

OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, NOVEMBER 3, 2020

CALL TO ORDER: President Aaron Banfield called the meeting to order via Zoom at 7:00 p.m. and reviewed virtual meeting etiquette.

SECRETARY'S REPORT: Lynda Coombs, seconded by Aaron Banfield, made a motion to accept the October 6, 2020 board meeting minutes as published. The motion passed unanimously. Coombs explained the annual mailing will be going out in a few weeks and she needs to know if the membership fee will stay the same. Consensus was to make no change to the membership fee.

TREASURER'S REPORT: On behalf of Jason Gregg, Aaron Banfield provided the treasurer's report. He discussed the impact of the upcoming banquet and Swap Meet expenditures and discussed tire contract income. Banfield discussed the average kart count and said it was the fourth best over the past ten years. He added he is happy with this in the year of COVID.

SHOWS & PROMOTIONS: Aaron Banfield reported Full Throttle plans to participate in the Cincinnati Cavalcade of Customs Show which is subject to change. He said we need to look as a club at doing something different from Full Throttle. Ray McKibben suggested participating in the Cincinnati Cavalcade of Customs Show due to the limited number of chances we had and said to word it that if a member is uncomfortable, it is okay to not be a part of that event. Brian Schroeder discussed pricing and said we have talked in previous months whether to do this and he does not know the answer. McKibben asked that booth space be spread out verses narrow. Don Boles said we need to plan ahead to advertise ourselves as much as possible and we can always change later. Ted Cradlebaugh agreed. Banfield made a motion to approve up to \$1,500 for the Cincinnati Cavalcade of Customs Show on January 8th through 10th. The motion was seconded by Ray McKibben and passed unanimously. Schroeder placed a call to a Cavalcade contact and was told right now everything is a go. They were told the aisles will have to be widened; they are not certain what the steps are and assume masks will be mandatory. Any money anybody pays for a booth will be refunded if Cavalcade gets canceled. Schroeder said he it is questionable how popular it will be for spectators. Lynda Coombs reported the Indy Circle Track Show is moving forward as of this time and said with it being a lower cost event, she and Boles feel we should participate. Aaron Banfield, seconded by Ray McKibben, made a motion to appropriate \$150 for this event. The motion passed unanimously.

SPONSORSHIP / PIT SPOTS: Josh Johnson reported we almost sold out of pit spots last year and the ones that were left have a pole or flood. He discussed moving a pole with Shelley Powers and need to get with Gary Gregg about this. Johnson explained he learned from Powers that in years past if people kept their trailer in the free spot area, there was a \$150 charge. Ted Cradlebaugh asked why we call that area free. Johnson replied it would be free, from his understanding; it would be free if you do not take up residency in the free area. Aaron Banfield asked if we have done it in the past. Johnson replied that is according to Powers and Don Boles will back that up. Boles explained that's why we made reserved pit spots if you wanted to stay there permanently. Ray McKibben said he thought you could turn a free pit spot into a paid pit spot for \$100. He said if you are going to be there all year in the same spot, you should at least be paying \$100 converting a free spot to a paid spot. Johnson said the dollar amount doesn't matter to him; he just wants to know whether to charge the people to camp out all year. Dawn Schroeder asked how many people this affects. Johnson replied four that he knows of. Cradlebaugh asked if these people leave their equipment on that spot and not take it away or show up every race. Johnson responded they are a

permanent resident. Banfield stated if we have a prior precedence, he is okay with following that precedence. Dan Fiehrer said if you stated in the beginning the spot is free, he doesn't think it is fair you change your rules. Cradlebaugh replied he agrees with that unless they leave their equipment there the whole time then it is taking up residence. Bryan Krahenbuhl explained he used the free spot all year but it was the roll of dice for him; when he got there, it was wherever he could find a spot but when he saw people camped out there all year, it was weird. McKibben asked Johnson if he had a conversation with the people. Johnson replied it was after the last race that he talked to Powers. Brian Schroeder suggested hanging small plaques on the fence saying it is free parking and not to be used long term. Bruce Wyke said the rule could be written where any equipment in the free spot has to be moved at the end of the race day. They could make a choice to leave it then it would \$100. Schroeder said he will note it for the rulebook committee. He added he is of the opinion it should be for the whole weekend. Johnson asked if everyone is in agreement that pit spot rates stay the same. Cradlebaugh replied he can agree with that. Johnson explained some spots he charges \$75 because they aren't that great of spots. Rick Coombs asked if that was a request from the track owner. Johnson replied she made him aware that was done in the past as we lost a few pit spots because of some guy wires that were put in. He said it wasn't really a request; it was information for him.

TECH DEPARTMENT: Ted Cradlebaugh reported Mini Swift tech tools were received and the receipt for \$442 has been turned in.

TECHNOLOGY: No report.

TRACK IMPROVEMENT: Lynda Coombs asked Ray McKibben what the status is of the transponder holder brackets. McKibben explained he has been working with Jeff Stafford on a 3-D printed transponder holder bracket that will fit the broken transponders, as well as the new ones. He said there has been a design revision and he will be getting more information. Coombs asked McKibben about moving forward with renumbering the transponders and discussed working on this at the conclusion of the upcoming close-up day. McKibben asked about having a step-up ladder installed on the observation deck. Aaron Banfield explained he plans to attach a permanent ladder and his father will be happy to help finish it. McKibben said that was a very nice job Banfield and his father did. Ted Cradlebaugh stated it makes it easier to see in the corners being up in the air and he thinks we should put them in other corners. He asked about radios and headphones. McKibben reported that is in progress and he will be going through them. McKibben explained he did buy new batteries and replaced a lot of antennas with shorter stub antennas. He is going to wait until after the Swap Meet to look at purchasing some more items for the radios. McKibben stated as we swap over to the new batteries, we have to upgrade to new charger bases. Banfield explained a lot of the radios are not programmed with channels two or higher. He discussed how this is needed for some races because truckers or others have been talking and our crew needs to be able to switch over to channel two. Banfield asked McKibben to help figure this out before next season. McKibben discussed the need to re-stripe throughout the main pit area using yellow paint at an approximate cost of \$50. Ted Cradlebaugh said this can be addressed at spring clean-up. Rainer Pansch said he understands why our turtles are the way they are to deter you from using more track but after being to a couple of different places, it's not that the quality of the track was that much better like at Trinity, it just looks more professional. He said we are trying to get more people at our track and it has more curb appeal. McKibben stated our turtles keep you honest over some of the other tracks; people use them as shortcuts and they are really not supposed to. Ted Cradlebaugh explained it has been addressed before and the cost is quite a bit to dig them up and replace them. He said he agrees they look nice at all the different tracks but there is a cost involved. Dylan Cradlebaugh suggested adding lines to the inside and outside of the track based on other tracks he has seen and said it looked nicer. McKibben offered to get pricing for a unit to do the striping. Banfield said he likes the idea. Don

Boles suggested putting sealer in the track this weekend as it is going to be 72 degrees the whole weekend. Banfield replied he will bring what we have but he does not think we have the crack sealer that you pour in there.

BANQUET: Ted Cradlebaugh reported Scott Benton is donating one race entry for any Buckeye race weekend with the stipulation it is to be used by the winner and not given away to somebody else. Aaron Banfield asked Cradlebaugh to get it to Jeanette Holliday. Lynda Coombs reported she and Jeanette Holliday met this past Sunday and made some excellent progress. Holliday has the jacket order typed up and is moving forward on the trophy order. Coombs explained the participation credits for stand-alone work dates are needed for the annual mailing by November 13th. She added volunteer credits were tabled from last month and if there are going to be any changes, she will need that information. Banfield explained as far as he is aware, we currently show twelve members who qualify for that and another fifteen members that have volunteer credits but don't hit level one which is three credits. Per the rulebook, we are to submit that to the secretary within two weeks of the activity. He discussed taking finances into consideration and said we should absolutely recognize all of our volunteers and if there are people who are not on the list, we should update that. He thinks we should bring those members up on stage and recognize them but he has a hard time spending \$2,700 on that when there have been limited volunteer opportunities this season. McKibben reported for several years we increased the banquet amount then increased the volunteer amount because everything was doing so well. He asked if he was correct on saying we cut back on the banquet this year to which Lynda Coombs said he was. McKibben suggested cutting back on the amount to spend for volunteers, maybe 13 to 15%, and discussed amounts given in the past. Scott Golladay said he and his son do a lot of volunteer work and volunteer work is volunteer work. He said he was surprised we were doing this and he does not see why we are paying people for volunteering. Lynda Coombs explained the intent has been to provide thank you gifts and shared the history of volunteer gifts. Golladay said he would be just as happy with a thank you gift like a shirt or something and it is not volunteering if they're paying us. Banfield shared a quote he came across that stated, "We work for a cause, not for applause. Live life to express, not to impress. Do not strive to make your presence noticed, just make your absence felt". He added he agrees and noted McKibben has been the loudest and said we cannot recognize those volunteers enough as there are a lot of hard working members. Banfield said he feels it is important we determine the appropriate way to recognize those volunteers and do so. He stated he agrees with Scott and he does not know that in the current climate with the limited opportunities that we've had to volunteer that checks are the right way to go. McKibben said he keeps hearing the dollar amount and this has been voiced at the Rule Committee and is being brought up again so now he is looking at all of the stuff we give out at the banquet including the President's gift and gifts to board members and sponsors. He noted the thank you that we get is a small amount and to some it is important and others do not care about it. McKibben added if you're looking the financial aspect then look at the whole thing to which Banfield agreed it should all be on the table. McKibben said he thinks this should go to Rules Committee for upcoming 2021. Banfield explained at Rules Committee we did not know about COVID and the missed opportunities we had. Don Boles said the trouble is we have a rulebook and we made the rules; we need to go on what we said we would do. He added he thinks we ought to change it in the right way. Lynda Coombs explained we have already reduced the rule for the plaques and raised the question about doing the same for the gifts. Ted Cradlebaugh suggested purchasing something for the people who participated, such as a hoodie sweatshirt or blanket instead of giving monies away. He added that way we recognize them. Brian Schroeder suggested giving out big umbrellas and said we had that seven or eight years ago. Banfield asked Schroeder if umbrellas would be for everyone with level one and above which Schroeder replied he would get big umbrellas like we had in the past with an OVKA logo on it. McKibben responded he would like a kart cover instead of an umbrella as that would be more useful. Lynda Coombs stated that is what we got into years ago. McKibben said that

is why we went to gift certificates. Boles stated by the time you buy an umbrella and put logo it is not going to be cheap. Aaron Banfield made a motion that we change the volunteer gift for this year to be a golf umbrella with the OVKA logo for volunteers level one and above. The motion was seconded by Brian Schroeder. Lynda Coombs outlined the three levels. McKibben asked if this is changing our rulebook. Boles replied yes. Schroeder said he thinks it is a good way we are doing it. Josh Johnson said he wants to make one point that the amount of money that comes back to the club by giving cash to the volunteers is quite significant for the pit spots. Boles replied he would rather have a pit spot than an umbrella to which McKibben agreed and said he generally uses that to pay for his pit spot. Johnson reported he can think of five or six people who turn around and give a check for pit spots. Banfield reviewed the current number of volunteers and explained in the past we typically have other opportunities for events but for this year, this is a change. He added anyone can make an amendment as that would supersede the motion. Lynda Coombs explained she still has some data entry to do for volunteer credits that has already been submitted. Banfield asked Lynda if our opportunities were less this year to which Lynda detailed the events she has recorded and said she does not have any track repair/maintenance reported. Don Boles made a motion that we make it a pit spot instead of an umbrella for all level one and above. McKibben said it is a way to encourage volunteerism. Lynda Coombs reported right now there are at least twelve individuals. McKibben said we used to have three different levels and asked if it would be better to have \$50, \$100 and \$150 to which Boles suggested we go straight across the board. Rick Coombs stated you would be looking at \$1,800 for pit spots. Brian Schroeder reported Dawn Schroeder looked up pricing and it is \$20 for an umbrella with the logo. Bruce Wyke said with the quantity we are looking at for a 60" umbrella, you are going to be looking at more than that. McKibben inquired about the quality of the umbrellas. Ray McKibben seconded Boles' motion which failed with six opposed, three in favor and one abstained (roll call: Golladay-yes, Holliday-no, Johnson-abstained, Landes-no, Lewis-no, McKibben-yes, Schroeder-no, Boles-yes, Coombs-no, Cradlebaugh-no). Banfield's motion was voted on and passed with eight in favor, one opposed and one abstained (roll call: Holliday-yes, Johnson-abstained, Landes-yes, Lewis-yes, McKibben-no, Schroeder-yes, Boles-yes, Coombs-yes, Cradlebaugh-yes, Golladay-yes). McKibben asked how much was spent on all of the gifts across the board. Rick Coombs provided the information to Lynda who read it was \$2,218.39 for 55 gifts. McKibben raised the question that since we've looked at cutting other areas back, shouldn't we look at this area too. Lynda Coombs suggested McKibben make a motion for what he wants and explained in the past we have worked within the budget that the board has given. She further stated Jeanette Holliday will be the one who will be placing the order and if you guys want to specify each and every item, have at it. McKibben responded he does not think that was the intent; it was brought up to have a discussion before we make a motion on it. Boles said you can keep cutting this banquet down to where we don't have to go there; this is ridiculous; that we put it in the rulebook and let's do what we said. Rick Coombs provided history explaining these gifts are from the President to the board members, workers and sponsors. He added in 21 years, the President's hands have never been tied; it is up to him what he wants to give. He noted Ted Cradlebaugh, Don Boles and himself have had the freedom to do it and he does not know why you would want to tie Aaron's hands with this. Rick Coombs suggested leaving it the way it is. Boles added we can cut it down later; this recognizes them for doing a good job for us, this puts pride in our club and makes somebody want to step up and do these jobs. Lynda Coombs discussed providing equity by giving everyone umbrellas. McKibben said the only reason he brought it up was there is the feeling we just cut the volunteers amount and if we are going to cut back, we need to look at the whole picture. Rick Coombs asked McKibben if he is going to look at the number of jackets, trophies, and the number of tires and asked how far you are going to go. Lynda Coombs explained she gets the catalog from the company we get the items from and said her hope would be the President would keep this in mind just knowing we have reduced the overall banquet budget. Banfield said he does not disagree with that at all.

SWAP MEET: Ray McKibben shared he received an email from Bob Scott explaining Scott and Steve Vermeer are thinking about doing a hands-on teardown tech class for the Briggs 206 engine around 3:00 or 4:00 p.m. at the Swap Meet. Aaron Banfield asked that McKibben get that email to Scott Golladay and the committee. He said he thinks we should try to help them and this is a fantastic addition. Banfield said Golladay and the committee can schedule the best time so we make sure we don't add another room to the reservation. McKibben discussed with this being after the Swap Meet, we could set up some tables in the hall where we have plenty of space. Banfield replied it is a conversation about the noise of people breaking down trailers and how many people they anticipate. He explained by that point the two meeting rooms we used last year for classes should be finished and there is a folding wall we could open. McKibben will forward the email to Golladay and copy Banfield and Cradlebaugh. Golladay reported Swap Meet flyers were received and they were hung up at the BKC event and have been distributed to a number of places. An email with the flyer was sent out to everybody that attended last year who had not replied back through the registration site and he has been in communication with a number of shops who said they will be coming this year. Golladay reported the online registration site is up and running and a link has been posted to reserve motel rooms. Gary Osterholt is going to be putting together a file that they will review on a weekly basis. This Saturday Golladay plans to go to a military swap meet at the Roberts Centre to check out how the COVID rules are being done to get a feel for it. Banfield thanked Scott Golladay, Josh Johnson, Brian Schroeder and Gary Osterholt for plugging away and making a lot of progress. Golladay asked if anyone needs flyers to which Schroeder will get with him about. McKibben asked Golladay to reach out to Craig Bogan about providing flyers for a kart shop in Illinois. Lynda Coombs asked for flyers for the Indy Show. Golladay will provide flyers to those who need them at the close-up day.

RULES COMMITTEE: Aaron Banfield reported Michael Lewis will be chairing the Rules Committee this year. Lewis explained so far he has three voting board members and three non-board voting member, as well as himself. He discussed in the past meetings were held weekly and said his plan is to reach out to the six voting members to discuss meeting times/days and whether to meet virtually, have a brick and mortar location or a combination. Don Boles asked who the committee members are. Lewis responded Kurt Schanie, Mark Heber, and Ron Swift as general members; board members are Brian Schroeder, Ted Cradlebaugh and Bruce Wyke presuming he becomes a member of the board. Boles asked what date this will start. Lewis explained he is waiting until after this meeting to get things going but he wants to do so as quickly as possible. McKibben said he had spoke with Lewis and it was not mentioned at the last board meeting that Rules Committee was being formed that he wanted to be a part of that. Lewis explained he got his list from the people who came to him and expressed interest. Lewis said he is supposed to have three board members which he has. Banfield explained it is open to everybody and discussed others who participate. Lewis asked if it is up to him who the six are. Banfield noted Wyke gets voted on tonight. McKibben said he requested to be on the committee as soon as it was announced at a race and not at a board meeting. He added he has been a part of that for many years like Don Boles has. Lewis said he had three board members contact him as soon as that meeting was over. McKibben said his point is it was not announced at a board meeting that a committee was being formed. Schroeder said he does not think it has to be and nowhere in the rules does it say that. He further stated he is not trying to judge, he voiced wanting to be on it and others did too. Schroeder offered to step down. Rick Coombs said anybody can come; anybody can participate; we only have a certain amount of voting members which Michael has. McKibben said he was curious why it was not announced at a board meeting before a committee was formed but don't worry about it. Banfield said he will take responsibility in not getting it together ahead of the last board meeting.

OLD BUSINESS:

DARF BANQUET OF CHAMPIONS: Aaron Banfield will get with DARF about when their banquet is and talk with them about taking all of our champions there. Brian Schroeder reported in the past we have been questioned why we did not have all of our champions there as other tracks have all of their champions there. Dylan Cradlebaugh asked where their banquet is and reported the place he has been to was tiny. Schroeder said it is usually in Dayton and he agrees and thinks that is something Aaron can talk with them about. Don Boles has some contacts there. Lynda Coombs reported in past years she received the letter from DARF and they offered to us sending three champions but she has not received the letter in more recent years. She said their banquet has historically been the first Saturday of December. Ted Cradlebaugh stated there is definitely going to be a space issue if we send twelve champions and their parents and suggested Banfield bring that up. Banfield will follow up about this.

JUNIOR 2-CYCLE CLASS: Bruce Wyke discussed a document he emailed to the board last week and explained he is amending his motion that was tabled last month. He proposes a 100cc Junior Class to replace the Yamaha SSX can class as the championship class next year for OVKA; the age would be 11 to 15; there would be three engine platforms: the IAME KA Junior, supporting rules would be OVKA primary and IAME KA100 supplementary rules dated 6/1/2020; the Junior would be afforded the 27mm header that is the new, larger header for the IAME KA Junior and the weight would be 320#; the second engine platform would be the ROK VLR Junior, with OVKA primary rules and ROK VLR supplemental rules, that's the ROK Junior header and the weight would be 320#; and the third would be Yamaha KT100 Junior Y Pipe, OVKA rules and WKA tech manual, exhaust Senior Y Pipe per WKA section 554.7, and the weight at 320#. They would be on the Hoosier spec tire compound; front tire is 4.50 by 10-5, rear tire is 7.10 by 11-5, no mixing sizes. Wyke said the 27mm header is the same header that the teams were given at the Brickyard; that header happened to be stamped 26 but because of some of the tolerances from the machine shop they were working with, they came back over 26. He explained the new headers are being built by a machine shop in North Carolina associated with Kart Sport and will be available for sale in a week or two. The header will be utilized at WKA and Brickyard and pretty much anybody that runs the local option 27 mm headers. Wyke discussed information about engine performance and reported on testing that was conducted. He said they think there is comparison there to include Yamahas in the class to run competitively with the 100cc Junior Class. Wyke made a motion to add the 100cc Junior Class. He said this would set the foundation for us to build this 2-cycle racing for the future having the Swift drivers graduate to the KA, VLR or Yamaha and certainly to have these 100cc junior drivers ready to graduate into your KA Senior Class. Briand Schroeder thanked Wyke for all of his work and paperwork. He asked if this would all be for one trophy at the end of the year and what is the thought on racers swapping engines throughout the year. Schroeder said we did this with Swift and Yamaha and did not allow the swapping of engines. Banfield said that is not what we did with Yamaha and Swift; it was two separate classes. He added he thinks that is a great question to get answered. Wyke replied his feeling as far as Junior 2-cycle racing is we only have enough karts to move forward with a single Junior 2-cycle racing class; he would consider this a replacement for the current championship class of Yamaha SSX can. As far as engine swaps, you could switch engines on race day, you could practice with the VLR and show up to paint the KA; it is three true engine platforms. He said if a team is on a limited budget, they may start with Yamaha Y-pipe and might decide to save for a VLR, they are welcome to show up at race three and bolt the VLR on then they could switch back at race five to the Yamaha if they wanted to. Wyke further stated we want to build the Junior Class; we don't want to build restrictions around what teams can and can't do; we want to give them the latitude to do what is best for their racer and their program and give options. McKibben asked if there is a tech tool for the restrictor and if so, can they look into getting one; he doesn't know how that's teched, whether they use an example or a tech tool. He also asked if on race day we find differences between the

engines and performance on the track, are we going to look at adjusting weights between the three engines, like we did with the TaG Class, or will the weights be set. Ted Cradlebaugh responded it is exactly like TaG when we had multiple engines and you could run whatever engine you want. At this time the weight is 320 pounds and if we see anything drastically wrong, we will look at it as a board. He thinks including the KT100 in there is going to be very competitive and will give the junior can kids that have a Yamaha that want to put a pipe on it. Banfield asked for clarification if that is a board decision or a tech department decision. Cradlebaugh explained the board, tech department and drivers got together, such as when Dylan was made to put on ten more pounds with his ROK when racing against the Leopards. He added he does not think the weight is going to be an issue here, it's going to be drivers and how they tune their karts; he thinks they are going to be very compatible, especially with the 27mm header. McKibben suggested there be language that the Tech Director may make an adjustment. Cradlebaugh replied we would bring that up with the drivers and the teams if we see something drastic with the decision made amongst the class. He said the can class was dying and he thinks it is a great move with the only issue he worries about being when they move out of Juniors to Seniors, they will possibly go a little slower. Wyke asked if the scale attendant will have to know which engine. Ted Cradlebaugh responded it is all 320 pounds right now. Dylan Cradlebaugh explained with TaG we had a sticker on a side pod. Don Boles clarified it is Senior Pipe, not Junior Pipe, to which Ted Cradlebaugh confirmed. Rick Coombs seconded Wyke's motion. Lynda Coombs asked what details need to be in the motion. Banfield replied procedurally we can take a vote to create the class and finalize the documents in the Rules Committee. McKibben recommended if we approve this, to get the information out before the Swap Meet. Wyke explained there are people in the wings where their decision for next year hinges on what decision you make tonight that are looking to us if we have a home for 100cc racing and he would like to tell them yes. He asked about including a name change for the current 100cc class to 100cc Senior. Rick Coombs stated he is not opposed to that and will still second the motion. Banfield said let's make that all in one motion. Wyke said the second piece would be to rename the current 100cc to 100cc Senior. Boles asked what we are voting on. Lynda Coombs replied you are voting on adopting Mr. Wyke's proposal that he sent out via email to have a 100cc Junior class that would be inclusive of the IAME KA100 Junior, ROK VLR Junior, and Yamaha KT-100 Junior Y-Pipe for ages 11 to 15 with all of the other supplemental documentation to be ironed out in Rules Committee. Wyke said the real key portion of this motion is to replace the current Yamaha SSX can championship class with this new class so the Yamaha SSX Can would go away. The motion was voted on and passed unanimously. Banfield thanked Wyke for putting together all of the information. Wyke extended thanks for considering this class and said he really thinks this is going to be a solid foundation for the future of 2-cylce racing at G and J.

KA MASTERS CLASS: Rainer Pansch asked Lynda Coombs to read the proposal he emailed to the board. Proposal read as follows: Version 1.2; KA/VLR Masters/Heavy Class; KA/VLR Masters/heavy drivers over 15 and under 35 that weigh 200#+ without race gear on may run this class with the approval of the Race Director and class participants. Weight 390lbs. KA/VLR motor package as specified by WKA rules. The club reserves all rights to adjust engine packages for balance of performance. OVKA does not require battery or starter. The clutch cover can be modified for use of an external starter. Club has the option to combine the class with Yamaha Masters or KA Senior if needed depending on the number of classes running on race day. Ray McKibben asked if Pansch is wanting to make this a points class to which Pansch responded yes. Aaron Banfield asked Pansch regarding the portion about the Race Director and class participants approving it, what is the mechanism for that; is it majority rule; how do you determine that? Pansch explained that was under advisement from someone else. McKibben said he thinks it is what we do with the 206 Masters to keep the class, since it is 35 and over, to keep it a more mature class and they don't want anyone dive bombing, they want to allow the heavier drivers with a good head on their shoulders in the class.

Banfield said so we have clarity and don't have a disagreement. Dylan Cradlebaugh stated that's not fair. Dan Fiehrer discussed older drivers coming in at 30 or 40 pounds heavier and he thinks that is a big aspect to keep those drivers being competitive. He added he thinks it would build with this class. Banfield responded he gets the intent; let's assume he would be in the class because he is over 35 and if Dylan was his size, under 35 and above 200 pounds, with approval of the Race Director and the class, is it a majority vote; how do we want to handle that? Fiehrer suggested we back it down to approval of the Race Director with which Pansch agreed. Banfield stated he thinks the Race Directors we have had are going to have a conversation with the class. Don Boles noted you are making a Masters Class and going to let a 15-year-old kid come in; it's pretty bad when a 15-year-old kid wins a Masters Class. Dylan Cradlebaugh responded if he is over 200 pounds, it's a Masters Heavy class. Banfield explained it is the same thing we did with the 206 Masters Heavy class. Ted Cradlebaugh said you are going to have to address that. Pansch asked if we let someone in and it becomes a problem with someone who doesn't drive within the maturity level of what the rest of the class wants to compete at, can that be undone; so there is some sort of incentive such as race respectfully or go back to where you should be? Ted Cradlebaugh responded you put that in there for the 200 pound kid to be able to race with this class and said he would not have put it in there. He asked what Pansch's reasoning was for putting in a 15-year-old that weighs 200 pounds. Pansch explained Ron Swift wrote most of that and he does not know where he came up with the age of 15. He further stated he does not know where a good point to cut that off is and the ultimate goal is for people to go out and have fun in a safe manner. Ted Cradlebaugh he understands that but when you get a 15 or 16-year-old on the track, it's a different mindset; he races differently. Fiehrer raised the question of amending that to 21 or 25. McKibben said he likes 25 as that is a little bit more mature of a driver. Ted Cradlebaugh said you could look at it another way too; that I am 17 or 18-years-old and I'm 220 pounds and I have nowhere to compete to which Pansch agreed. Pansch said he will take his chances; he thinks keep it the way it is and look at it again next year. Ted Cradlebaugh and Dylan Cradlebaugh discussed the Race Director using their discretion and talking with the driver. Bryan Krahenbuhl raised the question how to help the Master Y Pipe Class. Ted Cradlebaugh said we just made this Junior KA/VLR/Junior Y Pipe Class and asked if anybody knows the times of a Master KA. Dylan Cradlebaugh looked up times online and shared them and said they are pretty much the same as juniors. Ted Cradlebaugh said he is thinking about Masters Y Pipe will do the same times as KA Masters at 390 and said they are very comparable. Wyke reported it is very typical to see tracks that have limited number of juniors and/or Masters, he is not saying we should do this; they put them on the track together because they are really close in speed. Ted Cradlebaugh said he would like to do it; you could put them all in the mix and not have to separate them. Wyke said if you're looking for a KA Master time you could look at a KA Junior time on the small header. Ted Cradlebaugh stated he thinks the times are close. Brian Schroeder said Wyke did an excellent job documenting everything and bringing this to us. He asked if we should table this to next month and needed everything put together. Fiehrer said it was brought up last meeting and tabled to this month. Schroeder noted we just got the information. Ted Cradlebaugh raised the question how many Masters Y Pipe ran last year. Rob Neuzel stated it was roughly four to six in the Masters Y Pipe. Ted Cradlebaugh asked Pansch how many karts he thinks he has. Pansch replied he believes at least six or seven and he thinks there would be some draw from other clubs because no one else has a KA Master. Ted Cradlebaugh discussed how creating classes takes away from others. Pansch shared how the Vets decided to move to KA last year and thought they would only have seven or eight and the numbers way exceeded anyone's expectation. McKibben said to Ted's point is what happened with 206 seniors and 206 Masters; 206 seniors did shrink and 206 Masters grew significantly; one pulls from the other. Ted Cradlebaugh said he believes thinks it is worth a shot to try to combine the Masters and this new class, KA Masters. Neuzel said he knows of at least three guys going from pipe to KA Seniors. Ted Cradlebaugh said that's good because he was thinking about combining the Seniors and the Masters; if they are moving up to the KA, there's no Seniors left. Andy Kutscher said

we are leaving Yamaha Senior out of this mix and we might as well bring them in. He asked at what point we just get to 100cc Junior, 100cc Senior and 100cc Master Heavy and be done with it and figure out the rule set. Ted Cradlebaugh responded that is what is proposed right here. Kutscher said he agrees but we have got to consider Yamaha Senior too so just throw everybody in the mix and come up with a rule set. Ted Cradlebaugh stated it is very easy; 360 for the KT-100 Y Pipe and 390 for the KA/VLR and said you make it a class. Dylan Cradlebaugh added then you adjust the weights from there because it may change with other drivers; you based it off of one driver. Following discussion of driver's times, Banfield read what the rulebook says about classes, "The above classes are the only championship points classes offered by OVKA. A proposal to add a championship points class to the OVKA class structure for the following race season must be presented to the board for approval no later than the November board meeting". He said this has been presented to the board by the November board meeting and he feels looking at this and giving board members enough time to think about this and decide. Banfield explained we went from adding a KA Masters to now going to a 100cc 2-cycle for Seniors and Masters; we've added the Junior already. He said he is okay with making a motion to table this until the December board meeting if we all agree that that's proper. Ted Cradlebaugh said he will look up some more times and some different issues and bring to the board next month. Dylan Cradlebaugh stated it is the same issue with people wanting to buy their motors; they want to buy them and he wouldn't wait. McKibben discussed this gives those that are running Master Y Pipe a chance to be able to speak up and he does not want to chase those guys off without having their input. Ted Cradlebaugh responded they asked us what we can do to make the class grow; they have nobody to race with. He noted the age will be the same, 35 and up, unless you allow somebody who is heavy. Chris Kutscher said being one of the few remaining Yamaha Masters drivers, he is moving to KA next year and he thinks this is probably the only way you're going to keep a Yamaha Senior and/or Master class is combine them and run with KA Masters; they will never be competitive with a senior. Jim Randolph asked what the current weight of the KA Senior class is. Fiehrer responded it is 360. Randolph said he is worried if the Masters is 390, is it possible to put over 60 pounds of lead on the kart? Banfield replied it is very possible. Jeremy Wheeler said he has 75 pounds on his daughter's kart and Lynda Coombs had 90 years ago. Ted Cradlebaugh said the Yamaha pipe at the 360 weight and the KAs at 390, Randolph is right there time wise. Randolph asked if he just gets his Yamaha refreshed this season to which Cradlebaugh replied he could very well do that and come out and run the class if we make this a class. Chris Kutscher noted the KA motor package is heavier too. Banfield asked how much of a difference from the November to December board meeting it is going to make for people buying engines. Dylan Cradlebaugh replied that was a pressing issue in the Junior class. Banfield asked if the drivers on the call would prefer to table it or see a vote tonight. Bryan Krahenbuhl said he feels we need to do something to save the motor and if we can find a way to race in another class, he is all for it; he does not want to go out there and race against three or four guys, he would rather have a group. Dylan Cradlebaugh stated just like the Juniors, you figure out the logistics in the Rules Committee meeting. Banfield explained the difference in his mind is Wyke put together a packet for the Junior class and the board had a little bit of time to digest it. Schroeder said if you want to leave it to the Rules Committee, you're going to have to come to the Rules Committee. Banfield responded the class structure has always been the board. Schroeder suggested coming to the Rules Committee with all of the subtle changes to keep all the classes equal. Banfield said there seems to be interest in this and he would prefer to give us until December 1st and let the board members talk to some people. Banfield, seconded by McKibben, made a motion to table this until December. The motion passed with nine in favor and one opposed (Johnson). Ted Cradlebaugh said he will get some more information and make some phone calls to other Masters. Banfield thanked everyone for talking about this and noted the Rules Committee will be important. Banfield said he had asked to put the Y Pipe Masters drop age off to the side and asked if we are good with that because it changes a lot if we merge these classes together. Bryan Krahenbuhl said he feels like our organization has lost some of the guys when they get to their upper

twenties to thirty-five because they kind of feel lost in that zone and he feels like thirty-five is a little bit of a stretch for Masters. Banfield explained that has been discussed and unless someone wants to make a motion, we can talk about it again in December and can roll all that together.

NEW BUSINESS:

CHARITY RACE: Aaron Banfield reported we have \$3,940.45 that the board needs to decide how that is going to get donated to charities. In past years, monies have gone to Gratis EMS, a church in Fairhaven, a church in Gratis and DARF. Brian Schroeder shared last year at DARF we gave \$1,700 and they were over satisfied; that was the largest donation to them. He said it could be the same or be less. Ray McKibben explained Lynda Coombs had brought up with COVID and the unemployed; maybe we look at a little more going to the food bank. Ted Cradlebaugh suggested dividing it up four ways. Schroeder said we also give to the church for the use of the chairs and tables at the Champ Race. Banfield reported it would be \$985.11 for each organization. Ted Cradlebaugh, seconded by Brian Schroeder, made a motion to divide it four ways. Don Boles amended the motion to make it \$1,000 for each. Rick Coombs seconded the amendment which passed unanimously. No vote was needed for the original motion. Banfield extended his thank to everyone. He discussed the significant payouts to racers and said he would like to look at the way we do the Charity Race for next season and possibly have a little less payouts and a little more to charity. Banfield said sticking with that spirit of service to other and the intent; it is a discussion for next year. This year he did not want to change it because of the intent of the donations. Banfield reported an idea was floated about giving bonus points for anyone who raced in the Charity Race. Being if affects points, he thinks the board needs to be advised and a big part of that conversation. Dylan Cradlebaugh explained it was an idea he had, giving people incentives to come to the Charity Race as we typically have fifty karts. Schroeder said he agrees and suggested giving something at the banquet instead of an incentive with the points; we could consider extra tickets for the raffle or something.

OFFICER NOMINATIONS: Aaron Banfield explained officer nominations will take place Tuesday, December 1st.

OPEN DISCUSSION:

SATURDAY NIGHT CHAMPIONSHIP: Lynda Coombs shared we have in our rulebook there is a Saturday night championship which she did not think about until she started working on banquet preparations. Coombs read the information from the rulebook, "A night race champion will be named for each Championship Class by taking the final standings from the last heat of each night race and awarding points to ALL entries for the 2020 OVKA season. No drops will be used for this award. Winners will receive a plaque at the race following the last night race. Points will be tracked separately from regular season points". She explained Josh Johnson is collecting that data and she has sent him the finishes to determine who the champions are based on only the Saturday night races. Coombs noted we are already behind in terms of when this was to be awarded and said she assumes we will award them at the banquet with a plaque. Johnson reported he received the sheets from Coombs on Sunday and will go through them and figure out who the winner is. He asked for clarification that there are no drops to which Banfield confirmed. Banfield summarized what he is hearing; we missed the date we were supposed to give the plaques out and intend to give them out at the banquet instead and want to ask the board if they see any issues they see. Ted Cradlebaugh replied to move forward. Coombs said she would not anticipate spending the same money for a three series plaque as compared to the one we give out for ten races and discussed looking at a less expensive plaque. Banfield said he trusts the discretion of Coombs, Johnson and Jeanette Holliday.

ENTRY FEES: Rick Coombs discussed considering raising entry fees and said some of the other clubs around are higher than what we are. He stated we have been at \$35 for some time and he

thinks we should raise it for the 2021 season. Brian Schroeder made a motion to increase it to \$40. Ted Cradlebaugh asked about the second entry. Lynda Coombs and Aaron Banfield discussed pricing at other tracks. Lynda Coombs asked Schroeder if his motion would be a straight across the board increase of \$5.00. Schroeder replied yes, \$40 for the first class and \$25.00 for each additional. Lynda Coombs explained non-members pay an additional \$5.00 on top of what our members pay. Schroeder asked for a second to his motion to which Cradlebaugh affirmed. Lynda Coombs read the motion as follows: A motion was made for the 2021 entry fees to be \$40 for members, subsequent classes \$35 each; non-members \$45 and \$30. The motion passed with nine in favor and one abstained (Holliday).

2021 RACE SCHEDULE: Don Boles said he would like to bring it up again; he would like see us have a schedule out when we have the class structure out next month if we could. He added it would help us out a lot, get us ahead of other clubs and give people a better chance of knowing what to do. Ray McKibben reported the Buckeye Series announced at their last race they are going to have a schedule out by their banquet. Ted Cradlebaugh added they already have a date for G & J. Banfield explained he has information from Scott Benton and he said that on November 7, 2020, a week from today, Benton will have a full schedule to him. Banfield said he spoke with Gary Gregg and well before the next board meeting he will have his finished. Boles extended thanks to Banfield. He added if there is someone who is going to run, they can let me know and we can work together on that. McKibben said he is still of the feeling the current president should make the schedule for the upcoming schedule but that's a different topic. McKibben said several other series are getting their schedules out. He reported the Battle of the Brickyard is looking at the Fourth of July or two weeks after.

HOOSIER TIRES: Brian Schroeder said he thinks we may need to bring somebody else in from Hoosier. He explained what he experienced this year was different from what we were told and what we were led to believe. Schroeder stated we were told a longer lasting tire; we would use less tires and that proved absolutely false as they spent well more than double the amount on tires than they spent last year. He explained he walked around to many people in the pits, it was hit or miss on the adult karts; many of the front tires were wearing out a lot quicker than the rears. He said many people were unhappy with the Hoosier tires on their longevity and he thinks we need to talk to Hoosier again. Schroeder reported one thing he found was if you mount the tires on the appropriate wheels that they state, you will not get the length of time out of them. He stated with what he saw, it looks like they are mistyping on the sidewalls what wheels they should be mounted on. Schroeder said they compare with Vegas and Hoosiers and not Bridgestones in width and he feels it is detrimental to our club. Schroeder stated they came to us with a sales pitch that to him proved false and it cost him a lot more money and he knows it cost several other members a lot of money. He said he knows early on there was discussion there was a bad batch of tires at the banquet; he saw everything from chunking of the tread to them having complete separation from the sidewall to the tread with several tires. He stated one particular set of tires lasted them 72 laps; that is not even close to what they were getting on Bridgestones. Schroeder said if we can at the next meeting, he would like to talk about maybe moving to a different tire compound and somebody from Hoosier be on our call to help out. Banfield replied he did have a conversation with Keith Freber at the Buckeye Karting Challenge; Freber is absolutely willing to discuss compounds and if that is appropriate at the next meeting or a conversation we need to get several people involved in and have a discussion before that, we can do that as well. He is not sure the best way to have the conversation and he thinks we need to discuss this before Rules Committee because next year we are Hoosier only. Banfield explained Freber expressed his viewpoint is he doesn't care about the compound; its Hoosier tires and we definitely need to get that clarified as soon as possible. Ray McKibben reported when at Buckeye, he introduced Freber to two of our drivers who were part of our tire testing and they

had a lengthy discussion covering 206 Seniors, KA and even TaG about the various compounds so Freber got a lot of good information. McKibben reported he paid a lot attention at the Charity Race to people coming off the grid in the KA class and got a lot of pictures of tires. He said he looked real closely at the Buckeye where the vast majority of them run Hoosiers; tire wear interesting and looking really good depending on who was setting up the kart. He reported tire wear was very even which mimicked the tire testing and he went through two sets and got well over 700 consistent laps in 206 at 360 or 370 pounds. He said he thinks and Freber mentioned it is chassis set up; the length of the hubs that you are using on the rear end, your front end set up, plays a big role in how well your tires hold up. Dylan Cradlebaugh said the Track Improvement Committee needs to look into fixing turn one; that is a big issue with our tire wear. He said he knows we have worked and worked at it but it is still not right. He reported he raced on it at the last race of the year in 50 degree weather and it was still grippy. He said we need to do something about it; that is part of the tire wear problem. Dylan Cradlebaugh reported he ran the 60As all year in the Buckeye Karting Challenge and did not burn tires up even at Circleville like he did at G & J. Schroeder said one thing he saw personally and also with a few other was that the Hoosiers we run are good in cold weather but in warm or hot weather, they do not last. He added once they exceed a certain temperature limit, it doesn't matter if you race them the following week; you are going to almost continuously melt them. Banfield made a commitment to reach out to Freber to schedule a Zoom call with us and get it posted on Facebook and the web page. He said we need to make sure we remain civil and have a good conversation. Banfield said he would rather have that sooner than later because it gives us the most advance time. He asked Rick Coombs when he orders tires to which Coombs replied he would like to get them ordered no later than the middle of December. Ted Cradlebaugh asked Bruce Wyke how his tire wear was. Wyke reported they only ran 206 and it was a little rough the first couple races but once they got the setup and found some balance, they were their fastest after two or three races on a set of tires. He added they can get four races easy out of a set of tires and he will set them out for sale at the Swap Meet as they still look good. Wyke explained they were leaning hard on the right front and it showed. Ted Cradlebaugh said he thinks it is a combination of setup and our turn one and we should meet with Freber to see if there is a different compound. Don Boles reported he started out the season with a terrible handling kart and it wasn't the tires, it was the setup then he started changing things and it got better. Jeremy Wheeler reported the tires on the front of his kart wear really good but the back tires do not last at all; he gets two races then throws them away. He said on his daughter's kart the tires wear good but they heat cycle out after three races and she is a half second slower no matter what. Wheeler explained he talked with a lot of people at the Buckeye who said they run the As that get faster as they get older and not slower like he gets with the Bs. Banfield said he will get that call scheduled.

SERIES SHIRTS: Dylan Cradlebaugh shared the Buckeye Series did a list of their class champions on their shirts and that would be something different for us to do instead of a schedule.

ADJOURNMENT TO EXECUTIVE SESSION: Don Boles, seconded by Aaron Banfield, motioned to adjourn to executive session at 9:56 p.m. Motion passed.

EXECUTIVE SESSION:

BOARD MEMBER: Having been nominated last month, Bruce Wyke was unanimously voted to the OVKA Board of Directors.

ADJOURNMENT OF EXECUTIVE SESSION: Aaron Banfield, seconded by Don Boles, made a motion to adjourn the executive session at 10:00 p.m. Motion passed unanimously.

UPCOMING MEETINGS / EVENTS:

OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, December 1, 2020, via Zoom

- PC / smart phone: <https://zoom.us/j/6495878039>
 - Password: 2020
- Dial in: (312) 626-6799
 - Meeting ID: 649 587 8039
 - Password 2020

SUMMARY OF COMMITMENTS:

- Lynda Coombs – Assist with renumbering transponders.
- Aaron Banfield – Bring what crack sealer we have to close-up day, follow up about the DARF Banquet of Champions, contact Keith Freber to schedule a Zoom meeting regarding tires.
- Scott Golladay – Provide Swap Meet flyers at close-up day and to others who need them.
- Ray McKibben – Forward email regarding Briggs 206 engine tech class to Golladay and copy Banfield and Cradlebaugh, assist with renumbering transponders.

BOARD MEMBERS PRESENT: A. Banfield, D. Boles, R. Coombs, T. Cradlebaugh, S. Golladay, J. Holliday, J. Johnson, R. Landes, M. Lewis, R. McKibben and B. Schroeder.

MEMBERS / VISITORS PRESENT: M. Brown, J. Carroll, L. Coombs, D. Cradlebaugh, D. Fiehrer, M. Heber, R. Johnson, B. Krahenbuhl, A. Kutscher, C. Kutscher, R. Neuzel, M. Overbeck, R. Pansch, J. Randolph, J. Wheeler, and B. Wyke.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 11/24/2020