

OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, MARCH 2, 2021

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

SECRETARY'S REPORT: Lynda Coombs made a motion to accept the February 2, 2021 board meeting minutes as published. The motion was seconded by Aaron Banfield and passed unanimously. Coombs reported a \$500 donation was received from lifetime member, Rob Lehmann, which she will send a thank you note for his generosity. Banfield and Coombs discussed looking into virtual meeting platforms that provide transcription for a reasonable cost. Ray McKibben noted we are not paying for the hotel room for meetings so there is that cost savings.

TREASURER'S REPORT: On behalf of Jason Gregg, Lynda Coombs provided bank balances. Coombs reported the Roberts Centre has been paid. Aaron Banfield discussed monies owed to the track.

COMMITTEE REPORTS:

SHOWS & PROMOTIONS: Brian Schroeder reported the Cavalcade of Customs Show has been changed from March to April on the weekend of our race number two. Schroeder said he is not sure we can get enough volunteers to work it Ted Cradlebaugh suggested we drop it. Schroeder replied we were on the fence if we wanted to do it and he thinks this year we may want to step down. Schroeder explained he has not reached out to Cavalcade which he will do as we paid \$900. Brian Schroeder made a motion we withdraw from the Cavalcade of Customs Car Show due to conflicting schedules and them changing the schedule. Schroeder will reach out to retrieve the money. The motion was seconded by Rick Coombs. Aaron Banfield stated he agrees with Schroeder and reported Full Throttle is pulling out this year. The motion was voted on and passed unanimously.

SPONSORSHIP / PIT SPOTS: Josh Johnson reported everything is fine with pit spots. He made a motion for the 2022 season that the date required to turn pit spot money be changed from April 1st to March 1st. Ray McKibben stated there is nothing wrong with the current date that we have. Johnson replied it is too close to race day to which Ted Cradlebaugh agreed. McKibben asked why would we want to make it more difficult on people and we have moved the date up before already and April 1st is a good date as it is for a lot of people. He added he does not see any good reason for changing it and it works as it is. Aaron Banfield replied he can understand if Johnson is saying by the time April 1st and our first race is right there and getting everything squared away, he understands why Johnson is asking for a date change. Banfield asked McKibben what the challenges are with a date change. Cradlebaugh added it is only a month earlier and he believes it is a good idea so Johnson has it all figured out ahead of time before we go to the first race. McKibben stated he understand it's convenience to the person doing it to have it done earlier but we are representing the membership and sometimes we do things that are inconvenient. Banfield asked McKibben what the inconvenience is; if someone is trying to get a pit spot, that gets them that decision earlier. McKibben responded you have members that may be making last minute decisions to join us or not join us and he does not see a justifiable reason to moving it up even earlier. He added it is also money for people; that's another reason. McKibben said as far as being a more of a convenience for the person doing it, we have to think about our membership and we can't just make changes because it's easier on those doing the work, forget that part, but that's okay. Lynda Coombs asked if there is a second to the motion to which Ted Cradlebaugh responded he will. Randy Landes asked if this is for 2022 to which Cradlebaugh said yes. Bruce Wyke said he thinks McKibben may have answered his own

question when he said that there will be people change and they don't know what they are going to do about a pit spot; Johnson could have people that actually want to move, change, or add a pit spot and don't know if they can until April 1st.so having extra time is actually a benefit to the membership in his opinion. McKibben responded he has conveyed his opinion and he just doesn't see the reason for changing it. Rick Coombs said he would like to amend the motion and asked if as of March 1st all the pit spots are open if you have not paid for them yet. Banfield explained if the motion was carried then not currently but next season, if you haven't paid on March 1st instead of April 1st for the spot, it would become available. Rick Coombs said he would like to back that off until April 2022 so we don't throw it on everybody then he took the amendment off the table. Landes pointed out that we have traditionally been on April 1st so if we go this way, we must remind people and let them know in advance multiple times. Banfield said last year Johnson did a great job communicating with people and he would expect that effort to continue to reach out to people. He further stated no one is trying to snag pit spots from people and to McKibben's point, we do everything we can to accommodate and work with our members. McKibben stated his comments were not in any way negative against Johnson who does an outstanding job. The motion was voted on passed with nine in favor and one opposed (McKibben).

TECH DEPARTMENT: Ted Cradlebaugh reported somebody sent him a question asking if in 206 if the black wire is legal on our class structure this year. Aaron Banfield responded original seal without the black wire is not. Ray McKibben stated it is 100% legal; black wire and orange seal; they are not making any changes for 2021 regarding the seal. Brian Schroeder said one thing to consider is we have everyone go over the scale after every heat race and every final and sometimes those races back up onto the track and we have to wait for all of the people to move off. He said it is just a thought that maybe tech could sporadically take just the top five and roll those over the scale and have everybody else skip the scale; it doesn't have to be every race day; could be one heat here and one heat there; it is just a thought he had to kind of speed up a little bit more of the day. Cradlebaugh responded that if he was slow, he would get light to get it up to sixth. Schroeder responded his point is you have two heats and it doesn't necessarily have to be the first one or second one and it is up to tech to decide. Banfield responded from running race days he has thought about that in the past and we have a process that everyone is used to. He discussed if he was running 17th in 206 and a racer took off lead to be ahead, he would be upset. Banfield explained there are only a couple of classes and our pit steward can usually get them down below the line pretty quick. Cradlebaugh said he hopes we run into that problem where we have too many karts and if there are classes, we have issues with, the scale worker will have to get them moved out quicker. He further stated he thinks you would open up to people running light. Don Boles said you can mention it in the drivers meeting too. McKibben stated if we do end up with very large classes, he thinks it would be a good idea giving tech and the pit steward that flexibility; it would have to be random so nobody can pick up on whether they are getting scaled or not. Cradlebaugh replied in the driver's meeting we just have to let the larger classes know to come in two-by-two and fill the pit lane up and use common sense there. Banfield added we don't need to look at that change right now because we have been successful at getting them down; that is an idea we can look at if we get to that point. He further stated he sees a lot more problems that it causes with people saying they didn't think they had to scale and could make things a lot worse in the meantime.

TECHNOLOGY: No report.

TRACK IMPROVEMENT COMMITTEE: Ted Cradlebaugh said with the weather breaking, we have to start thinking about what we want to do to the track itself. Ray McKibben reported he sent a list to Aaron Banfield and copied Lynda Coombs for clean-up day. Banfield replied we have that on the agenda further down. McKibben explained he and Banfield are gong to get together on that and

include Ted Cradlebaugh. McKibben discussed some radio channels not working and said he spoke with a repair person who provided a cost of \$65 per radio for labor. He stated he thinks there are four or five radios not working correctly and they can be checked but he does not feel comfortable doing all of the radios at \$65 each. Banfield replied we have to check them to see which channels they work on and every radio needs to be able to work on channel one and two. Dylan Cradlebaugh explained we never had an issue with channel two until we changed the antennas at the end of the year. McKibben noted that was when he went to the short antennas. Banfield responded the antenna should not affect the frequency but it could reset the radio. Dylan Cradlebaugh explained there have been issues with some of the headsets also. McKibben, seconded by Banfield, made a motion to appropriate up to \$1,000 for radio repairs, headsets, and miscellaneous items. Brian Schroeder said he would like to have a few extra headsets if within the dollar amount. Lynda Coombs added she would like for there to be a couple of radios and batteries in reserve as there were issues last year. Josh Johnson suggested the \$500 donation that was provided go toward these items. The motion was voted on and passed unanimously.

SWAP MEET: Scott Golladay explained after the Swap Meet, we gave the Roberts Centre a heads up to at least hold our date for February 5, 2022 which they agreed to do. They told him if anybody else tries to request that date, we would get a three-day period where we could get back to them and let them know and lock ourselves in. That was over a week ago and somebody approached the Roberts Centre and wants to rent out the entire event center. They have agreed to hold it until tomorrow if he gives them an answer whether or not we are committed to coming back in 2022. Aaron Banfield, seconded by Ray McKibben, made a motion to commit to the Roberts Centre for 2022 for a deposit to lock that date in. Don Boles suggested we be looking forward to 2023. The motion was voted on and passed unanimously. Golladay said he is looking for some volunteers for next year's Swap Meet with duties to be assigned later. He reported Josh Johnson, Gary Osterholt, and Brian Schroeder will be helping out but they could use another volunteer for the committee when they start up in a couple of months. Ray McKibben said he will be there as usual. Banfield extended thanks to Golladay, Johnson, Osterholt, Schroeder, and a long list of other people involved for what they did in this year of COVID. He said they deserve a standing ovation and a round of applause to which Lynda Coombs agreed. Golladay discussed the increase in new, first-time vendors; that we were heavy on used equipment and could have had more new but it could be the opposite next year. Banfield explained there were supply issues in the dirt world for tires this year. He said every vendor he spoke with was happy. Lynda Coombs reported there were quite a few people who stopped at the OVKA booth who were thrilled the event took place. McKibben discussed advertising who is going to be in attendance.

MARKETING COMMITTEE: Bruce Wyke reported he and Lynda Coombs will be mining last year's race entries for those non-member racers and we are going to have a campaign to reach out to all of those to talk about what we did right and what we did wrong and what their plans are this year. He explained we would like throughout the year that anytime a non-member racer signs a registration form, we visit with them that day and develop some of that relationship. Ray McKibben noted since we are saving dollars from not going to the Cavalcade Show this year, if we need to bolster what Wyke and Coombs are trying to do, we have some funds there if you think of an idea that might cost something, not hesitate to bring that before the board. Wyke responded he does not think we are at a point where we are ready to leverage dollars and cents yet. He explained we are going to be working with some of the customer base at Full Throttle and he believes that is a huge opportunity to invite people to the club if we pay for their pit passes and let them shadow a racer for the day and see what it is like. Wyke said he thinks there is power there and he would welcome any of those discussions down the road. Don Boles suggested using a list of people from last year, offer them one or two race entries; they would have to pay their insurance. Wyke shared about some visiting Cadet racers last

year that we could have stopped by their pit to make sure things were being handled the way they wanted or what we did right. McKibben reported they were impressed with what we did and not sure if they committed to coming back this year. Wyke will be collecting last year's registration information for non-member racers. He asked what was collected from the booth at the Swap Meet. Boles responded we gave out flyers and brochures. Banfield said unless you were buying a membership, we did not collect information and we should have a form there to ask for that. Johnson reported Golladay has the information from the people who went to the classes. Coombs reported five brand new memberships were taken in at the Swap Meet and today she received another one. Brian Schroeder suggested putting information on Facebook about the classes we are running by age group. Banfield will talk with Michael Lewis about getting posts set up. Wyke said it could be the top five over the course of time between races. Banfield said that is a great idea. Wyke said if anybody has anything they would like to work through, please don't hesitate to reach out. Dan Fiehrer said he thinks the KA Heavy/Masters class is real limited with a lot of other clubs we compete with and if we could highlight that on Facebook and make it shareable, that could attract some heavier or older guys. He stated last year he thinks some people were hesitant to run trying to make a weight of 360 pounds but now we have a Heavy/Masters class that will be at 390 and he thinks that's going to raise some numbers this year. Emerson D'Agostino added he thinks with Yamaha as well; he knows a lot of people want to run the pipe with Yamaha and we are one of the few clubs to do that. Boles added he thinks pushing Karting 101 would be good. Rob Neuzel suggested offering free passes to the top five places in the leagues at Full Throttle to come to OVKA as incentive. Banfield replied he would have to think about that as he is always hesitant putting any prizes on finishing positions as you can get a lot of conflict. He explained in the past when people have wanted to sponsor an event, they have always said random draw. Neuzel replied you don't tell them until after they finish; he is just trying to think of ways to promote. Banfield explained weekends at Full Throttle are busy right now and if we want to set up a booth for a Saturday, we have to have people who want to come down and work it. McKibben told Wyke we need to promote our three-night race series for those who want to enter only a few races. Rainer Pansch said for people who do not normally subscribe to OVKA on Facebook, he thinks we would be able to hit a lot of other people through KartParts1. McKibben reported he used to get a weekly email but he does not think it is being pushed anymore. McKibben manages the OVKA classifieds and keeps it pretty strict to selling kart parts for karts only and minimizes any discussions on there so we can keep it clean and not have any issues there in the same way as the OVKA Facebook page. Pansch said we are selling memberships; it reaches people that don't normally subscribe to us and it is media. McKibben said if the guys want that to happen on there, just submit it to him by one person authorized to do that and he will keep the conversation to a minimum so it does not turn into a bash fest.

OLD BUSINESS:

HOOSIER TIRES: Aaron Banfield said we have three options for tires in front of us currently with the tire contract; option one would be to do nothing which he does not think is a good option which he does not recommend; option two, Hoosier has offered a one-year extension on current terms that we could choose to sign and extend and stay with Hoosier one additional year, or option three is we can do an RFP to the tire manufacturers and go through a testing process. He explained he has a test plan here; two weeks ago, we met with several members from the club and walked through several ideas, but the first decision here is do we want to do an RFP or do we want to extend the Hoosier offer for one more year. Don Boles replied he thinks we ought to extend for one more year. Brian Schroeder said he votes to stick with Hoosier; he does not think it would be wise to be jumping back and forth after just a year or two. Ted Cradlebaugh stated it wouldn't hurt to contact the other tire manufacturers and see what kind of a contract they are willing to offer. He said as far as your tires, he does not think they vary in times at all; you can look at Derrick Hughes's testing from a couple years ago and all the tires were so close, it did not matter. Cradlebaugh stated if a tire manufacturer

would like to offer a larger contract for us, he suggests looking at it. Banfield explained the only way to get offers is to do an REP which potentially takes the Hoosier contract off the table and they are going to submit a new RFP and he needs direction from this board. Ray McKibben explained Keith Freber has offered to come to the track to work with us on some of the people who were having tire issues and we have yet to utilize this. Banfield replied that is a part of the contract and they did it last year without notification and it is a huge benefit. McKibben asked if we have set that date yet for the karters to which Banfield replied no. Boles said if we are wanting to do this we have to think about next year, not this year. Banfield explained this would be for the 2022 season but if we are wanting to do a test, he wants to start that process now so we are not rushed and it's not a mad dash. He further stated the last time we did a test, there was a lot of effort put into it. He wants to make sure we are taking our time, planning this out, and doing everything we can to maximize the results for our racers and for the club as a whole. Boles explained he was in charge the last time we did a test and it was good; we could have gone a little more in depth but it was good as a whole. Banfield discussed how good our numbers were last year. He explained the one-year extension would be the same as what we have right now. Bruce Wyke said if we simply renew then no need for tire test; no need to go back to the members and say we heard you, we know the tires are wearing out, we decided that we're just going to stay with Hoosier; what do we say? He further stated if we put out an RFP, we'll get the tire test; at least the guys will say, okay you're right, the Hoosiers were as good as the MGs or Vegas or whatever the thought will be. Boles said the only way to test the tires is actually on a race day condition. Wyke replied however it is tested, that's not the point; if we renew for another year, the tire test is off the table. Banfield responded it is pushed back a year and his personal feeling is the tire test isn't going to necessarily get us a lot and there is enough knowledge to say the Hoosiers, MGs, Vegas, are all going to have their pros and cons. He said from listening to Freber, a big part of the wear issues that people were citing came down to setup issues and if we switch tires, you have to go through that same learning curve of how do you set the kart up for that tire. To answer Wyke's question of if we extend the contact, what do we tell the members; that yes, we listened to input, we've talked to the manufacturer, and if we made that decision, at the time we think this is the best decision of the club as a whole and the membership. Banfield further stated changing tires is tough; there's a lot of learning and a lot of practice that you've got to do to change tires and get that change correct. McKibben said he is going to go back to those people who had issues; get a date set with Freber so at the very minimum get those karters in front of him at the track. He reported Freber helped him and others under his tent make adjustments; they had tire wear go away because they utilized his expertise. Wyke said everybody's going to be able to get better on a Hoosier or MG tires if you race it and work with it. He said everybody in the 100cc class is going to know that after two races you're bolting on new skin if you want that four or five tenths; if the qualifying bump is what we saw with other tires, it just seems like the open, up-and-up thing would be to have a test with today's tires. Boles said we had people put on new tires every week no matter what and he does not think it is going to be any different. He further stated if you're going two race days on a set of tires, there is something wrong; your setup is not right or something. Wyke replied what they want is a more economical tire that lasts more than one race. Boles said he thinks the Hoosiers will and he thinks the setup is not right. McKibben stated for a more economical tire, Freber told us to go to the harder compound; you're going to lose speed but the tires will last longer. Pansch asked if with the tire we have, does anyone believe it affects our attendance. McKibben explained when we were on Bridgestone or Dunlops, tires were not the deciding issue; it's the show that we put on. Boles added he believes we will let them run whatever tire they put on one time. Following discussion of what tires other tracks are running, Don Boles made a motion that we take this contact for another year. The motion was seconded by Ray McKibben and passed with seven in favor and three opposed (Johnson, Wyke, Cradlebaugh). Banfield will contact Freber and sign the one-year extension. If there are any changes, he will not change it and will bring it back to the board. Mark Heber asked if there is the possibility of examining the compound. Banfield replied yes, as long as

they are Hoosier tires, Freber does not care what compound we run; that is an internal club decision only. Heber asked what we need to do to have that conversation. Banfield replied we have had the conversation a couple of times and had Freber on there and asked Heber what he would like to talk about. Heber replied there was some conversation about increasing the longevity of the tire and he thinks we might have the best of both worlds if we examine the compound. Pat Slattery reported a driver had tested the harder compound in a race and he hated it because he was getting killed in the race. Banfield said he is happy to ask Freber about sending us some harder compound tires to test. McKibben suggested if Banfield gets some R70s or R80s, it would be nice to find a racer with a higher horsepower engine that's not running for points yet is a skilled racer. Banfield replied he would think if we are going to do that, we have got to get three or four sets and have three or four people racing on the track together to get an idea on that. After contacting Freber, Banfield will reach out to Wyke, McKibben, and Ted Cradlebaugh about organizing testing. Slattery added you have got to take into consideration what a harder tire is going to do to a lot of our chasses; they're not going to be able to handle it; you're going to have to get a different kart if you want to be competitive.

TRANSPONDERS / DECODER: Brian Schroeder noted at the last meeting somebody had offered transponders to the club. He had reached out to TJ at MyLaps several times in the last year or so wanting to inquire about the replacement of any damaged transponders, as well as purchasing additional transponders if we so chose to. A while back it was told to him, they would replace any of the defective transponders in that we are a club and to help us out. Schroeder provided pricing for the purchase of ten new transponders and pricing for replacements for any defective or damaged ones. They also mentioned they would like to come to our track this upcoming year and see what is going on and if there is anything, they can help us with. McKibben replied he gave Schroeder pictures of the damaged units and Gary Gregg had dead batteries fixed on the ones whose batteries were dying prematurely. Aaron Banfield asked if they will repair or replace the transponders to which Schroeder replied we would receive brand new ones. Schroeder asked if we should purchase any and if so, how many. He said if we are going to, this is the proper time to do so with this offer. McKibben said there are five that are bad and/or broken. Rainer Pansch asked what percentage we rent out to which McKibben replied about 70% average. Banfield said he appreciates the research and thinks we should sit tight and get into the season and see where we are at. Boles said he thinks it would be a good idea to get the five replaced. Lynda Coombs asked if the transponders have been gone through to which Banfield explained he has gone through about half of them. Rick Coombs asked about looking at replacing the ones with broken tabs as he thinks we have more of them. McKibben reported a cradle design is being finalized for those. Schroeder said it looks like we have five that are non-functional right now and will not work at all. Brian Schroeder made a motion to replace the five damaged transponders with new TR2 transponders and appropriate \$1,200. The motion was seconded by Bruce Wyke and passed with nine in favor and one opposed (Johnson).

BYLAWS: Aaron Banfield explained there will a bylaws workgroup at 7:00 p.m. on Tuesday, March 16, 2021, on the same Zoom link. He strongly encouraged every board member to try to make time to be there as this has a big impact on the entire club. He further stated it is important that we are all there to participate and be actively engaged. Banfield will provide the online link to those who need it. Any member of the club is welcome to participate. Banfield said he does not anticipate getting through it in one single pass. He explained the process is once the board has voted on what we believe are the updates, those updates will then be sent to the lawyers who will review them and either accept them or say no. If they accept them, they will be implemented. If they say no then the board will have to look at their recommendations for changes and what they don't like. Ray McKibben suggested any proposed change be emailed before the meeting so it is not a last-minute decision so that way, we have time to prepare and think it through because as we have learned from Rules Committee, wording is everything. Banfield replied any changes that we make, we will

probably discuss and not vote on those at that meeting because he wants us to take time and get it right. Banfield said as Brian Schroeder has rightly pointed out, it is a good thing for the board to look at every year. McKibben asked if there are any changes currently being proposed. Lynda Coombs replied the one from last month about that was mentioned by one of our members with respect to having to be a member the year before and the year of in order to be able to vote. Banfield added McKibben had mentioned previously getting the schedule out earlier; we have to figure out the wording and how we want to do that.

CLEAN-UP DAY: Aaron Banfield reported clean-up day is going to be at 10:00 a.m. on Saturday, March 27, 2021. He noted Ray McKibben has sent him a list of things we need to do and Banfield has at least three things to add to it. McKibben asked if we need to appropriate funds. Brian Schroeder said the scale house needs to be reskinned and leveled. Banfield said he still has the concrete curbs for that. Schroeder said he believes we should allocate funds for paint. McKibben said we have an account at Sherwin Williams. Banfield made a motion to appropriate up to \$1,500 for supplies needed for the 2021 clean-up day being held at 10:00 a.m. on March 27. The motion was seconded by Rick Coombs and passed unanimously. Schroeder asked that it be posted on our Facebook site and website that the track will be closed while we are cleaning up.

WORKER POSITIONS: Dylan Cradlebaugh reported he has the on-track worker positions filled. Josh Werner will be making a comeback as head flagman and Tyler Able will be assistant race director/pit steward. Ray McKibben asked who is our tech team to which Banfield replied we are still working on that.

NEW BUSINESS/OPEN DISCUSSION:

RACING4VETS: On behalf of Racing4Vets, Rainer Pansch made a motion to provide Racing4Vets with five entries, a pit spot, and the standard sponsorship package as last year. The motion was seconded by Aaron Banfield and passed unanimously. Pansch extended thanks to board.

SOCIAL DISTANCING/MASKS: Aaron Banfield reported he was asked by a member what our policy about social distancing and mask wearing will be for 2021. Banfield said COVID will continue to be something that we are dealing with throughout the season. We will continue to require masks in tech and in registration. We will continue to highly encourage members to social distance, keep that space between them, and ask all of our members to be very respectful of that. Ted Cradlebaugh asked if the restrooms and the watchtower will be open. Banfield replied he was told the restrooms will be open. He is not sure about the watchtower and will check. Don Boles reported he was told today the restrooms will not be open for any event. Banfield said the bathrooms are very nice to have especially with the showers; we are guests at that facility and he will talk to the Gregg family to find out what the ruling on this is. Cradlebaugh said if they are going to be open, we might need to look at cleaning them up and painting them. Pat Slattery asked if masks are to be used at meetings. Banfield replied yes, anywhere we are together in a group, we are going to highly encourage masks. Until the CDC and state government change that policy, it is in our best interest to absolutely follow those policies. Rob Neuzel asked if we are looking at putting a speaker on the back infield for driver's meetings so people can hear. Ray McKibben replied that is very easy to do by directing a speaker. Rainer Pansch asked if there is a big lag on the FM broadcast of that. McKibben explained there is going to be some lag with any kind of transmitter that you broadcast on and there is nothing much we can do with that.

SHOWS & PROMOTIONS (CONTINUED): Brian Schroeder reported he received a response back from Cavalcade of Customs and they will tear up our contract. Schroeder asked if it is known if the

check we issued was deposited. Lynda Coombs explained the bank statements go to the treasurer. Schroeder will follow up on this and request that that the money be returned.

ADJOURNMENT TO EXECUTIVE SESSION: Aaron Banfield, seconded by Ray McKibben, motioned to adjourn to executive session at 8:55 p.m. Motion carried.

EXECUTIVE SESSION: Discussion of member recognition.

ADJOURNMENT: Aaron Banfield, seconded by Ray McKibben, motioned to adjourn executive session at 9:03 p.m. Motion carried.

UPCOMING MEETINGS / EVENTS:

- By-laws Meeting – 7:00 p.m., Tuesday, March 16, 2021 (link on OVKA website)
- OVKA Clean-Up Day – 10:00 a.m., Saturday, March 27, 2021
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, April 6, 2021 (link on OVKA website)
- Karting 101 – Saturday, April 10, 2021; gates open at 7:00 a.m.

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Talk with Michael Lewis about Facebook marketing, sign one-year tire contract, request harder compound tires to test, check on access to restrooms.
- Ray McKibben – Redirect speaker to infield.
- Brian Schroeder – Obtain invoice for volunteer gifts, reach out about refund for Cavalcade of Customs Show payment.

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

MEMBERS / VISITORS PRESENT: R. Beaman, L. Coombs, D. Cradlebaugh, E. D’Agostino, D. Fiehrer, M. Heber, R. Neuzel, V. Oatts, R. Pansch, D. Schroeder, and P. Slattery.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 3/26/2021