

**World Karting Association
WKA Trustee Conference Call Minutes**

January 30, 2008

WKA President Rick Dresang called the conference call meeting of the WKA Board of Trustees to order at 8:15 PM, EST.

Trustees and Officers Present

Mike Busch – District 7
Jerry Cole – District 6
Rick Dresang – President
Bobby Gettys – District 3
Robby Harper – District 2
David Norville – District 8
Jimmy Rivers – District 4
Missy Nelson Tate – Treasurer
Jim Savoren – District 1
Dan Stowell – District 9
Kevin Williams – District 10 and VP - 2-Cycle

Staff Present

Van Gilder – Executive Director

Absent

Angelo Buffomante – Secretary

President Dresang opened the meeting with a report that Secretary Buffomante was not able to attend the meeting but was available by cell phone should we need his input.

The first order of business was to approve the minutes of the December 13 and 20 meeting. However, not all of the Trustees had received copies of the minutes, so this item will be deferred to the next meeting. Trustee Stowell E-mailed copies of the minutes to the Trustees during the conference call.

Trustee Stowell then presented his observations on recent posts on the Internet forums. He reminded the Trustees that using the forums as a source of input had its risks. Many of those posting on the forums are not WKA members and are not necessarily friendly toward WKA. He also noted that many of the respondents are posting anonymously and may have personal agendas. Stowell also noted that an ex-employee's salary information had been posted on one of the forums, and that WKA has a confidential payroll policy. This information should not have been shared outside of the Trustee meeting. Trustee Busch added that it is WKA's policy that the discussions and actions of the Trustees should not be discussed outside the meeting until the minutes are approved.

President Dresang then opened the meeting for a discussion on his appointment of District 10 Trustee Kevin Williams as WKA Vice President – 2-cycle. The Trustees discussed President Dresang's intention to have two vice presidents, one to focus on 2-cycle affairs and the other to focus on 4-cycle affairs. Trustee Rivers reported that the 4-cycle community, particularly the Dirt Series competitors, felt under-represented in WKA's decision process and that the addition of a 4-cycle Vice President would help resolve that concern.

The Trustees then discussed how having two Vice Presidents would be addressed in the event that the President would be unable to serve. Trustee Stowell recommended the following change to the Code of Regulations to address this concern: "If there are two or more vice presidents, the Trustees shall select one to act as President until a permanent replacement can be selected."

Trustee Busch asked Trustee Williams if he could describe his level of commitment to the position. He also asked about the potential conflict of interest between being the Manufacturer's Cup Race Director and Vice President. Trustee Williams reported that he was confident that he could dedicate the time required in addition to his duties as District 10 Trustee and Manufacturer's Cup Race Director and that he would be aware of and report any potential conflicts of interest.

Trustee Stowell then moved to approve President Dresang's appointment of Kevin Williams as WKA Vice President – 2-cycle. Trustee Gettys seconded the motion. Trustees Savoren, Harper, Gettys, Cole, Busch, Norville, Stowell, and Rivers voted to affirm the appointment; Trustee Williams abstained. Trustee Williams accepted the appointment as WKA Vice President – 2-cycle. President Dresang reported that the search continues for an appropriate candidate for the Vice President – 4-cycle.

The next topic on the agenda was to review and approve the proposed changes to the WKA Code of Regulations. In advance of the meeting Trustee Norville, Code of Regulations Committee Chairman, had provided all Trustees with a copy of the pro-

posals. He also reported that the changes had been submitted to George Brady, a North Carolina attorney serving WKA. Brady agreed with the changes but suggested some revised wording for clarity. The committee agreed with the changes and included them in the final document.

The Trustees discussed the proposals. Trustee Norville moved to accept the proposals with the idea that any changes would be added as amendments. Trustee Stowell seconded the motion. Trustees Savoren, Harper, Gettys, Cole, Busch, Norville, Stowell, Williams and Rivers voted in the affirmative. The motion passed.

Trustee Stowell then moved to add the sentence: "If there are two or more vice presidents, the trustees shall select one to act as president until a permanent replacement can be selected." Trustee Busch seconded the motion. Trustees Savoren, Harper, Gettys, Cole, Busch, Norville, Stowell, Williams and Rivers voted in the affirmative. The motion passed.

Trustee Busch then raised the question, "Why is it easier to remove an elected Trustee than it is the organization's President?" He then moved to reduce the number of votes required to remove an officer from seven to six. Trustee Stowell seconded the motion. Trustees Savoren, Harper, Gettys, Cole, Busch, Norville, Stowell, Williams and Rivers voted in the affirmative. The motion passed.

Trustee Norville then moved to include the Code of Regulations Proposals in the same envelope as the Trustee election ballots as a way to reduce the cost of the mailing. Trustees Savoren, Harper, Gettys, Cole, Busch, Norville, Stowell, Williams and Rivers voted in the affirmative. The motion passed.

Executive Director Van Gilder then reported on the successful negotiations to resolve the Spec Tire Program issues in the Manufacturer's Cup Junior Sportsman classes. The new three year contracts with Bridgestone and MG will respond to the competitor's wishes that the Junior Sportsman Classes will remain with MG tires as they have for the past few years. The current MG SLE Blue and the new HZ Red will be allowed during the 2008 competition year. According to the MG importer, these tires are identical. Only the designation has changed due to the CIK Tire Homologation Procedure. The HZ Red will be the only tire allowed in the Sportsman classes in 2009 and 2010.

Bridgestone/Firestone will remain the supplier of tires for the three year duration of the contract. In addition Bridgestone will be the spec tire in the new World Formula classes in the Gold Cup Series. Both vendors were supportive of the program, and WKA has expressed its appreciation for their cooperation in making this change to meet our members' wishes. The three year contract will allow both our members and the vendors to make long range plans. Trustee Busch moved to approve the contract. Trustee Norville seconded the motion. Trustees Savoren, Harper, Gettys, Cole, Busch, Norville, Stowell, Williams and Rivers voted in the affirmative. The motion passed. Trustee Stowell will draft a Pit Board and web site announcement and submit it to President Dresang and Executive Director Gilder for approval and immediate posting.

Trustee Busch raised the idea of working a swap deal for those Sportsman teams that have already purchased Bridgestone tires. Trustees Busch and Cole volunteered to develop an unofficial swap program to handle the situation. Mike and Jerry will handle swap program.

President Dresang then presented the results of an open forum on Tire Prep held on Friday, January 25 at KartFest in Hickory, North Carolina. Approximately 175 members attended the meeting and provided their assessment of the current program and how to improve it. Trustee Stowell noted that the Dirt Competitors seem to be reluctant to express their opinions in direct mail surveys, so this forum represented a very effective way for them to express their opinions. Executive Director Gilder and Trustee Cole also attended the forum and added their perspectives of the session.

As a result of the input gained from the forum, Gilder and Director of Operations Buddy Long developed a set of revised tire prep rules to be used at the next National Dirt Series event. The Trustees made several suggestions to the rules. Trustee Busch asked that Gilder refer the proposed changes to our insurance carrier to make certain that they were consistent with the terms of our policy. Gilder and Long will revise the rules and send them to the Trustees for final approval. The objective will be to post the rules by Thursday, February 7. The intent is to communicate to our Dirt Series competitors that we are being responsive to their wishes.

Trustee Stowell pointed out that his support for these revised rules was contingent on the understanding that WKA is committed to eliminating chemical tire prep due to health and safety issues, and the Association will continue to work on a final solution to the problem. The Trustees agreed. Stowell suggested that we ask 4-cycle Tech Committee Chairman Steve Vermeer to chair the effort. Executive Director Gilder volunteered to work with Vermeer. Trustee Busch reported that OCR race official Ollie Spain has developed an effective program at his track and suggested that he might be a valuable asset to the committee.

Executive Director Van Gilder reported on the status of the office operations. The staff is doing well on day to day activities. However, the posts on Ekartingnews.com are creating uncertainty and not helping the employee morale. Gilder has shifted duties among the staff to better balance the work load. He is also working to ensure that more than one person is checked out on every function. This will ensure coverage when someone is out of the office.

Van and the staff continue to look for cost cutting measures. He reported one example where one underutilized copier was returned to the vendor, and the monthly copier expense was reduced by roughly 40%. The staff is also developing true costs per employee. This will help in cost accounting for events and projects. The employees are getting along as a group. They continue to adjust to the new organization.

At the last Trustee meeting the subject of pending litigation was raised. Gilder reported that the Weick situation had been resolved, and he was not aware of any other open issues. President Dresang will contact Attorney Buffomante to and report back to the board on any other open issues.

Trustee Busch asked about past due accounts receivables. Executive Director Gilder reported that he is reviewing the receivables situation. He is also looking for a collection agency to address those accounts that are deemed collectable. WKA is also bartering for merchandise awards with some delinquent accounts. He is also developing a credit policy and establishing credit limits

At this point in the meeting it was 12:00 AM, and Trustee Savoren had to leave the call for business reasons. Trustee Gettys also dropped off of the call because the battery in his wireless telephone died. .

Trustee Busch asked Executive Director Gilder for the status of the driving suit ordered for Christian Pahud. Gilder reviewed the situation and how the competitor received an expensive, personalized driving suit in the wrong size. The resolution is that Christian Pahud will be allowed to keep the suit as a "souvenir" and will be given gift certificates of equal value.

Trustee Busch then asked Treasurer Tate for the status on his request that WKA investigate the idea of allowing competitors to use credit cards to pay for entry fees. Tate reported that this item has not received top priority due to the other financial and administrative projects and will be addressed in the future.

Trustee Busch suggested that WKA could save money by purchasing trophies from Lynne Gilder's trophy company. He also suggested that the perception of favoritism or conflict of interest be avoided by requiring that all trophies, awards and other major purchases require a minimum of three bids. Gilder reported that all transactions between his wife's business and WKA will be open and that no preference will be shown to her as a supplier.

The next item of business was to review an Olympic oval track chassis shown at KartFest and examined by members of the 4-cycle Technical Committee. The chassis differs from a traditional kart chassis in that the side rails are not welded to the front axle. They are welded to tubes that slide over the front axle. It was the opinion of the 4-cycle Technical Committee that this chassis design should not be allowed as the method of attaching the front axle would constitute "suspension," and suspension is not legal per Tech Manual Page 32, Section 401.12. This section states that "Use of suspension components of any type including springs, shocks, etc., is prohibited."

Trustee Stowell made a motion to rule that the Olympic frame as submitted would be illegal. Trustee Williams seconded the motion. Trustees Harper, Cole, Busch, Norville, Stowell, Williams and Rivers voted to in the affirmative. Motion passes. Stowell will write to Olympic advising them that the chassis is illegal. However, if they weld the slip tube to the front axle, the chassis would be legal.

Trustee Stowell recommended that we add a definition of a "kart" to the Tech Manual to make clear that the basic frame of a kart be of one piece design. Trustee Williams read the definition of a kart from the CIK rules. Stowell noted that IKF also has a definition in its Tech Manual. Stowell will ask the committees to develop a definition and report to the April Trustee meeting.

The next topic was a review of a seat mount produced by Phantom. Trustee Rivers, reported on his personal experience with the seat. In his opinion, the mount meets the definition of "secure." After a long discussion, the Trustees agreed that no action was needed on the seat mount.

The LaJoie Champ Kart seat was the next item on the agenda. Executive Director Van Gilder met with seat developer Randy LaJoie on Tuesday, January 29 to discuss how to ensure its legality. LaJoie will propose mounting specifications for the seat to WKA. He and Gilder also discussed the idea of establishing standards for head

restraint netting to prevent a driver's head from moving outside of a champ kart in the event of an accident. LaJoie will also develop a proposal for netting standards.

Executive Director Gilder presented a request from Michael Johnson of Frankinworth, Michigan. Johnson is a disabled driver and is requesting approval to use hand controls. Gilder presented documentation in support of Johnson's request. Trustee Busch moved to approve the request and Rivers seconded the motion. Trustees Harper, Cole, Busch, Norville, Stowell, Williams and Rivers voted in the affirmative. Gettys and Savoren were absent. Motion passed.

Executive Director Gilder then raised the issue of non-WKA members being present in the technical inspection area. He cited examples of engine builders or mechanics who were in tech with their customers' equipment but were not WKA members. They were disruptive and, because they were not WKA members, the tech officials felt that they had little leverage in controlling these individuals. Trustee Williams suggested that we add a supplemental rule at the next Man Cup event requiring that anyone who is in the technical inspection area must be a WKA member. As such, the officials have more latitude in dealing with disruptive behaviors.

Executive Director Gilder then raises several issues from our Director of Finance, Sissy Mendenhall.

1. Expenses must be submitted 30 days after being incurred. The Trustees agreed with the need for prompt reporting but suggested that 45 days would be more reasonable.
2. Airline ticket expense would be capped at some pre-announced figure. This would allow for better financial planning and stop late purchase of airline ticket that have run as high as \$800.
3. A uniform mileage allowance must be set. The Trustees agreed on 44 cents per mile.

Executive Director Gilder also reported that a purchase order system is being implemented to help better plan and to control costs.

There being no more business, Trustee Norville moved to adjourn the meeting at 1:30 AM EST. Trustee Rivers seconded the motion. Trustees Harper, Cole, Busch, Norville, Stowell, Williams and Rivers vote in the affirmative. The meeting was adjourned.

Respectfully Submitted,

D. M. Stowell
WKA

Addendum: On Tuesday, January 8, 2008, Trustee Stowell submitted the following proposal to the Board of Trustees:

Proposal 1

To address the performance discrepancy between the Animal and Raptor engines in the Junior 1 classes, the proposal is to replace the two-hole purple plate (top hole 0.235" and a bottom hole 0.275") with a new two hole red plate (top hole 0.285" and bottom hole 0.275"). This proposed change should give the Animal a slight performance edge over the Raptor. Although they do not run together in WKA National events, the often are allowed to run together in divisional and local events. The change would support the overall strategy to move to the Animal. We propose that the Trustees approve this change pending testing by Steve Vermeer and that we set the transition date based on availability of the plate from Horstman Manufacturing. Van Gilder is checking with Horstman to see when they could go into production.

Proposal 2

To address the drivability problem in the Gold Cup series and to make the Animal a more attractive engine package for entry-level sprint racers, we propose the following change in restrictor plates:

Current 2008 plate sizes
Jr. Sportsman 1 - 2 hole purple plate
Jr. Sportsman 2 - 2 hole blue plate
Jr. Restricted - 1 hole gold plate (0.505" hole)

Proposed 2008 plate sizes
Jr. Sportsman 1 - 2 hole blue plate
Jr. Sportsman 2 - 1 hole gold plate (0.505" hole)
Jr. Restricted - 1 hole black plate (0.575" hole)

The proposals were approved by electronic vote. Trustees Savoren, Cole, Busch, Norville, Stowell, and Williams voted in the affirmative. Trustee Harper abstained on both proposals, Trustees Getty and Busch asked questions. There being a majority in

favor of the proposals, they were announced by Pit Board and web site.

**WKA Board of Trustees Meeting
Friday, April 11, 2008**

**World Karting Association
WKA Trustee Conference Call Minutes
March 24, 2008**

In attendance:

Officers: Rick Dresang – President
Kevin Williams – VP & District 10
Angelo Buffomante – Secretary
Trustees: Jim Savoren - District 1
Robby Harper - District 2
Jimmy Rivers – District 4
Jerry Cole – District 6
Mike Busch – District 7
David Norville – District 8
Dan Stowell – District 9
Van Gilder – Executive Director
Office: Marie Borsuk – WKA General Manager
Guest: John Ferris – District 8

President Dresang called the meeting to order with opening remarks at 9:10pm. He began with the agenda item concerning the recent elections

President Dresang asked Mr. Ferris to address the Board with his views on the recent election. Mr. Ferris cited people that didn't receive their ballots and did not know the procedure for securing replacements.

Trustee Norville was asked to address the Board with his views. He presented a verbal protest on behalf of the Schenkel's and Alison Norville.

Both concerns were reviewed and discussed. Also discussed was the confusion on the Code of Regulations being included in the envelope.

A motion was made by Trustee Harper to nullify the election in District 8 and hold a new election. Motion failed for lack of a second.

Secretary Buffomante stated the possibility of having to redo the election in all three districts. Executive Director Gilder pointed out the costs involved with redoing the election(s).

President Dresang reviewed the options available to the Trustees at this point.

After a lengthy discussion a motion was made by Harper to nullify all three elections and to hold a reelection in all three. Motion failed for lack of a second.

Trustee Savoren took the floor and voiced his concerns and views. Trustee Savoren made a motion to accept the election results of all three districts. Motion was seconded by Trustee Stowell. In favor: Savoren, Stowell, Rivers, Williams, and Cole. Opposed: Busch and Harper. Abstaining: Norville. Motion passed. It was noted by Secretary Buffomante that WKA is very fortunate to have quality people that want to be trustees.

President Dresang informed the Board that the officers were very close to a nomination for Board approval on a 4 Cycle Vice President. The nomination will be made at the next Board meeting.

With no other business, meeting was adjourned.

Respectfully submitted
Angelo Buffomante
Marie Borsuk

The WKA Board of Trustees and Officers met in executive session Friday, April 11, 2008.

Officers Present:

Rick Dresang – President
Angelo Buffomante - Secretary
Missy Nelson Tate – Treasurer

Trustees Present:

Jim Savoren – District 1 Trustee
Robert Stefancik – District 2 Trustee
Bobby Gettys – District 3 Trustee
Jimmy Rivers – District 4 Trustee
Bill Kassy – District 5 Trustee
Jerry Cole – District 6 Trustee
Jim Perry – District 7 2-Cycle Rep
John Ferris – District 8 Trustee
Dan Stowell – District 9 Trustee
Steve Nieto – District 10 4-cycle Rep (Proxy for Trustee Williams)

Staff Present:

Van Gilder – Executive Director
Marie Borsuk – General Manager
Sissy Mendenhall – Director of Finance

Guests:

Gene McCook – District 4 4-cycle Rep
Chris Koch – So-Cal Sprinters

Absent:

Mike Busch – District 7 Trustee
Kevin Williams – District 10 Trustee and VP– 2-cycle

President Dresang called the meeting to order at 7:45pm and led the Pledge of Allegiance. Trustee Gettys gave the invocation. President Dresang then extended a gracious welcome to the new Trustees Bill Kassy, John Ferris and Robert Stefancik. Each Trustee introduced himself to the board and gave a brief background of his relationship to karting.

President Dresang announced his appointment of Johnny Bartlett as the WKA Vice-President - 4-Cycle. Dresang stated that the appointment of past Trustee Bartlett to this new position would increase the WKA 4-cycle competitors' representation at Executive Committee and Trustee Meetings. Following discussion, a motion was made by Cole, seconded by Stowell to approve President Dresang's appointment of Johnny Bartlett as Vice President of 4-Cycle. All in favor, motion carried unanimously.

President Dresang asked Exec Director Gilder to report on email correspondence between a former WKA employee and a WKA Trustee. The correspondence included defamatory comments regarding a current WKA employee and a WKA Technical Inspector. Exec Director Gilder is asking the board for support of the employee and Trustee and assistance in addressing this issue.

He also asked that every Trustee and WKA Representative should keep the board informed of future attacks and statements, so that they can be addressed before escalating into larger problems. The learning is: stay off the Internet forums except to answer specific questions, and keep the Board, Officers and Executive Director informed. As WKA's legal counsel, Buffomante will send Mr. Walls a letter asking him to cease and desist any further correspondence and request personal apologies to Traylor, Gettys and WKA. Gilder also announced that the WKA Pit Board is available for public announcements eliminating the need for posts on the various Internet forums.

Secretary Buffomante joined the meeting at 9:10pm.

President Dresang then addressed the board on an issue involving Paul Harraka and his issues with the Drive for Diversity program. The Board advised counseling from WKA's legal council, George Brady. President Dresang will report on Attorney Brady's suggestions in this matter at a future meeting.

WKA's Karting Scene magazine discussion

President Dresang opened a discussion on WKA's Karting Scene magazine, its timeliness, publishing issues, editorial policies, etc. It's time for a facelift to the content

of the magazine. Trustee Stowell will send out a request for input for the magazine for a reply with priority ranking of each item. It was also suggested that we include the competition committees in this brainstorming exercise.

President Dresang adjourned for a brief break and reconvened the meeting under executive session for a member appeal.

Member Actions - Austin Self – Daytona Manufacturer’s Cup HPV Jr Sportsman disqualification

Secretary Buffomante addressed the board on behalf of Master Member Tim Self, Associate Member Austin Self and their engine builder Marc Zartarian. They were unable to attend the meeting in person due to cancelled airline flights and did not wish to prolong the appeal hearing until the next Trustee meeting June 28. Secretary Buffomante distributed copies of statements from Mr. Self and Mr. Zartarian. Exec Dir Gilder then gave an overview of the actions at Daytona.

The board reviewed the appeal procedures followed by the officials and competitors as well as the physical part and documentation supplied by the appellant. Based upon all information, a motion was made by Nieto, second by Cole to deny the appeal. Nine in favor, one abstention (Gettys), motion approved.

Master Member Mike Cole joined the meeting and addressed the board regarding the post race tech inspection procedures at the Daytona Mfr’s Cup National. Mr. Cole was thanked for his time and participation.

President Dresang opened a discussion regarding repeated rule infractions by motor builders and WKA’s policy for addressing this. Currently, we do not have any specific disciplinary policies that address this issue.

Financial Report

Treasurer Tate opened the Financial Report with a review of the new Expense Report Forms and related policies. Trustee Stefancik asked if there was a minimum amount requiring receipts. It was agreed to attempt to provide all receipts. The new Operational Score Card was distributed and reviewed by all. This provided a YTD previous year comparison of select categories from memberships to master tracks and national event entry counts. Tate went on to give a brief overview of the accounting transition to the new Trustees and reinforced that this is still a work in progress. She reported that WKA will establish credit policies and asked for suggestions.

President Dresang then excused WKA office staff for a brief ‘closed session’ regarding Executive Director Gilders’ employment and term. Dresang advised the Board that his agreed to term would expire this year and over the next day consideration should be given to his term and future with WKA. This topic will be revisited before this Board adjourns on Saturday, April 12, 2008.

The meeting recessed until Saturday morning at 9:00am.

Guests:

Gene McCook – District 4 4-cycle Rep
Steve Nieto – District 10 4-cycle Rep
Chris Koch – So-Cal Sprinters
Michael Davis – Michael L. Davis Insurance Agency
Matt Sackett – Leisure/Sports Specialists
Paul Zalud – Stars of Karting
Glenn Mortensen – WKA Member
Robert Sollenskog - Elevation Engineering

Absent:

Mike Busch – District 7 Trustee

President Dresang called the meeting to order at 9:15 AM and asked that everyone attending the meeting introduce himself or herself.

President’s Report - State of WKA

President Dresang then opened the Membership Meeting and gave a state of WKA report. He noted that WKA has come a long way since November 2007 and applauded all for their efforts. He noted that Johnny Bartlett was appointed to the position of WKA Vice President – 4-cycle in last night’s Executive Session of the Trustee Meeting. Dresang added that Johnny’s involvement in the dirt 4-cycle program will be a great benefit to WKA and its members. He continued with a report on his and Exec Dir Gilder’s successful attendance at the annual ACCUS meeting. It was noted that the Daytona event was successful and that the track officials are looking for stability within the company and organization. Dresang summarized KartFest and the Heartland banquet and added that it’s time to get back to our grass roots and continue moving forward. Treasurer Tate’s Financial Report was reviewed briefly, and it was noted that we have made huge steps in improving the accounting system.

Member Mortensen questioned the status of the tire program. He also requested that a financial statement be published for the members review. Dresang responded on the tire program and noted that we will be publishing financials in an upcoming issue of the magazine.

Executive Director Report

Exec Dir Gilder reported on the staff’s efforts to move the organization forward and their attempts to keep things from falling through the cracks. He summarized the negotiations with Horstman for 2008 sponsorship, the status of the magazine and related issues and office staffing changes. Gilder advised that we are reviewing the national event contract agreements and that there is an ongoing review of the customer credit lines and receivable collections. It was also noted that the promoter abandoned the Deep South Dirt Divisional Series awards program and the participants are seeking help from WKA.

McCook added to the status of divisional dirt series in Georgia and that their only interest is to run money races as opposed to awards.

Guest Presentation - WKA Insurance Program

Michael Davis of Michael L. Davis Insurance Agency LLC and Matt Sackett of Leisure/Sports Specialists gave a detailed review of the WKA Insurance Program. They explained the insuring companies, how the program responds to claims (both medical and liability), and answered a plethora of questions from the Trustees. During the presentation, it was noted that the trustees and staff need marketing materials in order to sell the pit pass program. Davis and Sackett agreed to provide the materials.

Guest Robert Sollenskog of Elevation Engineering joined the meeting.

Guest Presentation - West Coast Plans / West Coast Manufacturer’s Cup series

VP / Trustee Williams gave the board a brief history of the WKA’s involvement in the West Coast region of the US. He then turned the floor over to WKA west coast representatives Steve Nieto and Chris Koch. They are proposing a large WKA event on the west coast the end of this year and are asking for WKA’s support of this event. Kevin noted that the timing is right for WKA to re-establish itself on the west coast. Nieto commented that they need for WKA to help with the marketing and advertising of the event. The thought is for WKA to then expand back to the west coast with a full racing series that could mirror the east coast sprint programs and have a shoot out for the two coasts’ series.

The meeting adjourned for lunch and reconvened at 12:30pm. Guests Mortensen, Sackett, Davis, Nieto, Koch & Zalud left the meeting.

Guest Presentation - Tire Prep

Trustee Stowell presented the Tire Prep Report that the Board requested from Steve Vermeer.

WKA Membership and Board of Trustees Meeting Saturday, April 12, 2008

In attendance:

Officers Present:

Rick Dresang – President
Angelo Buffomante - Secretary
Kevin Williams – District 10 Trustee and VP – 2-cycle

Trustees Present:

Jim Savoren – District 1 Trustee
Robert Stefancik – District 2 Trustee
Bobby Gettys – District 3 Trustee
Jimmy Rivers – District 4 Trustee
Bill Kassy – District 5 Trustee
Jerry Cole – District 6 Trustee
Jim Perry – District 7 2-Cycle Rep
John Ferris – District 8 Trustee
Dan Stowell – District 9 Trustee

Staff Present:

Van Gilder – Executive Director
Marie Borsuk – General Manager
Sissy Mendenhall – Director of Finance

Guest Presentation - Thor Brakes

Robert Sollenskog of Elevation Engineering addressed the board regarding a new rear brake product. A plastic prototype of the part was passed around for inspection. It was noted that a smaller version of the brake product is available for use on junior kart chassis as well as for use as front brakes. He is asking for approval and endorsement of the product by WKA. Retail cost was quoted to be \$499 and it is his hope to bring the price down as demand and production grows. It was the opinion of the board to defer any approval until an actual production unit could be inspected; however the concept does meet our rules. It was added that a working prototype unit would be needed for testing purposes. He was thanked for his presentation and to contact us when he's ready for the next step.

Committee Reports

4-cycle Tech Committee - World Formula Rules

Trustee Stowell gave a summary of the proposed WF rules as submitted by the 4-cycle Tech Committee and questioned the board on whether they wished to approve as is or review and approve electronically. The committee is asking for expedited approval of these rules for use by motors in the field. A motion was made by Cole to accept the rules as presented by the 4-cycle Tech Committee. Second by Savoren, ten in favor, motion approved unanimously.

The 4-cycle Tech Committee also proposes that the following sentence be added to 704.17 VALVES and 704.16 VALVES: Valve tip must have right angle to valve stem. Motion by Stowell, second by Gettys to approve this proposal effective 12/20/08. All in favor, motion approved.

2-cycle Tech Committee Report (minutes)

TAG Air Box Rules

Committee Chairman Dan Stowell called the meeting to order at 8:10 PM. The first agenda item was a discussion of the air box rule as applied to the TAG and Spec 125 Sprint Classes. Stowell described a problem with counterfeit air boxes that include the CIK registration seal. The CIK seal has been deleted on the air boxes in the latest shipment. Since there is no way to differentiate between the two versions of these air boxes, Stowell proposed that we change the rule to allow "WKA Approved" air boxes. This would cover both versions. The committee approved the proposal to add "WKA Approved" to the rule. The committee also approved the deletion of the phrase "an air box originally supplied with any approved TAG engine," since there is no way to determine just which air boxes came on some of the earlier TAG engines.

The committee then discussed the 2005 and later "CIK Homologated" air boxes in the TAG classes. There is interest among some competitors to allow these air boxes. The consensus is that these expensive air boxes do provide greater air filtration and reduced noise. Allowing them would also make engine technical inspection easier. The reasons not to allow them are (1) the other sanctioning bodies do not allow them, (2) they are more expensive and (3) allowing them would make engine tech easier. After a rather long debate, the committee decided not to include the new air boxes in the proposal at this time but to get input from the other committee members.

Proposed air box rules:

[REPLACE] 551.3.1 TAG ENGINES: Must be equipped with either (1) an air box originally supplied with any approved TAG engine or (2) any CIK Registered 22 mm air box. (Exception: Rotax Max FR 125 must run the stock air box. It must be as designed and unaltered. 23 mm maximum tube diameter.)

[WITH] 551.3.1 TAG ENGINES: Must be equipped with either (1) a WKA Approved air box or (2) any CIK (or FIK) Registered 22 mm air box. CIK Homologated (2005 or later) air boxes are not approved. (Exception: Rotax Max FR 125 must run the stock air box. It must be as designed and unaltered. 23 mm maximum tube diameter.)

[REPLACE] 551.4.1 SPEC 125 SPRINT ENGINES: Must be equipped with either (1) an air box originally supplied with any approved TAG engine or (2) any CIK Registered air box. (Exception: Rotax Max FR 125 must use the stock air box.)

[WITH] 551.4.1 SPEC 125 SPRINT ENGINES: Must be equipped with either (1) a WKA Approved air box or (2) any CIK (or FIK) Registered 22 mm air box. CIK Homologated (2005 or later) air boxes are not approved. (Exception: Rotax Max FR 125 must run the stock air box. It must be as designed and unaltered. 23 mm maximum tube diameter.)

The next topic was a discussion of the TAG and Spec 125 Sprint air box adapter rule. The committee agreed that the air box adapter must conform to the general design and dimensions shown in Tech Manual Section 551.6 and Figure 551.2b. This will make it clear that no matter what came on the engine, only adapters that confirm to the

WKA (and IKF) design are legal.

The committee proposes the following change:

[REPLACE] 609.3 AIR BOX: Must be equipped with either (1) any air box originally supplied with any WKA approved TAG engine or (2) any CIK Registered 22 mm TWO TUBE air box. (See rule 551.2.2)(Exception: Rotax Max FR 125 must use the stock air box.) [TAG Work Group Rules allow RLV Air Box, but do not allow 2004 CIK homologated air boxes such as the KG and Freeline.] Air box adapter must be stock and as supplied by the engine manufacturer. Air box adapters must be OEM, as manufactured, and conform to the general design and dimensions shown in Section 551.6 and Figure 551.2b.

[WITH] 609.3 AIR BOX: Must be equipped with either (1) A WKA Approved air box or (2) any CIK (or FIK) Registered 22 mm TWO TUBE air box. (See rule 551.2.2)(Exception: Rotax Max FR 125 must use the stock air box.) CIK Homologated (2005 or later) air boxes are not approved. Air box adapter must conform to the general design and dimensions shown in Section 551.6 and Figure 551.2b.

Vote: A motion was made by Stowell to approve the first three proposals, second by Gettys. Eight in favor, two opposed (Kassy & Perry), motion approved. A motion was then made by Stowell, second by Gettys to allow 2005 or newer air boxes (remove the word "not" from the "new" wording), nine in favor, one opposed (Ferris), motion approved. All are effective immediately.

Comer K80 piston ring inspection procedure

The third topic on the agenda was a discussion of the tech inspection procedure for the Comer K80 Cadet Kart engine. Tech inspection at the Manufacturers Cup events at Lowe's revealed that many of the engines had second rings that were collapsed and not functional. The practice appears to be so prevalent that changing the rule to require that the second ring be functional would be a hardship on the competitors. The consensus was to just make the bottom ring optional but add a technical inspection procedure for the top ring.

[REPLACE] 611.7 PISTON/CRANK/ROD: Both rings must be in place.

[WITH] 611.7 PISTON/CRANK/ROD: Top ring must be in place and functional. Top ring cannot drop through cylinder. Second ring is optional.

A motion was made by Gettys, second by Stowell to approve (effective immediately), unanimous.

TAG cylinder head

Stowell asked the committee to respond to a competitor's question regarding the legality of painting or anodizing the outside of a TAG cylinder head. The committee agreed that it would be legal on water-cooled engines but not on air-cooled engines.

[ADD] 609.19 CYLINDER HEAD: Outside of water cooled cylinder head may be painted or anodized for appearance purposes only.

A motion was made by Gettys, second by Rivers to approve (effective immediately). Following discussion, the vote was called and was unanimously approved.

Yamaha piston

A competitor referred to Yamaha piston rule 609.12 which states "maximum corner break top and inside and outside of bottom only, 0.030" and asks if this means that he can machine a 0.030" chamfer in the top outside corner of a Yamaha piston. The committee's response is that the rule also states: "Top of piston may not be modified in any way." However, some stock Yamaha pistons have as much as 0.020" chamfer and KSI pistons as much as 0.025". The rule is accurate.

The same competitor also referred to the same Yamaha piston rule that states, "No external piston coating will be allowed above the ring land area of the piston, except Yamaha OEM tinned coated piston." As this sentence is structured, it could be construed to mean that external coating is allowed above the ring land on the Yamaha OEM piston. The committee proposed that the rule be reworded as follows:

[REPLACE] 601.12 PISTON, PIN & RINGS: No external piston coating will be allowed above the ring land area of the piston, except Yamaha OEM tinned coated piston.

[WITH] 601.12 PISTON, PIN & RINGS: No external piston coating will be allowed above the ring land area of the piston. Exception: OEM Yamaha piston is approved with stock external coating above the ring land.

Motion by Gettys, second by Kassy to approve (effective immediately), motion unan-

imously approved.

Manufacturer's Cup report

Jim Perry opened a discussion regarding a flagging incident at the Mfr Cup event that needs to be addressed for future events. Following discussion, it was agreed that we will do our best to flag properly, however, in the event of an error; we will run by the corrected flagging.

Gold Cup report

Trustee Cole addressed the board regarding the race starts (too fast) from the Jacksonville Gold Cup national. It was noted that the regular flagman was not present at this event as well as a new race director. He wants a speed meter positioned trackside and questioned why we didn't have a driver's meeting on Sunday morning. Cole is asking Exec Dir Gilder to address these issues with Operations Director Buddy Long. He also commented on the spec tire availability issue.

Exec Dir Gilder stated that we need to begin discussing synthetic tires as opposed to traditional rubber.

Road Race report

Rear Bumper Rule

The minutes for the Kershaw meeting were included for review. Trustee Stowell then gave a summary of the review of existing road race karts in the field and the concept of a mandated rule requiring wide rear bumpers. The road race committee is proposing for the board to approve the mandated use of wide rear bumpers for road race sprint karts as follows, effective for the 2009-racing season.

[REPLACE]

359.3 REAR BUMPER: Karts utilizing WKA bodywork only. A rear bumper incorporated into the frame for the purpose of protecting the driver is mandatory. The bumper must be constructed of minimum 3/4" diameter steel tubing with a minimum tubing wall thickness of .065". If the bumper is bolted to the chassis, Grade 5 or better bolts must be used and secured by safety wire, cotter pins, snap rings or E-clips. The bumper must be positioned so that:

359.3.1 Maximum height: 12" (as raced). (See fig.359a).

359.3.2 Minimum height: at least height of bottom of rear axle. (See fig. 359a)

359.3.3 Maximum width: no wider than lateral measurement from outside rear tires.

359.3.4 Minimum width: No less than lateral distance between frame rails on karts with full WKA bodywork. No less than lateral distance between the insides of the rear tires on karts with CIK bodywork or bodywork that does not cover the rear tires. (See fig. 359.3.5)

359.3.5 DOUBLE BAR REAR BUMPER: It is mandatory that all CIK style bodywork karts utilize a double bar rear bumper. Double bar rear bumper is optional in all other bodywork style karts. The lower bumper crossbar or tube should be at least 2" above the ground plane but no lower than the main frame rails, and 4" maximum above ground plane. The upper bumper tube shall be no higher than 12" above the ground plane. Same material specifications as a single-bar rear bumper. The bumper must be constructed of minimum 3/4" diameter steel tubing with a minimum tubing wall thickness of 0.065" or metric equivalent. (See figure 359b.)

[WITH]

359.3 REAR BUMPER: All Sprint Road Racing Karts must be equipped with rear bumpers to protect the driver and kart from rear impact and to keep a following kart from reaching the rear tires.

359.3.1 BODYWORK: Karts with WKA bodywork must use a double bar bumper design. Karts with CIK bodywork must use either a double bar design or CIK Homologated "rear wheel protection."

359.3.2 CONSTRUCTION: The bumper must be constructed of minimum 3/4" diameter steel tubing with a minimum tubing wall thickness of 0.065". If the bumper is bolted to the chassis, Grade 5 or better bolts must be used and secured by safety wire, cotter pins, snap rings or E-clips.

359.3.3 Maximum width: The ends of the bumper shall not extend beyond the outside of the rear tires.

359.3.4 Minimum width: The bumper shall extend to at least the center of the rear tires. (See fig. 359.3.5)

359.3.5 DOUBLE BAR BUMPER HEIGHT: Top bar must be located no more than 12" and no less than 6 1/2" above the ground plane as measured from the ground plane to the top of the bar. The bottom of the bottom bar must be no lower than the bottom of the frame, and the top of the bottom bar must be no higher than the bottom of the rear axle. The bottom bar may be interrupted in the space between the frame rails if there is a rear cross member that serves as that part of the rear bumper. The bottom bar may have a slip joint located between the frame rails to allow for frame flex.

359.3.6 DOUBLE BAR BUMPER DESIGN: The ends of the upper and lower tubes must be connected. Connection may be tube bent 180 degrees or by bending the top tube to meet the bottom tube with the upper ends of the top tube bent down to meet

the bottom tube. 90-degree corners at the end of the upper tube are not allowed. Additional horizontal and vertical tubes are allowed within the dimensions listed above. The top horizontal tube must be directly above or to the rear of the bottom tube. The bumper may be tilted to the rear by up to 45° (degrees) from the vertical plane.

309.3.7 ADJUSTABLE WIDTH: The bumper may be designed so that the overall width may be adjusted to fit the rear tread width. Such design must provide for the same rear protection as non-adjustable bumpers.

309.3.8 BUMPER LOCATION: The bumper must be at least 2" behind the rear tire at its closest point to the tire.

309.3.9 MEASUREMENT: Measurement of all specifications shall be taken "as raced."

Also note: We will need to extend the overall length of the karts to accommodate the new style bumpers. 2" has been suggested.

A motion was made by Gettys, second by Rivers to accept the road race bumper proposal and the added 2" overall length, motion approved unanimously.

Rolling start for 125 shifter karts

Trustee Kassy asked for a discussion regarding rolling starts in the road racing series. He was advised that the discussion needs to be deferred to committee for review. No action.

The following discussion topics submitted by Trustee Stowell were deferred to the next meeting.

Proposal to adopt Conflict of Interest Statement

Proposal to establish a specific time when race results become official and can no longer be protested

Proposal for Trustee Election Procedure

Proposal to establish Board of Trustees level Finance Committee

Trustee Stowell proposes that we establish a Finance Committee made up of Sissy Mendenhall, Missy Nelson Tate, and Robert Stefancik. (Robert is our new District 2 Trustee, is a CPA, and has nonprofit experience.) The purpose of the committee is to support our Director of Finance, to provide financial analysis and recommendations to the Board of Trustees and Executive Committee, and to develop a "dashboard" report to the trustees providing key measurement in financial performance, membership, entries, on-time magazine production and a few other key business indicators that the WKA leadership needs to track. Approved.

Proposal to expedite and publish meeting minutes – Stowell

It has been a tradition that the WKA Trustees not discuss the Trustee meeting results until after the minutes have been approved. However, this has been "honored more in the breach than the observance," and in most cases is simply impractical. Some board actions require immediate implementation. And even those that do not require immediate action, should not wait for a meeting cycle that averages four months. Following is Trustee Stowell's proposal to resolve this issue:

WKA Trustee meeting minutes will be sent by E-mail to the Trustees for review and approval within three working days after the meeting. Trustees will have five working days to respond by E-mail. Actions that require immediate attention should be noted in the minutes so as to allow the action to be taken without the minutes' approval. The electronic approval of the minutes will be noted in the minutes of the following Trustee meeting.

All present agreed to this procedure to be followed by formal approval at the next meeting.

Growth Opportunities - deferred to next meeting

Renew Heartland Series as divisional event

Weekly Racing Series for 2009

Follow up on lost divisional series — VDKA

Technical Director's Report:

Kid Kart format (report only): The Manufacturer's Cup, Gold Cup, Dirt, and Pavement Series committees were asked to formulate a consistent policy regarding the Kid Kart race format and experience. The Man Cup committee responded first, and the other committees supported that committee's position. In summary here it is: Continue to run as an exhibition class with three sessions each day of a three-day event

Hold a drivers meeting each day for the Kid Kart drivers

On Saturday and Sunday, they run at the end of practice, time trials, and pre-finals. A race official (Buddy Long at the Man Cup events) gives the kids their awards at the exit the track on both Saturday and Sunday with a podium shot

This format fits well with the natural break between the three segments of the event race days

There should be no race “winners” and no champions

The Manufacturer’s Cup committee has elected to run without restrictors; the other three series will continue to run with the restrictors.

The Pavement Series has added a Kid Champ Kart to its National events. The Pavement Series Committee would like to experiment with class and provide the 5 to 7 year old drivers with a racing experience that more closely approximates that of the older competitors.

The kids are competing in a Champ Kart with seat belts, shoulder harnesses, and arm restraints

The speed is regulated by a gear rule, a spec tire, and an easily adjusted and inspected governor that limits top RPM

Based on a discussion with an engine builder who does a lot of Comer P50/P51 business, there is a growing interest in 2-cycle Kid Kart racing on sprint tracks. There is even a Kid Kart National event in St. Louis. For more information, go to www.slka-kidkarts.com and click on “Kid Kart Nationals” to see the full agenda and rules package.

Stowell added: I fully understand and appreciate the interest in safety for the kids at this age level. However, I also understand that the sooner we get a kid interested in karting, and the better the racing experience they have, the greater the chance that we will keep them in the sport. My recommendation is that WKA send a representative to the Kid Kart Nationals to observe how well the event is run and how they handle the safety issues that are of a concern.

Class Probation (report only): The NRRS Committee brought forth a proposal that classes with low participation be put on probation for one year before being dropped from the schedule. This proposal has been presented to the other competition committees. A final proposal will be presented at the next Trustee meeting.

Chest protector certification — 12 through 15 (report only): Arnie Kuhns, SFI Foundation President, reported that SFI has purchased a \$10,000 test dummy in the size required to test chest protectors for 12 through 15 year old drivers. He met with the test lab personnel at Delphi on Friday, April 11 to complete arrangements for the first round of tests. As soon as the dates are set, WKA will announce the requirement and effective date for SFI certified chest protectors in the Junior classes.

Neck brace certification (report only): In October 2007, WKA received a prototype of a neck brace and asked WKA to approve it. As a result of Technical Advisor Van Gilder’s examination and feedback, the manufacturer has agreed to do additional development work. However, as a result of this inquiry WKA submitted a request to SFI asking that a standard be established for neck braces. IKF submitted a supporting request.

SFI President Arnie Kuhns reports that one of the motocross sanctioning bodies has just petitioned SFI for a certification process. As a result, SFI is meeting on Friday, April 18 with several industry experts (including Dr Leatt, developer of the Leatt-Brace) to begin work on a standard.

Require Level 3 tech inspector at all national events, Level 2 at all divisional events: When the WKA/SFI 4-cycle Tech Inspector certification program was established in 2006 and 2-cycle was added in 2007, the intent was to add a requirement in 2008 that the Head Technical Inspector in all 2-cycle events be WKA/SFI certified. Following is a proposal to implement that intent:

[REPLACE] 109.3 HEAD TECHNICAL INSPECTOR: At all WKA National racing series, which offer 4-Cycle classes, the Chief Tech Inspector for that respective series must be a SFI/WKA certified Tech Inspector.

[WITH] 109.3 HEAD TECHNICAL INSPECTOR: At all WKA National racing series events the Head Technical Inspector must be SFI/WKA Certified at Level 3 and for Divisional/Regional events the Head Technical Inspector must be SFI/WKA Certified at Level 2.

A motion was made by Stowell, second by Gettys to approve for 2009. Four in favor (Rivers, Stowell, Gettys & Williams), six opposed (Savoren, Stefancik, Ferris, Cole, Pery & Kassy), motion failed. A new motion was made by Cole, second by Stefancik that for the 2009 season, to require Level 3 inspectors at all nationals and any level SFI qualified inspector at divisional and regional events and effective the 2010 season, all divisional and regional inspectors must be Level 2. Ten in favor, motion carried unanimously.

Tire Disqualifications: We had “non-droppable” tire disqualifications at the Dirt race at Volusia and the Pavement race at OCR. Based on feedback from some of the committee members, we should consider making these droppable DQs. If we let the competitors who were disqualified drop these races, they may come back and race with us. If the DQs can’t be dropped, they most certainly will not.

A motion was made by Cole, second by Rivers to approve the proposal, nine in favor, one opposed (Williams), motion approved. All non-droppable dq’s assessed at these events will be converted to standard droppable dq’s.

Speedway Pavement Committee

Trustee Stowell handed out the minutes of the Speedway Pavement Series March 31st conference call. He touched on the highlights of the report including a discussion on bringing back the Briggs & Stratton 300.

Trustee Gettys reported on the actions of a competitor’s father at the OCR Pavement national. Tabled to obtain additional information, President Dresang will contact event race director Glenn Firing and report back to the board.

At approximately 2:30 PM, Steve Nieto and Chris Koch returned from the airport and rejoined the meeting. Their flight had been cancelled, and they elected to stay overnight.

New Products

Trustee Gettys presented an Animal Engine Intake Spacer Support as manufactured by Jim Franz for approval by the board. He reported that the 4-cycle tech committee had inspected the part and supports its approval. A motion was made by Rivers, second by Stowell, part approved unanimously.

President Dresang took the floor and asked that any past financial agreements, deals, etc. be divulged for future planning.

President Dresang then excused all of the staff members and visitors, and the Trustees returned to executive session. They then re-opened the discussion of the term of Executive Director Gilder’s employment. After carefully considering the matter, the Trustees voted to extend Gilder’s contract for a period of two years. Motion by Stowell, second by Williams, unanimous.

The meeting recessed at 3:45pm for a break and reconvened at 4:15pm under open session.

During the recess, Trustees Gettys and Savoren left the meeting. Also during the break, District 7 2-cycle Representative Jim Perry began complaining of difficulty breathing. Koch came to his assistance and took him to the emergency room of the closest hospital. Perry was diagnosed with a severe heart attack, and he was transferred to the Carolinas Medical Center for further treatment. The Board of Trustees is happy to report that Mr. Perry’s treatment was successful, and he has returned to his home.

New Products continued

Exec Dir Gilder continued with the new products review of an Animal Air Filter cover and a steering shaft. It was the opinion of the board to send the filters to the 4cycle committee for review. The steering shaft will be returned to the manufacturer stating that it does not conform to the current rules.

Helmet Removal Device: Shock Doctor has developed a device that aids in removal of the safety helmet from an injured driver. Patrick Lynch, Shock Doctor Motorsport Director, has asked WKA to consider the device for use in karting. A sample was supplied for review by the board. It is the opinion of the board that this is a good product but not one that can be mandated. A movie clip is available on youtube at: <http://www.youtube.com/watch?v=2ZvoitbUNlw>.

Exec Dir Gilder opened a discussion regarding Dale Vickery’s outstanding invoices from January 2006. The board directed Gilder seek legal council for further action.

A motion was then made by Stowell, second by Williams to approve the minutes of the January 30 and March 25 Trustee Conference Call minutes. All four eligible voting members present voted in favor, motion carried.

With all agenda items addressed, a motion was made by Stowell, second by Ferris to adjourn, all in favor, meeting adjourned at 4:45pm.

Respectfully submitted,
Angelo Buffomante
Marie Borsuk
Sissy Mendenhall

**WKA Board of Trustees Conference Call
Wednesday, May 21, 2008**

The WKA Board of Trustees and Officers met via teleconference Wednesday, May 21, 2008.

Officers Present:

Rick Dresang – President
Kevin Williams – Vice President and District 10 Trustee
Angelo Buffomante - Secretary

Trustees Present:

Jim Savoren – District 1 Trustee
Robert Stefancik – District 2 Trustee
Bobby Gettys – District 3 Trustee
Jimmy Rivers – District 4 Trustee
Bill Kassy – District 5 Trustee
Jerry Cole – District 6 Trustee
Mike Busch – District 7 Trustee
John Ferris – District 8 Trustee
Dan Stowell – District 9 Trustee

Staff Present:

Van Gilder – Executive Director
Marie Borsuk – General Manager
Sissy Mendenhall – Director of Finance
Buddy Long – Director of Operations

Call-in Guests:

Jessie Tucker
Paul Hill
John Ferreira

Absent:

Johnny Bartlett – Vice President 4-cycle
Missy Nelson Tate – Treasurer

President Dresang called the meeting to order at 8:15pm EST and apologized for the delay in initiating the call as he was running a little late.

First item up for review was the protest submitted by Alex Spaulding from the Volusia Dirt National, Briggs Jr Sportsman 1 Raptor Champ Race 1. Exec Dir Gilder gave a detailed report on the actions of WKA officials and members Spencer Davis and Alex Spaulding at the December event. Several instances of misinterpretation and mishandling of the WKA rules were cited, resulting in this being addressed by the board. Following a lengthy discussion, a motion was made by Busch, second by Stefancik, to uphold Spaulding's protest and assess Davis with a droppable disqualification based on the WKA tire rules. Eight voted in favor, two were opposed (Gettys & Kassy), motion passed.

Trustee Ferris questioned if repeated disqualifications for the WKA tire rules would constitute further disciplinary action by the board (re: 106.18 disqualifications and points). Exec Gilder stated that this currently only applies to OEM parts legality, therefore, not applicable. WKA Operations Director Long added that the board should look into adding this to the rule.

President Dresang then addressed the board regarding another issue resulting from the Volusia Dirt National. He advised the board that Member Jessie Tucker is protesting his disqualification for not reporting to post race tech. He noticed this when the race report appeared in the WKA magazine. Tucker joined the teleconference and described to the board his action following the race, including reporting to tech impound and being teched by the tire inspector. Following his presentation and discussion, Tucker was thanked and excused from the call. Trustee Gettys added that the checking of the inner tire with the Eagle Sniffer of the 4th & 5th place finishers has been a common practice at events. A motion was made by Gettys, second by Busch to reinstate Tucker's 5th place finishing position in the Briggs Sr Champ Lite class, all in favor, motion unanimously approved. The reinstatement will result in two 5th place finishes with no other adjustments to previously published results.

Trustee Busch added that we need to implement a better post-race tech release method. Following discussion, a motion was made by Busch, second by Gettys that

“all top five finishers must initial the tech sheet and be released by the head tech official prior to leaving the impound area”. All ten Trustees voted yes unanimously, motion passed. Trustee Kassy requested this be announced to the community via the WKA Pit Board.

Next item up on the agenda was a presentation by members Paul Hill and John Ferreira. President Dresang gave a summary of his communications with Ferreira and Hill over the last six months. It was noted that an agenda of their discussion topics was requested to be sent to President Dresang by Monday, May 19 to enable distribution to the Trustees two days prior to the meeting. Mr. Ferreira distributed the agenda directly to the Trustees at 8pm on Tuesday May 20th. Ferreira and Hill joined the meeting at 9:45pm and were advised by President Dresang that with respect to the teleconference agenda, they each had 15 minutes to present their issues. Ferreira and Hill discussed their involvement in the “Track Committee” and what they see as the important role the committee can play in the future success of the Road Race Series, fuel testing issues, post-race tech procedures, consistency in event procedures and overall communication. They offered to produce a road race series procedural manual that would be followed by all RR event promoters and race directors and that any breach of the manual would result in the revoking of any future events. They presented a lengthy list of requests for the Trustees to approve. President Dresang instructed Ferreira and Hill to provide a written document of their presentation including their specific requests of the Trustees. Upon receipt, Dresang will distribute to the board to be addressed at that time. Ferreira agreed to provide the document to Dresang by Friday, May 23.

President Dresang then questioned Ferreira and Hill regarding comments made about the WKA Trustee elections, WKA's non-profit status, the vote on amendments of our Articles of Incorporation and the conflict of interest clause. Discussion followed between all, no action. Ferreira and Hill were excused from the call at 10:40pm.

Trustee Stefancik added that Ferreira was partly incorrect in his interpretation of the conflict of interest rule. It was also noted by the trustees that the revised Code of Regulations contains a policy with respect to conflicts of interest consistent with applicable state and federal regulations and guidelines. President Dresang noted that almost all of Ferreira and Hill's presentation was more intailed from what was originally discussed with him. Busch commented that he liked the manual idea and relayed concerns from road race members in his district citing issues with consistency. He asked that the board consider expanding WKA's SFI certification program to include national race directors. Following a discussion, a motion was made by Busch, second by Stowell to require that all WKA National Race Directors be SFI certified effective for the 2009 season. Nine in favor, Kassy opposed, motion passed. Operations Director Long added that race directors be included in all committee conference calls.

Trustee Stowell offered to draft a letter to Ferreira and Hill in response to tonight's presentation. However, it was the consensus of the Board that a letter was unnecessary. Ferreira and Hill have an assignment to provide their specific issues and recommendations in writing to President Dresang by the end of the week. Dresang will forward the document to the Trustees for their review and comments.

Executive Director Gilder advised the board of communications with Jim Russell, Jr of Russell Karting, the US Distributor of Dunlop Tires. Currently, WKA requires Dunlop DCM 450x5 tires in several classes in its Gold Cup Series. Dunlop has stopped manufacturing these tires and has homologated a new replacement tire, the DDM. There are very few of the 450x5 DCM's currently available and no DDM's available yet. Russell advised that the 450x5 DDM's have cleared US Customs and are en route to Russell's warehouse in Missouri. Russell also commented that the DCM & DDM compounds can be mixed with no advantage or disadvantage. It is believed that the remaining DCM 450x5 tires will cycle out of use by the July Gold Cup national. A motion was made by Cole, second by Stefancik to allow the use of Dunlop DCM or DDM 450x5 tires at the Camden national. After that, only DDM 450x5 tires will be allowed. Nine trustees voted in favor, Rivers had left the call, motion approved.

During this discussion, it was questioned as to how long WKA will allow for this repeated product shortage. Stefancik suggested we get thru 2008 and make a different move for 2009. Cole added that he was working with the Vega distributor on tire testing. Kassy offered his specification writing services to help develop the RFP for the 2009 Tire Program.

President Dresang and Exec Dir Gilder then addressed the board regarding the Code of Regulations ballot results as provided by accountant Ron Byrd. All items passed with a 1/3 to 2/3 majority affirmative vote. It was noted that the newly passed CoR articles would be incorporated into the existing document for publishing. The paragraphs containing typos will be corrected and forwarded to the Trustees for official approval.

Dresang noted that the April 11-12 Trustee meeting minutes were distributed earlier in the day and asked if everybody had a chance to review. Not all had reviewed, thus an official approval will be tabled until the next meeting.

President Dresang then addressed the board with a summary of the Drive for Diversity program and Paul Harraka's involvement. Per the board's direction, President Dresang contacted WKA attorney George Brady for input and guidance. Mr. Brady's input will guide the Board should any future action be deemed necessary.

President Dresang reported on Trustee Stowell's visit and observation of a demonstration of a new chemical testing product, the Inficon HAPSITE tester. This revolutionary product not only provides a spectrum analysis of what its sniffing, it can also test fuel and measures in parts per trillion compared to our current measurement of parts per million. Dresang was advised to request a grant from ACCUS for the funds to purchase one of these units. ACCUS has a fund from a lawsuit that dictates the funds be used for education, diversity and safety programs. This is a perfect opportunity for the use of the funds. Busch added that we could also solicit the tire manufacturers to help fund the tester.

Lastly, Trustee Busch questioned the status of the Drive for Diversity program as follow-up from a previous meeting. Exec Dir Gilder stated that the contract requires that we divulge only that information necessary on a need to know basis. Within those contract provisions, he provided an overview of the program and the drivers as well as WKA's involvement.

With all agenda items addressed, Gettys made a motion to adjourn. Motion was seconded by Cole, all still present agreed and the conference call was adjourned at 12:10am.

Respectfully submitted,
Angelo Buffomante
Marie Borsuk
Sissy Mendenhall