that the unleaded fuel mandate may affect.

IKF One Event Membership

IKF Office forwarded draft to the Board for review. Changes and corrections from Board to be done and forms printed.

Slip Joint Chassis

Hilger states that there is a new chassis that came out on the east coast. It is a slip joint chassis and it has some unique designs on it. There are a couple of other manufacturers that are trying to bring it to the Midwest. Other sanctioning organizations have approved it. The IKF Speedway Committee is going to make it illegal for 2008 because the racing season has already started and they are charging \$400 more for the chassis. If they want IKF to allow it for 2009, they must provide us with a chassis to look at.

Clutch Survey

Motley states that he has been working with Gary on the clutch rules. He did a survey and will summarize it in a memo to the Board next week. Essentially, in the Pro Race, there was an equal weight between the single disc clutch and the dual disc clutch. The various brands are pretty much equal between Horstman and Tomar, pretty much equal between single and dual disc. If the weight requirement is changed to 500 grams, which would be his recommendation, that would allow any of the newer clutches, Horstman, through its production span, increased the weight of their clutch for reliability reasons. He had 5 or 6 clutches that were 500 grams exactly or slightly under. All of those had parts in them that may have been as old as 2 years old. But all of the new stuff is easily in. The Tomar clutch falls easily in the 500 gram requirement. He will summarize and get to the Board.

IKF Website

Richter gives the Board an update on the IKF website. Asks Board to email their recommendations to Richter.

Local Option Information

Verlengiere asks for clarification on the submission of local option classes. Discussion by Verlengiere and Motley re: local option, regional classes.

Local option classes are submitted to the IKF Office and forwarded to the Committee Chairman and Tech Chairman for approval. Regional classes are included in the participation stats for possible move to a National class.

Motley comments about the Rok TT to the Board. Brief discussion by the Board.

St. Ours asks the Board to discuss the location of the 2 Cycle Sprint Grand National in 2009. He has spoken to Rob Niles and Rob is all for pursuing doing the 2 Cycle Sprint Grand National at Sears Point. Says that it is a path that we need to travel and have Rob at the April Board Meeting. If so, there is some concern that he did not have a bid in; but on the other hand, it was supposed to be only the Northern for the bid. That is why he did not have a bid; if he knew that he would have bid. St. Ours asks how the Board stands on that. Scribner says that they have 3 bidders and that's what they whittled it down to. States that Karting Ventures was on that list that they weeded out. St. Ours says that it was weeded out because we were going to run it there. He thought that the concern, at the last meeting, was that the facilities could not hold or were going to have 140 entries if it was held in Reno or somewhere else. Scribner states that there is no problem with the facilities. Maybe some problem with the clubs if they are not real strong. States that Mike Schorn has offered to help them out. Hilger states that the Board must approve whether to accept late bids or not. Verlengiere states that he would consider all options. St. Ours states they need to look at gas at \$4.00/gallon. Already established that it is 85-90% Region 7 racers. Scribner states that it because it has been in Region 7, needs to give Region 11 or Region 6 a chance at it. Verlengiere asks if they are talking about Infineon. St. Ours states that he is talking about having it at Infineon to show. This could be a multiple, if they award it to Reno-Fernley, maybe getting them to host it at Infineon. For the simple fact that it would not be so harsh for the people down South. Feels that the foremost objective should be how can we create the most entries – that's what should be. Not award it to a club because we feel obligated to move it to the Northwest, have 90 entries and now have to rebuild again. That is his concern. If they want another club to host it at Infineon, he is all for that. Maybe that club, with Mike Schorn's help, we can look into that club hosting it there to know that the racers will come here. States that the racers do want to go somewhere else. Is not sure that they want to go to Portland or something like that with gas at

\$4.00/gallon. Holmboe states that we need more venues that are important, not just one that creates this real problem that we are discussing. Discussion regarding a Motion to have Rob Niles come to the April Meeting.

Richter states that the first regional race was scheduled for Infineon and it is now Davis. Negotiations broke down with Infineon. States that he would be for having the 2 Cycle Grand National at Infineon but his concern is that, if you don't have the clubs involved in Region 11, the clubs would say they did not have a regional race there but now you are going to award them a Grand National. There would be a repercussion. St. Ours states that with Mike Schorn's help, whatever club we award it to, if they can, get it into Infineon so the guys from Region 7 can come. Richter states that they will come because of the facility. St. Ours agrees and says to award it to a club and look at it from now until April, could that club that we would possibly award it to, could they host it, instead of at Portland, at Infineon. Why? Because they could almost guarantee a lot more entries that would go to Infineon from down south. At gas prices, he feels that it is something that the Board needs to look at.

Motion by Verlengiere to invite Rob Niles to attend the April Meeting and sit down and speak with the clubs if they want to speak with him about possibly outlining a new vision on a way to do this so whatever region it is that gets the race, if they desire at all to sit with Rob and talk with him. Maybe they could have a dialogue that they find beneficial to everyone. Second by Motley.

Scribner states that Rob Niles has contacted both Reno and Redding and already made that offer to offer his assistance. St. Ours states that he offered for registration. Scribner states that he offered his promotion services to them.

St. Ours states that it is not at moving the event, that he would sit down and say that if you are awarded it, possibly we can move it to Infineon and here are the benefits to you and what I can assist you with. Verlengiere states that he is not endorsing him or levering anyone we award it to do that, but if he thinks that he has something to offer to deliver a better program to our membership, he thinks that he should have an opportunity to speak to the people. Scribner asks what the Board has to do with him working with the clubs. Richter states that he has to convince some club in this region to abandon their track and move. Verlengiere states that Rick has a valid point – he can come and do that. However, he would encourage those clubs to sit down and speak with him. They don't have to do anything they don't want to do. But if they don't sit down, they may not understand that there are other options and they may be more profitable. St. Ours states that it is important and Mike Schorn is an asset and he feels that it is important that Region 11 does not boycott Santa Maria like he heard in the meeting that they wanted to. Thinks that it is important that they show support at the Grand Nationals so it can go to them the next time. Scribner asks about the boycott, Richter says it is true. St. Ours does not think that it is the right idea. If you want something, you go in with numbers to support it and say this is what we can do and we want it next time. If you just get out of the picture, it does not solve anything. Hoegerl states that a Motion is not necessary to invite someone to a Meeting. St. Ours states that Rob Niles does not need to make a presentation to the Board but whoever is awarded the event, that is up to him. Feels that the Board should be open to say that they can award to Portland but are open to having it at Sonoma or Infineon or something of that nature. Scribner is not necessarily a Board issue. Verlengiere and St. Ours agree.

Motion to Adjourn by Verlengiere.

Second by Scribner.

Meeting adjourned at 7:20pm.