

**OHIO VALLEY KARTING ASSOCIATION
ANNUAL GENERAL MEMBERSHIP MEETING MINUTES
TUESDAY, JANUARY 5, 2021**

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

SECRETARY'S REPORT: Lynda Coombs made a motion to accept the December 1, 2020 board meeting minutes as published. The motion was seconded by Don Boles and passed unanimously.

TREASURER'S REPORT: On behalf of Jason Gregg, Lynda Coombs provided bank balances. Ray McKibben asked what expenses are outstanding. Aaron Banfield replied payments to the track owner. He reported we have money coming in for the tire contract from last year which will put some additional cash in there.

SHOWS & PROMOTIONS: Lynda Coombs reported the Indy Circle Track Expo, which had been scheduled for the end of this month, has been cancelled due to limitations on the number of attendees. Brian Schroeder reported the dates for the Cincinnati Cavalcade of Customs Show have been changed to March 12, 13, and 14, 2021. He will be reaching out to people in a few weeks and if anyone in this meeting wants to help, please let him know. Several people volunteered to assist. Ray McKibben said as you know the Vets donated a full-size kart for us. He reported Brian Schroeder has graciously donated an LO206 engine for that kart and extended thanks to Schroeder. McKibben asked if anyone has a spare motor mount for the 206 engine or he could get parts at the upcoming Swap Meet. McKibben made a motion to appropriate up to \$150 to get miscellaneous items for the OVKA promotional kart. The motion was seconded by Josh Johnson and passed unanimously. Don Boles asked if McKibben is planning on having this kart at the show. McKibben said he is and discussed mounting it on the front tongue of the trailer. Boles said it needs to be put inside because if you transport it in the winter, it will mess it up. He added he thinks we are pushing it pretty hard to get it ready by then. Ted Cradlebaugh added you do not want to take a kart down there that is half finished. Banfield will see if he has a motor mount and let McKibben know; if not, McKibben can look at the Swap Meet.

SPONSORSHIP / PIT SPOTS: Josh Johnson reported on pit spot income so far. He shared a diagram of pit spot locations which he said might be a little bit different. He explained where he added some spots and reported Gary Gregg has moved some trailers. Johnson discussed the layout and some possible moves that may be needed. Brian Schroeder inquired about an area and raised the question if some rock will need to be added. Emerson D'Agostino shared about an area that may get flooded out. Rick Coombs discussed electric coming in through and said to make sure to talk with Gregg and call to have the electric lines located. Ray McKibben discussed Gregg being concerned about adding gravel and noted mowing needs to be taken into consideration. Banfield said he is sure Johnson will talk with Gregg and Shelley Powers before making any changes to make sure the facility owners are absolutely on board and engaged.

TECH DEPARTMENT: Ted Cradlebaugh discussed the need to start looking now for someone to fill the tech role; he will help with being there until we find somebody. Aaron Banfield replied Cradlebaugh has served this club in various roles for fifteen years and taking care of his health is first and foremost. Banfield will talk with Cradlebaugh offline and if anyone has suggestions, please let Banfield or Cradlebaugh know. Bruce Wyke said he owes Rick Coombs an answer on the 27mm header. He explained it is a straight through bore, actually about 26 ½, centered right up on the bore; just a straight run through, no reduction in that past the end of the header. Coombs extended his thanks. Ray McKibben asked Josh Johnson if he could come up with a gauge for that. Wyke said

the gauge is available unless Johnson can make it cheaper. Johnson asked how long the gauge has to be. Wyke replied it is like a normal no-go. Cradlebaugh said it is the entry and the exit of the header. Don Boles stated we can look into that and get it more correct. Banfield asked if the one that is out there is from the manufacturer; is it their spec go/no-go gauge? Wyke replied he does not know who it is but WKA was using it so he is sure we can find it. Banfield said he would think if there was one that was WKA approved, for lack of better term, would that prevent an issue in the future if someone wants to dispute the gauge? He said he would err on the side of caution; since there is a gauge, get the gauge; that will keep us from having that argument in the future. Wyke will follow up on it.

TECHNOLOGY: No report.

TRACK IMPROVEMENT COMMITTEE: Ray McKibben said he will be getting with Aaron Banfield and Ted Cradlebaugh regarding what we are going to do before the season starts. He said he would like to see a list developed about a month before the clean-up day actually happens so we can be organized and be ready for it. McKibben said he knows there was some talk about possibly sealing the track before the season starts; he is not sure if it is going to be in the fall or this spring. Cradlebaugh asked if McKibben is talking about the cracks or sealing the whole track. McKibben replied it was the crack sealing that we discussed at the fall clean-up that we weren't able to get completed; he just wants to make sure we have everything and he is prepared. Banfield said he thinks we should target to do it in the spring and get it done before the season; we obviously need to assess the weather conditions as we get there. He did end up buying a torch that we can use for cooking the cracks. Banfield suggested talking as we get a little closer, make sure we understand what is involved, and see if there is anywhere else we need to do maintenance. Cradlebaugh added if we are going to do some type of tire test like we talked last night, we need to address the corners that have affected the tire issue. Banfield asked we hold that conversation for tire discussion. McKibben said on the turns we were talking about, he will get with Banfield and Cradlebaugh offline. Banfield said if there is anyone that has asphalt expertise that wants to participate, let us know and we will pull you in; it is better handled offline.

BANQUET COMMITTEE: Lynda Coombs reported preparations continue for our COVID-style banquet one week from this coming Saturday on January 16th at Full Throttle. She explained Jeanette Holliday, Aaron Banfield, Rick Coombs, and herself will be getting together prior to the event to do a walk-through and get everything laid out. Lynda said all information was mailed out in November, is on the OVKA website, and some folks have posted it on Facebook. She explained there is no expectation if you have multiple drivers or race multiple classes that you have to wait and come during the assigned blocks; just give her a call and we will figure out the best time for you to arrive. Lynda said we do ask that you limit the number of attendees to the driver and one other person. She further stated we will continue to do the chip process like we have in the past; Jeanette has made up the envelopes; you will draw your chip and be given your grand prize tickets. Lynda explained the grand prize drawings will be done at the conclusion of the event. Banfield added the drawings will be done on Facebook live on the OVKA Facebook page so everyone can see it is fair and there are no suitcases full of chips under the tables. Lynda said we will work with the winners to get their grand prizes and for the OVKA annual passes, we will have their information unless they want a card mailed out to them. Michael Lewis offered to volunteer to which Lynda extended her thanks. She said once we do the walk-through we will have a better handle on how many volunteers will be needed. Ray McKibben said he will utilize Lewis to help with the Briggs Series prizes and will provide Lynda with a list which she will print for the event. Brian Schroeder noted in recent years if you won a door prize and your name was drawn for a second door prize, you could give up the first one. He asked if we should say because of circumstances, if you get pulled for the first one, each of

your names after that just get held to the side and we redraw. Banfield responded he is glad Schroeder brought that up as he wouldn't have thought of that and he thinks we should draw them based on the highest cash value first and if you win a \$1,000 prize, you cannot get a \$500 prize. Banfield said he prefers we make a motion and vote on this; that way, there is not a disagreement later. Lynda Coombs reported the rulebook states there is a limit of one grand prize. Banfield asked if there is consensus amongst the board to do it this way. Following a review of the procedure, there was consensus so no motion was made. Dan Fiehrer inquired about whether the levels for participation prizes have been decided. Lynda Coombs stated Rick Coombs is still working on that and explained the higher the level, the better the prize will be. Fiehrer asked if level one gets a chance at a grand prize. Lynda replied yes, level one gets one ticket to put in a grand prize drawing. Scott Golladay asked if drivers have to be there for the entire time window. Lynda replied no, that is the window of time and they can show up any time during that window. Ted Cradlebaugh reported BKC is giving away one free entry at any track they run but the entry has to be used by the person who won it. Schroeder suggested to let Scott Benton know who it is. Options for entering the drawing were discussed and Banfield said he has confidence in Jeanette, Lynda, and Rick to figure it out. Rainer Pansch said he will have a banner for the banquet.

SWAP MEET: Scott Golladay reported on booth sales and said interest really picked up dramatically after News Years Eve. He said he has been taking calls all day answering questions and he is feeling optimistic about it. Golladay explained the attendance limit at any one time is 2,240 people, including vendors, workers, and shoppers together in that room. He will be responsible for keeping a count and he does not think that is going to be a problem. Hotel rooms are refundable if you cancel within twenty-four hours. Golladay reported they are posting regular updates on the Facebook page letting people know what to expect and what we will be doing; this will continue up to the day of the Swap Meet. An advertisement has been posted in auto and RV publications this week. Brian Schroeder will be recruiting people and there will be a sign-up sheet at the banquet as we could use some help. Golladay will make sure we have uniformed officers at the event. Karting 101 classes have been confirmed which are scattered throughout the day in the Franklin room; Mychron is pending; and a tech tear down class will be at 5:00 p.m. Michael Lewis asked how the Karting 101 classes will be populated. Banfield will be sending out an email blast to a large audience. Golladay explained there will also be an online sign-up with information so they have something to look up before they show up. Lewis offered to have responses directed to his email address. Banfield discussed looking at seating arrangements with the protocols. Golladay will discuss this with the Roberts Centre when he meets with them this week and find out what the seating capacity for the room is. Don Boles suggested combining the two rooms. Schroeder asked who he can jot down now to volunteer. Lynda Coombs extended thanks to Stephanie and Chad Swindling who are donating thirty-six masks with the OVKA logo on them for Swap Meet volunteers. Dan Fiehrer asked if confirmation emails are being sent out. Golladay said they will start communicating out. He explained if you roll over your booth number on the online map, you will see your name pop up so you can check it. Ray McKibben said while Facebook is a good media, we also need to use our website because there are people who do not use Facebook. Golladay will get with Gary Osterholt and take care of it tomorrow. Boles asked that Golladay check to see if we need to have a COVID procedure plan. Golladay replied that is on the list for discussion, along with other topics. Golladay explained he will need the radios and chargers, the Plexiglas stands, and two credit card machines. McKibben will take care of the radios. Golladay will obtain clickers for counting people, as well as masks and hand sanitizer. He discussed a New to Karting Checklist that was developed for people to make sure they walk out with as much stuff as they need. He would appreciate Lynda Coombs sending it out for advice on changes/additions that need made. Coombs asked if there is a way to condense the checklist from four pages. She stated she thinks the document is wonderful and said it would be nice to have some at the OVKA booth. Golladay explained once he has the basic list down, he will try to

condense it to two pages. Pansch asked if we could make it a one-page with a link to a PDF. Golladay is going to make it a PDF link but wants to have copies available also. Boles said it sounds like Golladay has it very well covered. Golladay responded they are trying to think about everything possible; he has had some great help with Josh Johnson, Brian Schroeder, and Gary Osterholt and it is a monumental task. He added all of the information needs to stay with the club; we need to make sure we have a roadmap so when we come back to this next year, whether it's the same crew or a different crew, we will have all of the information together. Golladay said with Osterholt building the online website, it is really nice. Ted Cradlebaugh noted there is different pricing for adult and child armbands. Boles suggested contacting DARF about listing the Swap Meet on their website. Schroeder will do this.

RULES COMMITTEE: Michael Lewis reported the Rules Committee has been getting together since November. He sent out a copy of the rulebook for review before approval with two caveats, the class structure and the schedule. Lewis said we would like to go to print and have the rulebook at the banquet on January 16, 2021. Printing provider and quantities were discussed by Aaron Banfield. Lynda Coombs said she can provide the email address for the previous printer. Brian Schroeder reported he has a few pages of the rulebook left to review and will send an email to the committee tomorrow regarding punctuation and grammatical issues. Ray McKibben said in his opinion as a board member, he is ready to vote on the rulebook regardless of the grammar corrections that need to be made. Banfield responded then we need a member in good standing to make that motion. Schroeder asked if the entire board has seen the rulebook. Lewis said if they need more time, we can't have a motion. McKibben made a motion to accept the 2021 rulebook as presented by the Rules Committee. The motion was seconded by Don Boles. Lynda Coombs asked if McKibben needs to include a provision for class structure and schedule. McKibben said he will reinstate his motion after we get through those two items. Lewis thanked everyone who contributed. McKibben thanked Banfield for providing a location for those people who wanted to meet in person. Banfield said the club is always welcome to meet there.

OLD BUSINESS:

DARF BANQUET OF CHAMPIONS: Aaron Banfield reported he was unable to reach anyone with DARF. Brian Schroeder received a response through a thank you to OVKA on the DARF website.

CLASS STRUCTURE: Ted Cradlebaugh said he would like to talk about the Master Y Pipe and the Senior Y Pipe. Since we made a Masters class with the KA and the Formula Pipe, he would like to make one Senior Y Pipe class and not have a Master Y. Ted Cradlebaugh proposed a weight of 355# which is ten pounds heavier than Senior and ten pounds lighter than Masters. He added he does not know if we will even have karts but we need to offer something and this eliminates one class out of the mixture. Rainer Pansch reported there is someone bringing two kids next year who will be running a Yamaha of some sorts, one of whom is 16 or 17-years-old. Ted Cradlebaugh said he would like to make a motion to turn to one Senior class in Y pipe, weight 355#, ages 15 and up. Emerson D'Agostino asked if we know how many seniors are looking at next year because he knows he is maybe one of three. Ted Cradlebaugh replied we do not know how many will want to do it but we need to offer one class in a Yamaha Y Pipe Senior age and it might fall on its face; he doesn't know. D'Agostino said he would rather if it gets to the point of racing three karts, petition running in 100cc Masters with the Formula Y since he is over 200# and running over 370# regularly. Ted Cradlebaugh replied absolutely, he could petition and he is sure he would be allowed. Boles responded if we make that class. Banfield said he wasn't here last month and asked if we had a discussion about making a 100cc and running the Yamaha with the Formula Y in Seniors with the KAs and ROKs. Ted Cradlebaugh said he thought that was a done deal. Banfield said it may be so you don't have to do anything; if we have a 100cc two-stroke Senior and a 100cc two-stroke Master

class. Bruce Wyke said currently we don't have the Yamaha included in the 100cc Senior; that's only KA and VLR currently. Banfield asked if we could change that if we have three Yamahas that it sounds like we have and asked if by running a different pipe or a different weight is there a way to get them all in one class. Ray McKibben stated at last month's meeting we voted in the 100cc class Masters age; we included the Yamaha in there with the Formula Y Pipe; we also put the exception in there for like Emerson's case that he is over 200#, he can petition to join the Masters class with a Yamaha, KT, or VLR so that class has already been created. McKibben further stated the only thing we don't have is combining as Ted is doing with Senior and Y Pipe Masters together. Banfield said his confusion in this is last month the board voted in a Masters class with VLR, ROK, and the Yamaha. Wyke said it is called 100cc Masters Heavy, thirty-five and up. Banfield asked if we have the same potential to do that with senior age. Boles responded yes and Dylan Cradlebaugh responded no to which Wyke agreed no. Boles asked why not. Dylan Cradlebaugh stated the Yamaha is not fast enough. Wyke explained the SRY cannot compete with the KA or VLR. Ted Cradlebaugh noted it is with the Formula D87 pipe at 365#, the same as the Yamaha Masters. Lynda Coombs read the motion from last month as follows, "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 calling it the Yamaha Formula Y Pipe part number 5250. The motion was voted on and passed unanimously." McKibben said to Ted Cradlebaugh's question, with that Formula Y Pipe at the senior weight verses the KA and VLR, it would not be competitive. Ted Cradlebaugh asked who said it would not be competitive. McKibben replied this is why we kept the weight at 365 for Masters with the formula Y pipe because it would be competitive with the KA and VLR according to Randy Pierce's testing. He added with the senior weight with all three engines being 345. Wyke corrected the weight as 360. McKibben said from his understanding if you put the KA with the formula Y pipe on it going up against the KAs at the same weight, the KA would not be competitive is what he has been told. Ted Cradlebaugh asked McKibben to please understand the 100cc Masters class is a VLR and KA at 390; the 100cc Yamaha with the Y pipe at 365 and that's a class. Dylan Cradlebaugh added Formula Y Pipe to which Ted Cradlebaugh concurred and said the DD87 and part number 5250 and that's a class we voted on. McKibben responded we are talking about Seniors and it was brought up about combining KA. Ted Cradlebaugh replied no, he is only talking about making a Senior Y Pipe class combining the Seniors and Master Y we used to have; make one class a 100cc Y Pipe. Banfield asked if there is something we can do to make that Yamaha run with the Senior. Dylan Cradlebaugh replied no, you cannot. Pat Slattery added it is a second off. Lynda Coombs clarified Ted Cradlebaugh's motion as we turn into one Senior Y Pipe class at 355#. Ted Cradlebaugh added we eliminate the other two classes; we call it one Senior class; raise the weight on the regular Senior class to 355 and eliminate Master Y Pipe. Wyke replied what we really did was rename Master Y and we are actually adding a class. Dylan Cradlebaugh replied, no, it's not Masters; we are deleting Masters. Ted Cradlebaugh said you have a 100cc Masters class; two KA motors and one Yamaha motor. Bryan Krahenbuhl asked if it runs on the Y pipe, not the 5250. Ted Cradlebaugh replied no, the Yamaha Masters 100cc class is KA, VLR, Yamaha 100 with a DD87 formula pipe; that's a Masters class. He further stated we have exceptions for somebody over 200# who can come to the club and ask the Race Director if they can move into that class. McKibben stated it's simple; you're basically getting rid of the Masters Y Pipe class and raising the weight in Senior Y Pipe is all you're doing. Ted Cradlebaugh said that's exactly right; try to combine these classes so we don't get too many out there. Wyke asked where Dylan Cradlebaugh will put those guys if one or two karts show up. Dylan Cradlebaugh replied maybe Masters Heavy or 420. Boles stated this will be a good starter class; people who want to start racing and don't have the money to buy some other motors, they can buy a Yamaha and start a lot cheaper. He added we

used to have a Novice class. Ted Cradlebaugh said it is keeping a motor and a package that we used to have tons of drivers in Masters and Seniors and it might come back, you don't know. McKibben seconded Ted Cradlebaugh's motion. Krahenbuhl asked just so he is clear, what pipe does the Senior class use. Dylan Cradlebaugh replied the one that they raced last year, the old Senior Y pipe. Krahenbuhl said that is what he first started to say and you guys said no. Dylan Cradlebaugh said he knows and he tried to talk and they didn't listen. Slattery stated if you want to run Masters with the KA, you have to have a different pipe to which Krahenbuhl said he knew that, he was talking about the Senior. Wyke asked for the rules side of it, do any of these classes need to be noted that they might be on track together and that a driver couldn't run for both championships, kind of like what we do with Kid Karts Briggs and Comer and what we did in the past with Swift and Yamaha Cadet. He explained in our rulebook last year we noted there would be classes that are on track together and the intent is not to have these on track together starting off. Ted Cradlebaugh replied the Senior Y is just one class. Wyke clarified that the rulebook has indicated in the past even though they are running for separate championships, typical to what you did with the Swift and the Yamaha Can, that doesn't need to be addressed with this class structure other than what we are doing with Kid Karts and asked Michael Lewis if that is correct. Lewis replied correct and Ted Cradlebaugh said he thinks it should be fine. D'Agostino asked if there is anything against running both the SRY and the Formula Y classes. Ted Cradlebaugh responded no, those are two different classes and he hopes D'Agostino does it. Banfield explained last year we said that if you ran Swift, you couldn't run Yamaha because they were on the track at the same time. Wyke said that is what he was getting at. Dylan Cradlebaugh replied he does not know what the 420 count is going to be next year but if it is similar to what it was last year, he would put the Yamaha Senior Y Pipe with the 420 and race them together. Banfield responded he thinks the 420 is going to be low so that doesn't interfere so to answer D'Agostino's question, he would be able to run Master 100cc and Senior Y Pipe. D'Agostino reported racing with Masters last year at some of the other tracks, Whiteland especially, was a really good experience because you guys have a bunch of respect and that would be the best option for him. The motion was voted on and passed with eight in favor and one abstained (Coombs). McKibben said on this topic he would like to bring up Juniors. He knows we have the Y pipe available as an option for the 100cc Junior class and he sent an email to the board to consider that if we don't find that the Y pipe is equal to the KA and VLR, that we have the ability to look at this formula pipe for them. McKibben said he does not want to necessarily make that change right now because he won't see them on the track right now. Ted Cradlebaugh reported they don't make the junior pipe anymore to which McKibben said he was not aware of that. Ted Cradlebaugh said there is consideration if we went to them, they might make a certain amount but we would have to know how many. Boles asked about running the Senior Y Pipe. Ted Cradlebaugh said he would imagine that would be more competitive for the Yamaha if you put them up against the KA and VLR with the small header. He further stated he thinks we should go like we said on the Juniors, race them, and we'll adjust; we can figure it out. Krahenbuhl asked if anybody has looked into buying the 5250 pipes; he knows Comet doesn't have them listed yet. Slattery reported he has already asked; they don't have them in stock. Boles stated we can order them. Dan Fiehrer asked Slattery about the cost of a stock VLR out of the box. Slattery reported right now the price is \$1,800 and that is still a good deal; you get everything; header, pipe, battery, mounts, all the wiring. Ted Cradlebaugh asked if the KA is at \$2,300 to which Slattery said yes. Boles asked if we can go down this list and get these classes straightened out and vote all at once on all of them. McKibben responded he does not think there are any more changes needed. Ted Cradlebaugh stated he would love to go down them and make sure. Wyke provided the following:

4-cycle

206 Kid Karts, ages 5 to 8;

206 Sportsman, ages 7 to 12 at 250# on green slide;

206 Junior; ages 11 to 15 at 310# on yellow slide;

206 Senior, ages 15 and up at 370#;

206 Masters Heavy, 35 and up plus special age as we know, 390#, driver over 200 plus pounds no race gear etc., approved by Race Director;

OVKA 420, ages 15 and up at 450#.

2-cycle

Comer Kid Karts, ages 5 to 8 at 150# plus their specifications;

Mini Swift, ages 8 to 12 at 245#;

100cc Junior, ages 11 to 15 at 320#, subject to periodic review, engines include KA100 with 27mm no-go header, ROK VLR with OEM restrictor header, and Yamaha SR Y pipe using WKA section 554.7;

100cc Senior, ages 15 and up at 360#, engine packages include IAME KA 100 and ROK VLR;

100cc Masters Heavy, age 35 and up plus special age and weight, weight for the IAME and ROK is 390#, also engine approved packages the Yamaha formula pipe 520 and 7,000 rpm stall and 365#;

Ted Cradlebaugh added making the stall speed 7,500;

Yamaha Senior Y, age 15 and up, 355#, exhaust is SR Y pipe.

Don Boles motioned to vote on the classes as said. Dylan Cradlebaugh asked as far as the Masters 100cc when you have to weigh the driver and you said it is up to the Race Director, what if the driver weighs 197#; does the Race Director have the ability to say he's not going to let the driver race for three pounds; how is that going to work and do we have to put that in the rule?. Boles replied it depends if you are going to weigh them with or without equipment. Wyke said the rule states, "Drivers over 15 and under 35 and over 200# without race gear may run with Race Director approval." Dylan Cradlebaugh stated he also sees situations where it may be a better situation for a racer to race in said class and they don't even come close to 200#; they could be 175# but it is just a better situation, better product, less incidents; he does like the wording of the 200#. Ted Cradlebaugh replied then that is something you would have to bring to the board and we would discuss it then. Rob Neuzel explained his son may be in that situation as he is 202# and he wants to run 206 Masters; hopefully he will stay 200# come summer. Dylan Cradlebaugh explained he does not want to ditch somebody for being three pounds or even ten pounds if they are in a better situation, he wants their experience to be better as a racer. Neuzel asked when they would be weighed; would it be the beginning of the season or before each race. Dylan replied he does not know the answer to that and that is why he is asking. D'Agostino noted mid-season when it is 100 degrees outside, you lose a good 10#. Boles stated you have to remember this is a Masters class; why they want a Masters class is so they don't have to run with the young kids because the young kids are a little bit braver than the older people. Dylan replied they also made sure to put in a heavy option on the Masters class you're talking about. Banfield said his opinion is you weigh them when you are moving them up, not every week, and if there is a significant change, we have to discuss that at that point in time. Dylan stated there could be other situations too outside of weight where it could be just a better situation for the racer where they would get a better experience at OVKA. He added he does not want to be hampered by a 200# weight rule where he could put them in a class where they will have a better experience along with the other drivers in the class. Ted replied in that situation, you would have to bring it to the board to which Dylan said that's fine. McKibben explained we had the Junior Heavy class previously; they met the driver's weight at the start of the class and we did not worry about it throughout the rest of the season then on top of that, the Race Director has his discretion and he tends to trust his Race Director. Dylan responded discretion on what though; that is where he is not understanding; what's his discretion, that they are overweight or underweight; he doesn't have a say in that. Ted Cradlebaugh said some people you might not want to allow to go to the class; you don't think just because they are 200# they are not capable of driving with them. Banfield responded what Dylan is saying is if the driver is 189# but Dylan feels it would be a better fit for them to be in Masters is the question. He further stated if they are over 200# it's clear, Dylan absolutely has the discretion if they can't drive and are going to destroy the class then that part is clear. Chris Kutscher

said he would vote giving the Race Director discretion, especially now that you lowered the Masters weight by 10#. He explained he weighed what's called low 190s most of the season to be at 365 and carried one 4# weight on his kart so going down another 10#, you would have to be in the 185ish range to be close to that 355 weight limit. Kutscher said you could have somebody who's 190 or 195# who wants to go to that next class just to be competitive in that weight situation. D'Agostino and Neuzel both said that is the situation they are in. Dylan Cradlebaugh said he just wants to understand it going into the season because he knows there will be a couple of people doing it; he wants to have the right information. Boles explained we had Yamaha Lite and Yamaha Heavy and Yamaha Heavy was a better race so the Yamaha Lites put on Yamaha Heavy weight then we had no Yamaha Lites. Kutscher said we are really going to have only so many Yamahas next year anyway and he thinks we will be spreading them thin no matter what we do. McKibben stated what Banfield said before if the Race Director has a question and wants the ability to answer it, he would go to the race officials being Aaron or Michael and then if need be, bring it before the board. Boles said he thinks going before the board is what needs to be done to which McKibben added that keeps it simple. Dylan Cradlebaugh responded then you need to announce that right now because every driver who is close on weight is going to have to come to you before the season and not just show up on race day. Banfield explained right how the limit is 200# so if they are 199#, we're talking about sending them back before the board. He further stated the reality is we could lower that to 190# and then you have the same problem if someone comes in across at 189#. Dylan Cradlebaugh said he agrees 100% and he does not like the idea. Banfield said Dylan is asking the right question to be clear; if we say it is plus or minus five pounds, ten pounds, whatever it is, then that sets the new limit. Doug Cook said then you get into the issue of the age too as far as the Masters is concerned then you start getting too many young guys in there; that defeats the purpose of what we were trying to do, especially in the 206 class. He further stated there have already been some grumblings with some of the older guys in 206 Masters which is really what that class was designed for; we added the 200# weight thing just to try to get some entries in there which as you can see this year, it was the largest class but now if you get too many young guys in there because of the weight thing, he does not know what the true answer is. Cook added we want a place for everybody to run but you are going to have an age issue there. Banfield suggested for right now we leave it at 200# and he agrees we need to communicate it. He said as a matter of administration, when you petition Dylan, he is going to weigh you and that will be set for the season. He said he agrees with Boles and if someone is 2# off, they will be running the Seniors if they did not do that ahead of time. Kutscher stated you are still going to have to make weight at the scale. Ted Cradlebaugh agreed and said that is a good way to go about it. He asked if once you are in, you don't have to weigh to which Banfield replied correct. Don Boles' motion to accept class structure was voted on and passed unanimously.

2020 SCHEDULE: Aaron Banfield apologized it has taken so long to present the schedule and explained it was cumbersome to get approval from the various tracks as a lot of things were in flux so he got that today. He stated the schedule does not have the tracks or the formats but the dates are here. He said he plans to go to Whiteland again on September 26th and Motorsports County Club out in Batavia on October 10th. He needs to get confirmation from Shawn Bayliff as the Brickyard date may be rescheduled. Pat Slattery asked if there will be a practice day available for that race to which Banfield replied yes. Brian Schroeder said just to make it known and not to be rude, it looks like there are four weekends that consist of two races; about 60% of our races are on four weekends. He reviewed the dates and pointed out if we do a rain date on October 9th at G & J, we are all going to have to pack up and head to MCC overnight or the next morning. Banfield replied he needs to adjust that date and explained there were a couple of last minute changes. He noted there are two scheduled double-headers and said he thinks last year the double-headers went better than he expected as he got positive feedback. Banfield explained things he looked at were BKC, other race series going on in the area, and dates that tracks were not available to us for various reasons. Don

Boles pointed out the week before Buckeye Karting is a holiday and asked if we are going to run the week after that and publicize we are going to run the same track as they are to try to get more people coming in. Schroeder responded he has watched in previous years where we have tried to duplicate the same track as BKC and he does not see an increase to our club's kart count. Banfield said he will reach out to Scott Benton tomorrow to see what configuration they will be running. He will work with Dylan, Lynda, the tower, and the track crew and get the configurations put on prior to the rulebook going to print. He said he agrees with Brian about changing this rain date and will get that done and communicate with Gary Gregg. Schroeder noted Whiteland is September 26th on a Sunday, he said he is not opposed to Whiteland but school will be in session at that point so people will be returning home late in the evening, six to nine o'clock. He asked what the possibility is of moving Whiteland to earlier in the summer when school is not in session. Banfield replied we have a number of challenges that factored into this. He explained for the crew, it's a lot more setting up and tearing down not having back-to-back on the schedule. Banfield said he will take a look at that and the dates available at G & J and get that finalized before the rulebook goes to print. Schroeder thanked Banfield for doing that and said this isn't being critical. Banfield responded he appreciates the feedback and he knows there are several people on this call that have written schedules; it can be challenging in factoring everything in. He added there's no such thing as a perfect schedule and he is doing the best here to try to give the best schedule to our club and still meet all of the requirements. Banfield further stated he feels it has gotten more complicated over the last couple of years. He said it is his intent to include a one race with a reverse configuration on the schedule which Gary Gregg has no problem with. Ted Cradlebaugh said the only other thing he sees that's going to cause some trouble with some people is having three Saturday AM races. Banfield replied he tried to stay away from that but he couldn't with the track availability and dates. Ted Cradlebaugh suggested making one of those a night race. Banfield replied he gets concerned if we do a Saturday night race then a Sunday day race; that was a conversation he had with some people. Boles stated not enough sleep; that would be tough. Banfield explained there is concern about people being up late; doing a night race and day race back-to-back is challenging from a driver fatigue standpoint. Schroeder asked what about a mid-day race noting when we do a morning race it usually kicks off about 7 a.m.; an evening race kicks off about 2 p.m.; what happens if we were to target like 11 or 12; would that be more helpful? Banfield responded one of the things to consider is we did the quick qualifying format last year; we introduced that; we could actually start those races easily mid-day and do a quick qualifying format. He added on both those Saturday day races it is his intent to have those with quick qualifying, as well as race #12 which would get us in and out of Whiteland as early as possible. Lynda Coombs said adding to Brian Schroeder's concern about that Whiteland race, she knows one of the factors that you look at when we travel is trying if we can to keep things back-to-back so we aren't packing and unpacking. She further stated her preference would be to not use that as a sole determining factor with the concern of Whiteland being a distance away and it being during the school year. Coombs added if we have to pack and unpack, so be it, if that race is able to be moved when all other factors are looked at. Ted Cradlebaugh stated it does help out a lot if it is back-to-back. Banfield replied that was one factor; it was not the deciding factor. Pansch asked if the Indy race is the same weekend as our race as MCC. Banfield replied tentatively, yes. Pansch asked if Indy does happen on that date, how is OVKA going to race at MCC if no one from MCC is there? Banfield explained that is a conversation he is having with Shaun Bayliff about would we be able to race; he is going to talk to his team tomorrow and get back with Banfield. Banfield stated he would really like for the club not to be racing on the same date as the Brickyard but we have to set our schedule and move on. He said he is well aware it has taken longer than it should have and he apologizes for that. Boles asked if there are only going to be three Saturday night races. Banfield replied that is all he could get on the schedule with what was available; there was a lot of sentiment about trying to have them in the summertime which he tried to do; he does not know when school gets back in. He said he originally had a fourth one but we couldn't keep it on there. Banfield said his preference is night

races; they are his favorite races. Boles and Pansch agreed. Banfield said as soon as he has final dates confirmed, he will get the schedule out there.

HOOSIER TIRES: Aaron Banfield said he appreciates people jumping on last evening with Keith Freber, especially with the short notice. He reported we had a good conversation last night and with the information he heard, it sounds like it is a combination of things; mainly setup, possibly our track layout, and just learning the new tire. During the meeting last night, Don Boles noted he has seen challenges like this every time we've changed tires; we've ended up trying to figure those tires out. Banfield said his personal preference is let's stick with the tires we have, get the feedback, and pass that information along. Banfield reported there was a lot of good information handed out towards things that can be done setup-wise to help with some of the problems. Boles suggested we take advantage of the tire testing Freber wants to do to come over and test with everybody; we could set up a date for that and he thinks that would be very helpful. Banfield explained that is in our contract; they will come over at least once a season and provide technical support. Brian Schroeder thanked Banfield for getting Freber and others together last night. He said he wasn't particularly targeting Hoosier and the tires and the tire compound. He explained he was vocalizing as a board member hearing many of the members unhappy and it was great to hear Keith on the conversation discussing and hearing all of our concerns. Schroeder stated he does not see a reason to change the tire to which Rainer Pansch, Andy Kutscher, and Dylan Cradlebaugh agreed. Banfield explained our tire contract comes to an end this year and Freber has said he would like to do a one year renewal on that. If anyone would like to be involved in that process, let Banfield know. He thinks it is something we should start the discussion probably next month on in earnest so we have time to make a good decision if we decide we want to do any extensive testing, we have time to do that and we don't get surprised at the end of the season and say we are out of time`. Andy Kutscher responded he would agree the Hoosier may not be the best tire overall but the one that we're running now is the best for us in the Hoosier range. He further stated he thinks we should look at other options when the contract is up but carry forward with the 60B and just keep going. Schroeder said he agrees with Banfield to start in the next month or so; we basically then have fourteen races that we can gain input from all racers then use that for a discussion on if this is a tire we want to carry on for 2022. Banfield asked people interested in being involved in the tire testing to reach out to him offline and we will organize a small group, get a good plan together, and bring it back to the board and discuss it and get that going. Rick Coombs said he will touch base with Freber in the morning and order tires. Emerson D'Agostino said he knew there was discussion of using a different tire compound for the KA class towards the end of last year and asked if that would be brought over for the 100cc Masters Heavy class. Andy Kutscher replied we are sticking with the same tires; we're not switching. Rainer Pansch added same tires, nothing's changing. There was discussion of publishing minutes from the meeting with Freber. Lynda Coombs explained her first priority is to get these minutes typed then she will get them done.

RULES COMMITTEE (continued): Ray McKibben's motion to accept the 2021 rulebook as presented by the Rules Committee, seconded by Don Boles, was voted on and passed unanimously.

2021 OFFICERS: Aaron Banfield said as he understands it, the current panel of officers all ran unopposed. Congratulations to: Aaron Banfield–2021 OVKA President; Michael Lewis–Vice-President; Lynda Coombs-Secretary; and Jason Gregg-Treasurer.

NEW BUSINESS: None.

OPEN DISCUSSION: Aaron Banfield said he looks forward to seeing everyone on January 16th. Brian Schroeder asked that anyone who wants to work at the Swap Meet or Cavalcade of Customs,

please reach out to him. Josh Johnson said he will be available all day on the 16th if you want to pay for your pit spots. Arrangements were discussed for Jeanette Holliday, Aaron Banfield, Rick and Lynda Coombs to meet at Full Throttle to prepare for the banquet.

ADJOURNMENT: Don Boles, seconded by Scott Golladay, motioned to adjourn at 9:07 p.m. Motion passed unanimously.

UPCOMING MEETINGS / EVENTS:

- OVKA 2020 Banquet COVID-Style – Saturday, January 16, 2021 as per published schedule.
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, February 2, 2021, online via Zoom
 - PC / smart phone: <https://zoom.us/j/6495878039>
 - Password: 2020
 - Dial in: (312) 626-6799
 - Meeting ID: 649 587 8039
 - Password: 2020
- OVKA Swap Meet – Saturday, February 6, 2021, The Roberts Centre, 123 Gano Road, Wilmington, OH 45177
- Cincinnati Cavalcade of Customs Show – Friday through Sunday, March 12-14, 2021, Duke Energy Convention Center, 525 Elm Street, Cincinnati, OH

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Let Ray McKibben know if he has a 206 motor mount, discuss tech with Ted Cradlebaugh, reach out to Scott Benton regarding the configuration they will be running at G & J Kartway, change rain date and communicate with Gary Gregg, provide schedule for rulebook with configurations.
- Lynda Coombs - Print Briggs Weekly Racing Series for use at the banquet, email new to karting checklist to the board, provide Michael Lewis with contact information for printing company for rulebooks.
- Rick Coombs – Contact Keith Freber to order tires for the banquet.
- Scott Golladay – Communicate to Gary Osterholt about posting Swap Meet information on the OVKA website; obtain clickers, hand sanitizer, and masks for the Swap Meet, meet with Roberts Centre.
- Ray McKibben – Provide Lynda Coombs with the list of prize recipients for the Briggs Weekly Racing Series, take care of radios for Swap Meet.
- Rainer Pansch – Make a banner for the banquet.
- Brian Schroeder – Send email to the Rules Committee following completion of review of draft rulebook, reach out to DARF about listing the Swap Meet on their website.
- Bruce Wyke – Follow up on go/no-go gauge for the 27mm header.

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

MEMBERS / VISITORS PRESENT: M. Abel, S. Bole, C. Bonno, D. Cook, L. Coombs, D. Cradlebaugh, E. D'Agostino, D. Fiehrer, A. Harvey, M. Heber, B. Krahenbuhl, A. Kutscher, C. Kutscher, C. Moore, R. Neuzel, G. Osterholt, R. Pansch, P. Slattery, C. Swindling,

Respectfully submitted by Lynda Coombs, OVKA Secretary, 1/27/2021