

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, DECEMBER 1, 2020**

CALL TO ORDER: Vice President Michael Lewis called the meeting to order via Zoom at 7:02 p.m. He welcomed Bruce Wyke as a new board member and discussed online etiquette.

SECRETARY'S REPORT: Lynda Coombs, seconded by Scott Golladay, made a motion to accept the November 3, 2020 regular board meeting minutes and the November 25, 2020 special board meeting minutes as published. The motion passed unanimously. She shared that the annual mailing has not been sent out due to changes that need to be made to the banquet which will be discussed in a few minutes. Coombs further stated once a schedule is determined for the different classes, that will be incorporated into the cover letter then the mailing can be sent out.

TREASURER'S REPORT: No report.

SHOWS & PROMOTIONS: Lynda Coombs reported she is awaiting paperwork for the Indy Circle Track Show and said as far as we know as of this time, the show is a go. Brian Schroeder discussed conversation last month about the Cavalcade Show and raised the question about allocation of funds. Lynda Coombs reported Aaron Banfield motioned to appropriate funds last month with the motion passing. Schroeder will get on that immediately.

SPONSORSHIP / PIT SPOTS: Josh Johnson reported he made four new pit spots in the free section that were discussed last time that we are going to charge \$100 each for. Johnson will update the Google map. Ray McKibben reported he was asked about not getting banquet tickets as part of sponsorship. Johnson explained he talked with Aaron Banfield about that situation since their sponsorships do include a banquet meal and we are obviously not doing that. Because of what happened, we are going to apologize and move forward. Rick Coombs stated to him it is a donation; you write it off and go on. Michael Lewis said he will have a conversation with the person about this and if it is a sticking point, we will have a conversation at the next board meeting. McKibben explained the person was not upset but was just asking.

TECH DEPARTMENT: Ted Cradlebaugh said he will find out if he has to have the burette calibrated. Michael Lewis offered to reach out to WKA about it. Ron Pierce said there should have been certification with the burette when we bought it. Cradlebaugh explained he thinks they want it updated as they are changing the insert for the dial on it. Lynda Coombs reported many years ago we did send the burette out for calibration. Ray McKibben said he believes it may have been Stafford Gage where we have sent gauges for calibration. Lewis will contact them and ask what the process is. Bruce Wyke reported the IAME junior header is being advertised as a 27mm no-go and asked if Ted Cradlebaugh needs any research done as far as tech on that piece. Ted Cradlebaugh replied we will probably have to get that or we could mic it if we wanted; we could get a no-go. Wyke added the headers are available at Kart Sport. Rick Coombs asked if it is a straight 27mm all the way through or tapered and then back out. Wyke replied he will have one tomorrow and will look at it. McKibben inquired if karters will need to be aware of any rust buildup and so forth. Lewis responded no, it would reduce the size of the hole. Wyke responded carbon would work against you. Ted Cradlebaugh added that is the maximum so keep it clean. Wyke explained it has been advertised as a 27mm no-go. He said carbon or any material like that will reduce the size.

TECHNOLOGY: No report.

TRACK IMPROVEMENT: Ray McKibben said we are good until the weather starts warming up. He asked if we got a price and availability on getting some more bags. Dylan Cradlebaugh explained he is pretty sure Shelley Powers has some new bags; she just doesn't have the filling to stuff them. He said the question is whether to take fill from old bags or if it would be better to buy new. Ted Cradlebaugh stated as long as we have the envelopes, we can find some foam. Ted Cradlebaugh asked if cracks were sealed at the fall clean-up. McKibben explained it was not done due to being a last minute decision and not having a weed torch and air compressor. He further stated that will be planned for the spring as air compressors have to be reserved months in advance because it is blow-out season. Lewis discussed coming up with an inventory of supplies needed. McKibben said he will take charge of making sure we have what we need other than purchasing crack sealant.

BANQUET: Lynda Coombs reported the minutes from the special board meeting held on November 25, 2020 have been published. She said once we have details defined how we are going to schedule the classes, she would like something noticeable on the OVKA website and social media platform. Coombs explained she will be including the information in the annual mailing. She said we are slated to move forward with the banquet COVID-style at Full Throttle as the board voted on November 25th. Ray McKibben asked that notice be put out for people to not reserve rooms. He explained he talked with people at the track and everyone was understanding. Michael Lewis replied he can do that. McKibben suggested there be a one point of contact to funnel questions to, such as Aaron Banfield or Michael Lewis. Coombs reported the Marriott will apply the \$500 deposit to the 2021 banquet which would be held in January of 2022 or refund it. Lewis asked if there was any thought about going back to the previous Marriott. Coombs replied she can check with them. McKibben suggested leaving it as is and noted they have been gracious with us about the situation. Michael Lewis made a motion for the West Chester Marriott to keep the \$500 deposit from the 2020 banquet in their possession so we can use it for the 2021 banquet at their facility in 2022. Ray McKibben seconded the motion which passed unanimously.

SWAP MEET: Scott Golladay reported on the vendors registered and booths and tables sold. He explained they are working on some minor mapping matters with Roberts Centre due to COVID regulations. Golladay said he anticipates having that nailed down this week. He explained we do not have the same map as in the past and are trying to get it as close as we had it. Michael Lewis asked if Roberts Centre is giving OVKA any latitude about the map structure changing and whether or not we have to open up additional rooms and if so, is there a charge for that. Golladay explained we have the full size room we had last year and that it is the spacing they need to do between the tables and they are working out a few things. He reported a room is set aside for tech training for 5:00 to 8:00 p.m. which was already built into the contract. Lewis asked if we are going to have the AIM class and Karting 101 class. Golladay replied we have one room secured in the contract and if we are going to be running multiple classes at the same, he would need to get a second room. Lewis said it depends when the engine tear-down is going to be. Golladay explained they wanted it after the event at the end of the day. Lewis asked if we have anyone else doing classes or tech seminars. Ray McKibben replied Aaron Banfield was the main contact about the AIM training last year. McKibben suggested if we are going to offer a Karting 101, we advertise on the Facebook Marketplace sites and others. Lewis replied he can look into doing that as it draws near. Lynda Coombs reported prior to the start of this evening's meeting, Gary Gregg asked that his concern be shared about having the Swap Meet because of the COVID situation. She said she shared with him that 2,100 people are allowed. Golladay discussed having volunteers to make sure we do not exceed that number and based on last year's numbers, he thinks we will be okay. Lewis said he thinks some of the numbers will be static with vendors, workers, and family members which will give you an idea of how many can come through the door.

RULES COMMITTEE: Michael Lewis reported Rules Committee meetings are ongoing and they are making progress. There is another meeting tomorrow at 7:00 p.m. tomorrow evening via Zoom or in person at Full Throttle. Lewis asked if there were any items that need to be discussed with the board. Lynda Coombs said she has a note about tire scrubbing and asked if that is to stay in Rules Committee. Brian Schroeder said we wanted to get input from board members and discuss disqualifications on fuel with the board. Ted Cradlebaugh said a fuel DQ is for the day and has to be carried for the year and we can discuss it tomorrow. Ray McKibben said his opinion is to wait and discuss it at Rules Committee then bring it to the board. Bruce Wyke asked how it became a non-droppable offense. Don Boles provided history on the use of illegal fuel. Wyke asked if the rule in that form has a place today. Rainer Pansch said it is a lifetime ban in NHRA. McKibben reported other clubs treat it like we do; no game playing on fuel which keeps people on their toes. He further stated we will dig into this at Rules Committee. Ken Kuethe said we have a good solid rulebook that is followed pretty well and over the years have done a good job modifying it when it needs to be. Ted Cradlebaugh discussed if fuel has to be sent out to be tested, it is something that you will probably have to carry verses a guy who mixes fuel wrong or the fuel is two weeks old and we know it is not way out of whack. Boles stated you could also change the plus or minus to which Ted Cradlebaugh said he could. Ron Swift said a lot of times when there is a DQ on fuel, there are always the questionable ones and there are the ones from a different club that we know they didn't have the right fuel in there and had some leftover. He suggested allowing one time at the tech's discretion that they don't have to carry it for the year. Swift added if they get caught again in the same year, then the one they dropped comes back and they have two non-droppables or some situation like that. He said he thinks it would probably still be enough to dissuade people from trying things and he gets why we need to disqualify and not have them droppable because it is very serious in a lot of cases with fuel. Ted Cradlebaugh stated he agrees and we need to discuss this at the Rules Committee meeting. Lewis said the other item that was brought up at the Rules Committee last Tuesday was tire scrubbing. He reported several items were discussed such as if it is a cold day, at Race Director's discretion, an extra pace lap will be given. Lewis explained the Rules Committee had at least garnered in that conversation whether we would allow tire scrubbing for senior classes and above and still wants to have a discussion about whether to allow tire scrubbing for other classes below Senior, such as Junior or Sportsman, but not Kid Karts. He said we can open up the floor to anybody who wants to provide feedback about tire scrubbing. Lewis reported in discussion with several people, the common theme is that every other race facility allows it and there is discussion if you give everybody a full pace lap but not allow tire scrubbing it might lend itself to heating up the tires. Lewis discussed the impact on time concluding we are adding one minute, fifteen seconds with three heats. Boles stated personally the system we have now makes us better drivers; we are used to colder tires such as when we go to nationals. He said if we do make it that way and you knock anybody off the track, there has to be a penalty or if you go off the track and kill your motor, we are not going to wait up for you. McKibben said his biggest concern is getting knocked out, whether himself or another member, by somebody who is very enthusiastic about their scrubbing. He shared his experience at a Halloween race and how some were very aggressive and some were very mindful. McKibben added he paid to race and does not want to get taken out by someone else. He stated he does not know how you answer that question and it is a concern he has heard; that if you go off the track, you're done. Lewis said something to ponder is how many starts in turn one are pileups and raised the question if any of those pileups can be mitigated by warmer or hotter tires and if so, does that give us time back because we're not having as many turn one incidents on that first lap. Lewis said he is not advocating; he is just throwing that out there to consider. Boles responded the hotter his tires are, the harder he is going to go in turn one to which Ted Cradlebaugh agreed. Ted Cradlebaugh added with the time Lewis shared there are going to be two full pace laps because it is going to be spread out. Lewis replied it is something that racers are going to have to get used to and it is not going to be perfect. Ted Cradlebaugh replied it could work well. Kuethe reported this was discussed quite a bit

last year and he would say to the Rules Committee who will be going over this and he understands Boles' point, we got so deep with thinking of all the rules we would need to have if we go to tire scrubbing and it shouldn't be that difficult. He said we either go with tire scrubbing; yes, if you go off the track it's the same as if you go off the track in the oval, you're off; there is no rule to put there; it is what it is. Dylan Cradlebaugh added if you knock somebody out, there is still going to be a penalty, whether it is on a pace lap or a race lap, it doesn't matter; if you take somebody out you are going to finish behind them if they are not able to continue racing. Kuethe said we can do what-ifs for forty-five minutes. Rob Neuzel asked what other tracks do. Lewis reported New Castle and Go-Pro do tire scrubbing. Dylan Cradlebaugh added Buckeye does also. Mark Heber reported Whiteland does tire scrubbing when they take a full lap. Dylan Cradlebaugh replied they have no choice but to take a full lap. Bruce Wyke discussed having a formation zone and said it is really the outlaps where you see the advantage going into the turns and leaning on the sidewalls. He added weaving is not tire scrubbing and outlaps are very common. Swift said the problem he saw at MCC was the formation after the scrubbing because they literally formed right where the grid started and just getting to the bumper of somebody, you don't know if people are going to swerve or not on the start and it could have gotten really bad really quick. He said he thinks Wyke's idea of having a formation zone, having the field formed prior to and no scrubbing after a certain point would make a lot of sense. Wyke said to Kuethe's point, he's quite right; especially now with Briggs that don't tend to stall and the IAME motors where you can just poke the button in most cases and restart them and take off; if you're not in your spot at the formation cone, you go on the tail in an attempt to not have people trying to jump into their spot when trying to get them lined up. Randy Landes said our oval is so short, he does not see how you gain a strong, competitive advantage by doing the swerving because you can't swerve a whole lot and when he races he does not get warm until about lap three. Josh Johnson said it is not his idea and asked if under the ninety second rule can he send his daughter out for a full lap then get back in formation. He gave the example that it is cold out and he sends his daughter out for a full lap then gets in formation. Kuethe said he accidentally takes it. Dylan Cradlebaugh replied not anymore. Lewis asked if anybody has some non-detailed what-ifs for or against tire scrubbing and having the Rules committee continuing to have conversation. Ted Cradlebaugh responded the Rules Committee talked about the Seniors only doing tire scrubbing. Lewis added we wanted to bring it to the board. Randall Pierce said he used to run TaG and run one full lap then get into formation and there was never an issue. Dylan Cradlebaugh responded that was because they have a water cooled engine and discussed formation on pace laps and how fifty seconds turns into a minute and thirty seconds and makes your day longer. He said adding a full lap is not going to help you and he does not want to see someone go home because of tire scrubbing.

OLD BUSINESS:

DARF BANQUET OF CHAMPIONS: Brian Schroeder said we had discussed going to the DARF banquet and reported last year they asked why we didn't bring the champions for every one of our classes. He explained there were several dirt tracks that had ten to fifteen people there. Schroeder can follow up with Aaron Banfield and report back. Lynda Coombs said as she recalls, it was originally scheduled for this coming Saturday but does not know if that is still the case because of the COVID situation. During the meeting Schroeder looked up the information and reported the DARF banquet and their meetings look to be cancelled indefinitely due to COVID

CLASS STRUCTURE: Michael Lewis explained we got the number of entrants from last year and class averages and it was brought to his attention the Rules Committee can talk about class structure but does not set class structure for the following season. This point is to solidify what classes we are going to have in the 2021 season at OVKA. Lewis asked which of classes that we had, which ones fall below the 4.0 mark to be reconsidered or for a new class to take its place. Lynda Coombs reported Yamaha Sportsman 1.15 class average for thirteen races, 206 Kid Karts a 1.0 average, 80cc

Shifters were .29, Sportsman Rotax was .29, and Tag Senior was .07. Lewis said if we go strictly by numbers, that means we are not offering a Yamaha Sportsman class at OVKA next year. He said any of the Yamaha drivers that we had switched to Swift mid-season that were left from the year prior. Brian Schroeder stated if people show up with a Yamaha, we would slide them in. Lewis responded absolutely, that is something to keep in mind; if you show up, it doesn't mean you can't race; this is just for points championship class offered for the following season; the Rotax is in the same boat as the Sportsman class. Lewis asked if we are going to offer the Yamaha Sportsman class as a championship class for next season; the average indicates the answer to that is no. Schroeder reported a year ago we talked about the struggles of wanting to bring the Swift in and he was amazed at the number of Swift that hit the race one grid running; he thinks it was six or seven. Schroeder added we struggled as a club to bring in Yamaha; it seemed like a lot of new Sportsman drivers were going towards LO206 or straight to IAME. Ted Cradlebaugh responded he definitely agrees and it is leaning toward the Yamahas leaving us. Bruce Wyke made a motion that we drop from the 2021 championship class structure Yamaha Sportsman, TaG Senior, and 80cc Shifter. The motion was seconded by Michael Lewis. Wyke noted we will make sure in Rules Committee and in our rules that it is well known that everybody that brings a kart is welcome to come race; they are just not a points championship class to which Dylan Cradlebaugh agreed. Ron Pierce asked if it is known who from Kid Karts will want to move up. Lewis replied there are three children graduating the Kid Kart class and every one of them is or has purchased a Swift motor. Schroeder stated that sounds like we may have made the right decision by switching engines throughout the year. Dylan Cradlebaugh said until you guys start whining that these new kids need to be in a Micro. Lewis replied that is the other caveat about this that hasn't been brought up that some of these children/Kid Karters are not age eligible to run Mini Swift as it is printed in the WKA manual because they are not eight-years-old. Dylan Cradlebaugh replied but we don't offer the Micro; we offer the Mini. Landes asked if TaG Senior is pretty much gone. Dylan Cradlebaugh replied unfortunately and Kuethe said he wishes it still was there. The motion was voted on and passed with eleven in favor and one abstained (McKibben). Ted Cradlebaugh said he is sure Rainer and Ron want to talk about making a Masters KA class. Dan Fiehrer said he thought it was old business because they brought it up the past couple of months. Fiehrer explained they brought it up in October then it got tabled until Rainer Pansch sent a proposal by email to be brought up at this meeting. He explained it would be Masters/Heavy class, thirty-five and up and anybody that weighed 200 pounds that was fifteen and up could also participate in the class. Ted Cradlebaugh responded not anybody; the fifteen-year-old and up would need to be approved to join the class. Fiehrer agreed and said if anybody is worried about adding time on the day, his suggestion would be for at least this year to see how it went, and we could run it with the Senior class. Ted Cradlebaugh explained with eliminating a class, by adding it it's not going to hurt a thing timewise. Fiehrer explained there are a lot of guys who from early on would like to know if this is going to be a class, particularly if they might be a heavier guy or may need the thirty extra pounds even if you would normally be able to run age group thirty-five and up. Ted Cradlebaugh noted Randy Pierce's email and said he was thinking about putting the Yamaha Y Pipe Masters in the same class and running and scoring them together as he believes the times are close. Ron Pierce explained the pipe mentioned in the email is a direct drive pipe that used to be run in WKA for years. He stated it came out of Europe and it ran direct drive and all they did was take the direct drive pipe and put a clutch on it at 7,000 rpms to make it a little bit more user friendly for the Masters. Ron Pierce explained it's not an L2 so we don't have to go to 10,000 rpm clutches and all you have to do is bolt on a \$370 pipe and go run. Ted Cradlebaugh responded that is a lot better than rebuilding clutches all year long. Pierce noted it is relatively inexpensive to maintain a clutch throughout the year. There was discussion of weights in the KA100 class. Lewis asked Fiehrer if he is hesitant to ask the board to add the class because he is not sure of how many participants he would have and he would like to give it a trial. Fiehrer replied no and explained there is a little concern about a lot of people jumping into the Masters class then you don't have as many Seniors

but he does not think that is necessarily going to be the case but if that was a concern, you could run them both together this year and you don't have to worry about a time constraint as well. Ted Cradlebaugh responded he does not think you will have issues with KA Seniors moving up, some you will of course, and he thinks you are going to lose the Senior Y Pipe class. He asked Ron Pierce his thoughts about running the Yamaha Masters with the KA100 Masters with the present pipe. Pierce responded they would be over a second behind and if you adjusted the weights; they had roughly five to seven karts in a class but the Yamahas and KAs at present weights, there is no comparison. Pierce said if you added weight to the KA and kept the Yamaha Masters Y close to what it is, it would be a lot closer. He added with the pipe they are proposing it is going to be faster and a lot more comparable to the KA than the Senior Y Pipe. Pierce reported they gained two miles an hour on the straightaway and about 7/10ths based on the Y Pipe times just bolting the pipe on and changing the clutch to 7,000 rpm then went out and ran; didn't change gears or change anything and were back on the track in twenty minutes so the conditions were the same and it was quite a bit of gain. He said if you could play with the weights with the direct drive pipe, he thinks it would be very comparable to running with the KA. McKibben inquired about running this direct drive pipe, would it be much easier than playing around with weights to adjust the flex length and rpms to match up to the KAs to the VLR motors. Pierce responded he thinks rpms will be irrelevant. He explained they ran the WKA Senior rule the first time out then took an inch out of the flex; they knew they experimented with that back twenty years ago, and in taking an inch out of the flex, it woke everything up. Pierce said they have a gauge for that so it's not really a big issue. He further stated they left the flex length with one inch out of it and with playing with weights, you'll get something comparable to the KAs. Pansch asked what weight Ron Pierce is talking about running the Yamahas at. Pierce responded they are always the heaviest one and haven't had weight on their kart in ten years and came across the scale at 378# and the class is at 365# for the Masters and they are always competitive but have to just work a little harder. Pansch said they are talking about making the KA Master Heavy class at 390# and asked if you would start off at that with the modified pipe and clutch setup. Ted Cradlebaugh responded you are starting a new class and he does not know the weight of everybody who's wanting to get in the class. He said it would help for everybody to get together to know what a good weight is to start at. Pansch said they know of a couple other places that run the KA Masters at 390#. Ron Pierce asked if WKA has a weight on the Masters class to which Ted Cradlebaugh responded he does not think they have a Masters KA and BKC has 390#. Ron Pierce said that would be a good starting place and we would leave the Yamahas at the lower weight. McKibben shared about another driver who is in favor of it but is concerned about having to add more weight and suggested starting with what Ron Pierce is proposing. Ted Cradlebaugh replied we weren't going to add weight to the Masters Yamaha. Pierce said you may as well forget it if you do that; you're making a slug. He further stated he thinks with the direct drive pipe it would be a closer race with the KA than with the present Y pipe staying with the current weight with the Yamahas and 390# for the KA; he thinks that would be a very good starting place. Bryan Krahenbuhl asked if that would be with the new pipe. Pierce said the new pipe would be the caveat that would help them be competitive together. Pansch asked if this pipe is available to anyone that needs to get it. Pierce reported he called RLV and they still produce the pipe. He believes their price is \$411 then he called Comet and they will sell it to us for \$369. Lewis provided the part number of 5250. Rob Neuzel asked if Yamaha Masters would still be its' own class. Ted Cradlebaugh explained we want to combine KA just like we did Juniors and make it a 100cc Masters class. Pansch said he is fine with that and he doesn't think anybody else would care about a bunch of old guys going out there and racing and having fun. Ted Cradlebaugh added instead of having four or five guys racing, you might get ten or twelve of them. Dylan Cradlebaugh stated by the second race you'll know as far as the weight if you need to make any adjustments. Pansch said we are all mature enough to make those concessions. Pierce said you don't want to force people to buy a KA; everybody has a Yamaha and you might have some of the KA guys that back down to the Yamaha because of the expense. Ray McKibben made a motion to make a 100cc Masters class with

the KA and VLR engine at 390# and the Yamaha formula Y pipe at 365#. Ted Cradlebaugh said he loves McKibben making this motion but the only one that tested the pipe is Ron and Randy; we need to call the Masters class and see if they're in for this. McKibben said he does not disagree. Pansch responded there are probably not very many Master Yamahas to which Ted Cradlebaugh replied there are probably six of them that raced last year. Bryan Krahenbuhl reported he heard there are a couple that took the year off that said they are coming back. Pansch asked if we can get this working but let them sort their Yamaha issues out between now and the season start. Ron Pierce said we need good weather and we need to get a KA out there at 390# and just run the two together. He explained they need to get good tires on theirs; they had five races on the tires they practiced with but that is why they set a baseline with the present Y pipe and then just bolted the pipe on to see what the comparison was. Ted Cradlebaugh stated it makes sense; it's a \$369 investment to be able to race with a bunch of guys and make it a Masters class. McKibben said that is why he is proposing this motion so we can get the word out and we can refine some of the changes that will probably be needed down the road. Lynda Coombs confirmed the motion and asked Ted Cradlebaugh if he is tabling the motion until such time as the Masters Class folks are notified. Cradlebaugh responded we want to vote the KA Masters in tonight and asked if anybody has a number how many will be racing it. McKibben responded he has heard six to eight to which Pansch concurred. Rob Neuzel explained they are on the fence on running it and are waiting to see what the numbers are going to be. Rick Coombs asked Pierce if he is going to spec anything on the clutch. Pierce replied that is open for discussion; it's one more tech item if you do and if you want to spec the clutch, he would personally give everybody a one inch square gauge at the beginning of the year to test their own clutches with. He said he would like to spec the clutch at 7,000; that would make the clutch last all year pretty much but again it's another tech item and is up to the board or tech committee. Pierce added we could easily engage it at 8,200 and it would probably perform just a tic better. Ted Cradlebaugh said the clutch engagement is something we can work on. Rick Coombs asked if McKibben will include that 7,000 stall speed in the motion to which McKibben replied yes, he will. McKibben added as has been discussed here, it can be adjusted as needed. Lynda Coombs sought clarification regarding which engine packages the 7,000 engine stall speed will apply to. Lewis replied only the Yamaha. Kuethe raised the question if this motion passes, are we getting rid of the Yamaha Master Y Pipe and asked if he is understanding that correctly. Ted Cradlebaugh responded correct; it would be a Masters 100cc class. Kuethe said his thinking would be with Ted; we are doing this without any of the other Masters present and understanding what we are doing here. Ted Cradlebaugh said exactly and that worries him a little bit; they still did have six and we need to talk with them as they might not want to do it. McKibben said we have the basis for creating the class and he thinks everybody is pretty much on board with it with the exception of contacting the others. He said we could make this decision via email and table this currently but Pansch and everybody else could go forward knowing that this class will be created at least as far as the KA and VLR side. Ted Cradlebaugh replied you could create the class with the spec numbers we gave for the KT100 and the 5250 pipe and not eliminate the Masters yet. Brian Schroeder said he is hearing from three people that are in the class what they want this class structure to be and as Ted reiterated, we are not hearing from a majority of the people who are running the class and ran the class last year. He further stated not to be rude, we are listening to three people to make a decision on a class structure for next year without the input of everyone else and like Ted said, he thinks we can accept that there will be the KA Senior but we have always reached out to our members and we are not doing that here. Pansch asked if Schroeder is referring the KT or KA. Schroeder replied he is referring to everything; he is just hearing from three people and heard there are six people that were in the Y pipe, more that could come and go, and maybe they don't want to join; he doesn't know. Lewis said we are going to go ahead and table this. Ron Swift shared about other members he has talked with and knows for a fact there are more than what is represented here that will be running. Ron Pierce added we are also providing some options to people from spending the extra money. Swift said it is pretty much over half the class and he thinks

the pipe is a good option. Bryan Krahenbuhl reported he is in the KT class and he talked with about four people last year who would rather not go into the KA yet this year but his personal opinion is he would love to get in with the KA. He stated in talking about kart court, so many people have KTs in their garages, if we had a method of just getting out there with KA, he thinks that would be popular. Krahenbuhl added as long as we have a method of how to get the KT motor out there with the other classes, he thinks it would work. Ted Cradlebaugh responded he agrees and suggested adopt the class, add this engine package but do not eliminate the Yamaha Masters KT100 yet to which Pansch concurred. Cradlebaugh further stated most of them will probably do it but you don't want to eliminate a class on guys we haven't talked to yet. Wyke inquired if it would be possible for us to go ahead and vote to implement the 100cc Masters Heavy now. Ted Cradlebaugh said to also add the 100 with the 5250 pipe. Wyke asked if that would be a rules decision to add that motor package down the road. Ted Cradlebaugh replied he thinks we should do it now and said if you are going to vote in a KA Masters class, add this engine package to it just like we did with the Juniors where we put the KA100 with it. Wyke agreed and asked if when we are writing the rules, are we going to end up with a Yamaha pipe that's going to be running two classes and still have a Yamaha Masters and the board would have to vote to the removal of a class. He further stated from a rules standpoint, we are excited about getting some solid rules out. Cradlebaugh responded at the present time he would not eliminate and he will have Lynda Coombs give him all the Masters Class phone numbers and he will call them. Lewis asked if the motion needs to be changed to have a vote. Ted Cradlebaugh responded he doesn't think so if you adapt the rules with the pipe and the clutch engagement. He asked if that is a direct drive clutch. McKibben replied no, it is not. Krahenbuhl asked if you can do it without eliminating the Master Y Pipe class just yet; just focus on the Master class that you are trying to do. Pierce responded that would be the wise way to do. Wyke noted these guys brought this to the board months ago; he thinks they deserve for us to vote on that then through rules or tech or whomever, if it's seen the Yamaha guys want to run with KA, Ted or Dylan Cradlebaugh can definitely make that happen. Ted Cradlebaugh replied he says vote the KA Masters class in and add this engine package to it; that's all you have got to do. Pansch asked if there is an issue with offering an almost similar identical engine package in two classes. Ted Cradlebaugh asked what he means. Wyke said yes and Krahenbuhl said he would table that thought and to just focus on the Masters class facts. McKibben asked if there is a second to his motion to which Lynda Coombs replied not yet. Ted Cradlebaugh then seconded the motion. Lynda Coombs read the motion as follow: Ray McKibben made a motion to create a 100c Master class to include the KA and VLR engines at 390#, the Yamaha Formula Y Pipe engine with 7,000 clutch stall speed at 365#. Pansch asked if you need to write the heavy option in there. Wyke said that can be pushed to Rules Committee. Kuethe stated the class is the class; that is what we are voting on. Ted Cradlebaugh said to make sure to put the 5250 pipe number in there. Lynda Coombs clarified language in the motion to calling it the Yamaha Formula Y pipe part number 5250. The motion was voted on and passed unanimously.

2021 SCHEDULE: Michael Lewis said he has not been apprised of any schedule in the works or a firm schedule was not given to him to share. Rex Johnson reported he noticed the BKC is racing at G & J Kartway the weekend after Mother's Day, May 14, 15 and 16, and he wanted to make sure it is duly noted for people who want to race at their home track.

HOOSIER TIRES: Brian Schroeder said he thinks there were quite a few people that were unhappy with the durability of the Hoosier tires and he thinks the way it was sold to the club it was a longer lasting, more durable tire. He explained he talked with quite a few people and if you mounted the wheels on a 4½, which the tire recommends, you get very short time out of those tires, especially and more notably when it is hot out. Schroeder added when it is cool out, the tires last a lot longer. He reported he talked with many senior drivers, some had stated their rear tires were wearing out quicker than their fronts and others said their fronts were wearing out. He noted it seemed like if you ran the

tires on 4½ width wheels, you get chunking out of the tire, they overheat real fast, and once the heat cycle is done it seemed like they were straight downhill. Schroeder said if you ran with a five inch wheel, you could get the tires to last for several races. He reported they went through 68 tires this year at OVKA; that was five boxes of Hoosier tires, and spent a couple thousand dollars on tires. The quickest they went through a set was 72 laps and the longest was about 140. He said he wanted to share that because he has heard everything from it was the kart setup incorrectly to people did testing and tires lasted really well to a lot people were unhappy with the tire chunking and tire tread coming off. Schroeder said he was told by Freber that we should be looking at maybe a different compound for our track. McKibben replied he was under the impression from the last meeting that Keith Freber was going to be on this meeting and that is why this topic was on here which would help us go further down the road. Schroeder replied he thought so too. Lynda Coombs read from the November minutes that stated, "Banfield made a commitment to reach out to Freber to schedule a Zoom call with us and get it posted to Facebook". She added she does not see in there that it was directly connected to this board meeting and then at the end it says, "Banfield will get that call scheduled" and Rick was asked when he wants to get tires ordered to which he said, "He would like to get tires ordered no later than the middle of December". Schroeder asked Lewis to get with Banfield and see if we can arrange something in the next week or so. Don Boles reported he had some problems the first of the season too then he changed his chassis and got the tires pretty good at the end of the season and once you burn them up, they do not come back. Schroeder reported the first set of tires they got from the banquet, they had chunks taken out. They were given a third set and the sidewall separated from the tread; they were told to put in more air pressure and they were given an amount that they ran and the tires lasted 70 laps. Schroeder reported he has heard from a lot of other members and discussed some of the issues they encountered with wear. He explained he stacked Bridgestone, MG, and Hoosier, four tires of 4.50s together, you get three different heights. The MGs are 4.6, the Bridgestones are 4.5, and the Hoosiers are right in the middle but are stamped 4.5 for the width. His personal opinion is if you run them on wider wheel, you will be better; they did everything Hoosier recommended. He feels there are a lot of members out there that went through a few extra sets of tires this year that they were not expecting. Schroeder said if it is maybe a compound difference, maybe we should change or maybe they say no or we as a club say no, we are happy with what we want. He was aware that speed is at a cost and that is additional tires; once you heat cycled them once; we would continuously melt them no matter what tire pressure we dropped them to. Lewis responded this is good conversation to have since we are under contract with Hoosier tires. After reaching out to Banfield to try to set up a meeting, these kinds of questions, ideas, and theories should be presented with somebody from Hoosier on the call; he thinks it is good to question the tire. Ted Cradlebaugh said Banfield needs to set the meeting up quickly. Lewis will send Banfield a text and email tonight.

NEW BUSINESS:

OFFICER NOMINATIONS:

The following people were nominated for 2021 officer positions:

President: Michael Lewis, seconded by Scott Golladay, nominated Aaron Banfield for 2021 OVKA President.

Vice-President: Ray McKibben, seconded by Scott Golladay, nominated Michael Lewis for 2021 OVKA Vice-President.

Secretary: Ray McKibben, seconded by Michael Lewis, nominated Lynda Coombs for 2021 OVKA Secretary.

Treasurer: Rick Coombs, seconded by Michael Lewis, was nominated Jason Gregg for 2021 OVKA Treasurer.

OPEN DISCUSSION:

BRIDGESTONE TIRES: Bryan Krahenbuhl asked if we have old Bridgestone tires, can you still use them. Michael Lewis explained the answer is no as it is a full Hoosier contract year. Dylan Cradlebaugh said you will be able to race; you just won't be counted for points.

ADJOURNMENT: Rick Coombs, Ken Kuethe, made a motion to adjourn at 9:15 p.m. Motion passed unanimously.

UPCOMING MEETINGS / EVENTS:

- Annual general membership meeting at 7:00 p.m. on Tuesday, January 5, 2021, via Zoom
 - PC / smart phone: <https://zoom.us/j/6495878039>
 - Password: 2020
 - Dial in: (312) 626-6799
 - Meeting ID: 649 587 8039
 - Password 2020
- Indy Circle Track Show – Saturday, January 30, 2021, Indiana State Fairgrounds, Indianapolis, IN, 46205
- OVKA 2019 Swap Meet – Saturday, February 6, 2021, The Roberts Centre, 123Gano Road, Wilmington, OH 45177
- Cincinnati Cavalcade of Customs Show has been moved to March 12 through 14, 2021.

SUMMARY OF COMMITMENTS:

- Josh Johnson – Update Google pit spot diagram.
- Michael Lewis – Talk with person about banquet ticket matter, reach out to WKA and Stafford Gage about calibration of the burette, publish notice for people to not reserve hotel rooms for the banquet, look into advertising the Swap Meet on Facebook marketplace and other sites as the event draws near, reach out to Aaron Banfield via text and email tonight about scheduling a Zoom meeting with Keith Freber.
- Ray McKibben – Arrange for equipment needed for crack sealing.
- Brian Schroeder – Make arrangements for OVKA to participate in the Cincinnati Cavalcade of Customs Show.
- Bruce Wyke – Look at 27mm header to see if it is straight or tapered.

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

MEMBERS / VISITORS PRESENT: L. Coombs, D. Cradlebaugh, D. Fiehrer, M. Heber, R. Johnson, B. Krahenbuhl, C. Moore, R. Neuzel, R. Pansch, Randy Pierce, Ron Pierce, R. Swift, J. Wheeler, and T. Wilkinson.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 12/27/2020