

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, APRIL 6, 2021**

CALL TO ORDER: President Aaron Banfield called the meeting to order at 7:01 p.m. via Zoom and welcomed everyone.

SECRETARY'S REPORT: Lynda Coombs made a motion to accept the March 2, 2021 board meeting minutes as published. The motion was seconded by Aaron Banfield and passed unanimously.

TREASURER'S REPORT: On behalf of treasurer Jason Gregg, Lynda Coombs provided bank balances. Aaron Banfield discussed monies due to the track owner and explained Gary Gregg is working on completing last season and further back for us. Coombs reported Shelley Powers informed her the Brethren Church returned our \$1,000 donation as they no longer have a food pantry. She raised the question whether the board would want to leave the money sit or reallocate it another organization. Ray McKibben said he would like to see us split the money between Gratis EMS and the DARF association. Aaron Banfield responded he agrees the money was collected as a charitable donation and he likes the idea of standing behind that; the money was not club money anyway and we need to stand behind that. Brian Schroeder asked if we have anybody else in Camden, like the police department or another place. Cradlebaugh said he likes giving it to Camden. Schroeder suggested we look at this and come back to it next month to which McKibben agreed.

COMMITTEE REPORTS:

SHOWS & PROMOTIONS: Brian Schroeder reported we will get all the money back we paid for the Cavalcade of Customs Show. He said he wants to look into some Fourth of July parades to get karts into. Don Boles reported he has not heard from DARF about the Piqua Show. Aaron Banfield said it will be interesting to see what show opportunities we have again this year and having been in several other states the past few days, Ohio is doing pretty good.

SPONSORSHIP / PIT SPOTS: Josh Johnson said this year we raised the entry fee price from \$35 to \$40 but did not change that on sponsorship. He asked if the board wants to raise the sponsorships to make the profit we were making which he reviewed. Ray McKibben asked if we brought that up when we discussed raising the fees; he thought sponsorship was part of that and maybe it did not get implemented. Johnson replied he does not remember having a discussion about that to which Lynda Coombs agreed. Coombs stated she does not recall that having been discussed; that she had brought up entry fees, but she could be mistaken. Aaron Banfield agreed with Johnson and Coombs. McKibben asked who all have paid for a full year. Coombs reported she has nine listed. McKibben explained Sunbelt Rental is a sponsor again this year in the same way as last year which Coombs said she was not aware they had renewed. Don Boles said for people who already paid for sponsorships, they need to stay at that price and any future ones need to be raised. Ted Cradlebaugh said he agrees with Boles and suggested to keep it the same way this year and change it next year. Banfield agreed and noted it is printed in the rulebook and moving forward, it should be adjusted. Coombs asked for clarification about the sponsorship level for Sunbelt Rental. Banfield said it would be recognition; a level one. Bruce Wyke asked for sponsors who don't race and don't ever come across the gate, aren't you making profit by them paying per year in full up front and asked if insurance is utilized. Coombs said there is a fee per armband for insurance and explained for level one sponsors, there is no money exchanged; they provide services as payment in lieu. Wyke asked if for those sponsors that do race, isn't there value in having them pay a year up front; potentially that's what they have done. He said there is profitability already built in for those guys pay for a

whole year of racing up front. Banfield responded he agrees with Wyke and there are a lot of those sponsors that don't necessarily use the pit spot, the booth, and banquet entry. He further stated Wyke's point is right, there is value in having that. Banfield said he does not know when the last time was we adjusted the sponsorship levels; he guesses it has been quite a while. He stated he thinks there is value and we appreciate those sponsors. He added it is fair to say if it has been ten years and we haven't adjusted the cost, is that something worth looking at? Banfield said he agrees with Cradlebaugh that we shouldn't be talking about this this season; if we want to table that and have more conversation about the future, we have lots of time on that. McKibben said some of the benefits of being a sponsor if you're a business, you get that write-off so they are getting more than the value. Banfield responded that is a misnomer; we are not a charity, we are a not-for-profit, not a non-profit. He explained they do recognize it as an advertisement expense but it is not a write-off. He explained when people come to him and ask for donations, people assume it means the government is giving a 100% reimbursement; that is not the case at all; that's not a fair description for our sponsors. McKibben said he did not realize that and Banfield gave the most information on it that we have heard from a business owner. Banfield replied there are a lot of benefits for businesses to sponsor with the club but none of them he feels are really monetarily. The businesses that benefit monetarily from us are the ones who have their billboards up and get calls for pizza deliveries. Others sponsor largely because they love the club and have a passion for what we do and want to support that and he applauds every one of them for it. McKibben thanked Banfield for sharing this. Johnson shared the sponsorship page and raised the question whether the billboards and banner pricing may be backwards with \$50 for billboards plus the cost of graphics and installation, \$100 for a banner, or \$200 for three banners. Coombs explained she went back a number of years and found it has been that way for some time. Banfield said it strikes him as being backwards; both have a cost for the sponsor to produce. He noted the banners are a lot cheaper to produce and the billboards are up year-round. Banfield said he does not know what the appropriate level of cost is but he does agree with Johnson's point. Johnson asked what the cost of installation is. McKibben replied he puts them up and it is a good thing to get clarified. He reported a member approached him about it and we need to have a little bit more information on the billboard and materials and letting them know they have to go out on their own. McKibben further stated saying plus cost of graphics and installation leads them to believe we have that information about the graphics. Banfield said he agrees and asked if he came with four by eight banner of vinyl, would we put that up. McKibben said yes, the onus is on you as to the materials and how long it will last and the cost reflects on materials. Banfield suggested bumping the billboard up to \$150 for the year but not this year; he does not have a problem tabling this one and he thinks that is not excessive at all. Johnson asked if a banner would be \$100 to which Banfield said yes. Boles noted we have already published the prices for this year to which Banfield said he thinks this all should be done for next season. McKibben raised the question whether this would be a Rules Committee or underneath the board meeting for October. Banfield replied he thinks it is financial. Michael Lewis said it is a board decision, not a Rules Committee decision in his opinion and should be part of the new upcoming year, let's say November or December board meeting, to start talking about forms we want to update and change for the following season. Banfield said he'd like to throw a challenge on that; let's not wait until then. He said we don't have to have this conversation tonight; as a board, let's take the time to look at this and think about it; if someone wants to do some research, then we have that opportunity. Banfield explained every year we're talking 10:30 or 11:00 o'clock board meetings and suggested covering this throughout the year. Lynda Coombs said there has been talk in years past that it would be nice if we could have people we could refer to for graphics and at one time someone within the club said they could do graphics. Banfield suggested Hotlhaus Lackner Signs as a reference as someone who could be called for a four by eight banner. Johnson asked if the series sponsor for \$4,500 is relevant right now with our tire sponsor or does it need to be reworded or go away. Boles replied he does not think anyone has tried to find a sponsor like that. Banfield said this is going back historically and raised the question if

he came and said he wants to be a series sponsor and wants to use his oil, does this mean for \$4,500 the club is going to stop using Redline, Motul, and everything and switch. McKibben responded Banfield's situation did come up before the board one time when we had a member upset about something we were going to use and said he would stroke a check right now for \$4,500 and the president at the time said no, we won't accept that. McKibben said we need to add language that series sponsor is upon board approval because we've had people that didn't like something and said they will be the series sponsor and get their way; that is literally how it came across and was shut down quickly. Banfield said he would think we would rewrite that and the dollar amount should be dependent on what those terms of that sponsorship are; for example, the Hoosier contract that we're currently under, that dollar amount is not appropriate, but largely they are getting the benefit of that series sponsorship. McKibben suggested the language be changed to where it comes for board approval and the dollar amount removed. Banfield asked Johnson to take a swipe at rewriting that section and bring to the board next month. Johnson explained this year and prior years when we start to sell pit spots, a dozen or so people every year ask if they can buy all of the races at one time without buying a sponsorship because it does not benefit them to spend \$1,150 if they can only just pay for all of the races at one time. Johnson said he talked with Lynda Coombs about how we can do that to see if we can make some of our club members happy with that and he thinks that we came up with something. Coombs explained currently the way that can be accomplished if the board wanted to start this weekend, it would have to be done online, someone can pre-pay, they can enter every single race for the entire season, and would incur a 5% surcharge to cover the cost of the credit card fee, as well as the provider's administrative fee. She further stated the software is not set up right now to run a credit balance where you would enter the full amount that was paid and each subsequent entry would count it down but it can be changed. Coombs reported she is not sure when our software provider can have that change completed and is waiting to hear back. She further stated if anybody wants to do it, they can just go ahead and do it. In talking with Johnson, Coombs said the intent would be not to offer any refunds. She said if people are going to write checks, pay cash, or pay at the track by credit card, it is not going to be ready for this weekend to run a credit balance, it would all have to be tracked manually until such time as the software provider can make software changes for this to take place at the track. Michael Lewis said he thinks it is a great idea; with his systems analyst data background trying to implement that, dropping it in on the tower on race day is probably not the best way to go. He added he thinks it needs to be tested out and run a couple of times before we actually have registration go live with it. Brian Schroeder said he hates to say it but he thinks this is another area that we should possibly hold off until next year. He added he thinks we also should include one wristband in with that, not for free, but if they're going to pay for racing, they also need a wristband so that needs to be added in there. Banfield replied we have to be aware there is a lot of communication, a lot of moving parts right now; Elaine Gregg takes care of that upstairs; there's work to be done there. He said he talked with Lynda Coombs and Johnson yesterday and he thinks we test it; he wants to see that stuff balance on Saturday and Sunday. Banfield said for those of you that have not ever been up in the tower when things don't balance, it is challenging. He said he wants to verify that that works; he believes our provider when she says it; he'd like to see it before we talk about it publicly and people say they like that and are going to do that. Banfield stated he agrees with Schroeder; we are late in the game to get that done this season in his opinion. He added we've got 101 and race one this weekend; we're going to have a stellar season but there's a lot of work the tower does and he's not intentionally kicking everything down the road. Banfield suggested getting five or six races in; let's have that conversation and take our time with it and understand all those things and the reality is if we're going to add things on, we've got to find more people that want to volunteer at the track. He further stated the club's finances are very important and we have been very fortunate that Travis Gregg has taken care of the taxes; that is complicated, there's a lot of paperwork there, we need to make sure we continue to balance and it's tight. Boles said it's a small step but there are a lot of procedures you've got to go through to make

sure everything comes out in the end. McKibben said you have got to have clear language on the online part too that there are no refunds for whatever reason; as we ended up last year and were short and went to thirteen races versus fourteen. Banfield discussed some of his experiences with credit card disputes. Johnson displayed a pit spot map and reported he added nine more pit spots. He said we only have four pit spots left and everything else is sold out and noted up until the cattle gate is open which is how Shelley Powers wants it. He reviewed spots that will potentially be sold the first day and asked if we want to continue to make pit spots or should we cut it off at 145 pit spots. Boles replied you're going to have to leave some for people that are non-payable. Banfield asked Boles what we used to do when we had 200 and 300 entries. Boles replied we have never sold this many pit spots; this is the most we have ever had. Lynda Coombs explained it used to be the policy we only sold the amount of pit spots that covered the cost of the ambulance. McKibben said the other issue you're going to face is we have got to have space for people to park their cars and the guys that are there for just a race or two need a spot to be able to go to easily so we need to keep adequate enough free spots. Banfield responded let me play devil's advocate with you there; he agrees it's really great to have free spots but if he decides he's a new racer and wants to come out and run a season with you and every week he does not have a home, he'd rather take care of that person that wants to be out there the whole season than the possibility of that guy who might show up. Banfield said he thought the policy was that any pit spot could be turned into a permanent spot for \$100. McKibben responded Banfield is correct; there are two sides and he wants that guy who is going to be there for fourteen races and say here's your spot. Ted Cradlebaugh raised the question whether people could park their cars in the lawnmower pull area. Banfield said no if it's wet. Johnson added there is no parking there. Banfield asked Johnson what Gregg said. Johnson reported Gregg suggested to open the cattle gate up and people can park in the pasture. Schroeder asked if the yellow grass area near the concession stand could be utilized if somebody shows up with a pickup truck or open-bed trailer; he thinks we could squeeze them in the grass area. He also asked what the possibility is we could add two or three more payable spots in the grass area by the garages. Banfield responded if you are going to do that, Whiteland and other tracks with garages have a policy that you can't set canopies up and if you did that, that asphalt right there would have to be kept open for karts and everything. If you are in a garage, you have to sort of work in your garage and be courteous. He doesn't think that would be a problem; we just have to inform them. McKibben discussed how people park their cars there, pull their stuff out because the garages get extremely hot, and use the grass area there. Banfield responded if we went that route, we have got to make sure we keep a clear, accessible path. Boles said we could also use that for the person with a pickup truck or van to park in. Schroeder said his fear this weekend is a lot of people could show up and they are not aware they could have rented a spot. He suggested we have them park somewhere else, maybe out in the gravel before the wristband area. Schroeder added we don't know yet how many people we are going to have first race and it could be an absolute nightmare if people drop their trailers that have a spot and park in the blue. McKibben said we have the cow pasture for people to use. Schroeder asked if there are cows in it to which McKibben replied no, not at this time. Boles noted the area hasn't been mowed. Johnson reported he talked with Gary Gregg and Shelley Powers about parking and they suggested up front in the grass along the road and they could also line the track; there is parking available outside that will be a little bit of a walk. Schroeder responded that's fine; he thinks it needs to be clearly marked as we are going to all be occupied and won't have someone designated to park people. McKibben explained he does not plan on racing this weekend and Johnson can call on him and tell him where to send them. Bruce Wyke asked where we want people to put their tow vehicle. Johnson replied in the blue area. Banfield explained if you have room in your pit spot for your tow vehicle, you can leave it in your pit spot. He doesn't think what we're saying is we're going to go ask people to disconnect and pull their trucks out; it's where are we parking those vehicles if I have a forty-foot trailer and a forty-foot pit spot, I've got to drop my trailer and move my tow vehicles. Banfield said he would think it would be all the areas that Johnson

highlighted as car areas which could be out in the pasture or out in the gravel. He said he is more concerned if we have ten racers that show up with trailers that don't have reserved pit spots, where are we putting those individuals if we have a bunch of cars in that blue free parking area? Wyke said there are certainly going to be people that are going to have to park tow vehicles; Banfield harped on that all last year about moving them out of other people's pits. Wyke further stated this year there are going to be a lot more people in the pits and we need places for the racer's tow vehicles; the blue area is fine but it could full; there could be a lot of people parking tow vehicles there. Banfield asked Johnson if he has an answer to Wyke's question. Johnson replied he does not have an answer where to put these guys; it's a good problem to have but it is going to be a problem as there is going to be a lot of people there. Schroeder said he understands what Wyke is saying and he is in agreement. He would like to not see personal vehicles parked in the blue area; he would like that held off for the people that are going to be showing up that we are not expecting with a go-kart, pickup truck, or small trailer; they should have the right to the blue area. Schroeder added out in the gravel area would be a great place for tow vehicles or spectators and he wonders if it would be easier to grab a can of white or black spray paint and spray it on the ground this weekend and designate parking spots. He said he doesn't mind doing it and will get with Shelley Powers and it's going to go away after time; it's not like it's permanent. Schroeder said his thought is we get spectators out in the gravel and if you have a trailer, let's try to hold off that blue area for those folks. McKibben noted you also have the area where the staff parks by the tower. Boles stated the tractor pull area would be a great place to park tow vehicles. McKibben responded you do not want to park on the tractor pull area; they have worked hard to prep that surface. Banfield added there are also pit spots right in front of that that are paid pit spots that when those people are in there, those cars are hard to get out. He further stated he likes Schroeder's idea to keep the blue area for karting vehicles, small trailers for pit spots; the cow pasture is an option; he's never driven out there. McKibben reported there are good places where spectators can park by the entrance to turn one where we could even park someone with a trailer and their vehicle and said we have done that previously; they just have to come through the gate. Banfield said he is not going to make a motion; he is just looking for a consensus. His opinion is the blue area should be kept available for pit spots for people who are racing and direct all cars out to the gravel area, the cow pasture, or other appropriate parking spots we have discussed. Schroeder asked if he can take care of parking, get with Powers and figure out if we need to get grass mowed in the cow pasture and maybe another option is to paint some parking areas out in the gravel. Banfield and Johnson are okay with that. Boles said he thinks getting the cow pasture mowed is a good idea; that way it's easy to point people that way and gives them plenty of room to park. Banfield asked Schroeder to get with him once he has a conversation with Powers so it can be posted on Facebook and maybe a poster sign can be made to put on a race cone with a big arrow pointing over to the cow pasture. Rob Neuzel asked how will first timers know where free parking is and where to go but you answered that by doing a sign. He further stated when you pay for your pit pass, they are not going to ask you if you are a first-time visitor and to park along the fence down there and he does not know how they are going to know where to go. Johnson responded with that being said, he would like to eliminate pit spot number twenty-nine for people to come in, pull off, and stop then have someone come get him so people are not driving around with trailers. He said he wants to sacrifice this pit spot for that. Banfield asked who has that spot right now to which Johnson replied nobody. Banfield replied he agrees and said let's make some signs for free parking this way and pit spot check-in this way. Johnson stated he does not want cars of family members and friends parking here at all; it is pull off only to which Banfield agreed. Banfield asked Johnson to work with Schroeder about what needs to be posted on Facebook and said to let's talk with Powers in the morning and get that posted. Boles said instead of putting free parking on the sign, he suggests putting tow vehicles and visitors.

TECHNOLOGY: Michael Lewis said he will make a post about Karting 101 and the rule set for the Yamaha Masters formula pipe that he got from Ted Cradlebaugh as a tech update. Aaron Banfield asked Lewis to also get the information to Gary Osterholt so he can do a tech update on the OVKA website. Cradlebaugh said to make sure you eliminate the clutch engagement. Lewis replied so there is no recommended rule for clutch engagement to which Cradlebaugh said right. Lynda Coombs explained there has been a change to the opening time for the gate, as well as registration for Karting 101, and asked Lewis if he has that information. Lewis responded he does not. Banfield reported we are going to open the gates at 8:00 a.m. for the purchase of wristbands and open registration at 9:00 a.m. for just Karting 101, not race day.

NEW BUSINESS:

OVAL RACERS: Due to his schedule, Randy Landes requested this topic be advanced on the agenda to which Aaron Banfield agreed. Nick Hosteler explained they have a small oval track racing club based out of West Liberty, Ohio and run mostly dirt. He said they are inquiring about the possibility of coming down sometime this summer and maybe running a race on our oval. Banfield reported he got four phone calls on April 1st about that. Hosteler said they run mostly dirt but they can run pavement too. Banfield asked if they are looking to do this for multiple races or just go out and have a fun time. Hosteler replied no, it would probably be just one time during the summer; maybe once a year. Banfield asked if it is something they are wanting to do while we are there or on a non-race weekend when the club is not there and do a race with the facility. Hosteler responded whatever would work best for you guys. Brian Schroeder asked if anybody has been to the track and ran the oval at all. Hosteler replied not that he knows of. Banfield reported he has run the oval with offset karts. Don Boles stated he thinks we ought to welcome anytime we can to get karters there; some of these guys might switch over to asphalt with us. Banfield explained last year we looked at running oval because a lot of the oval dirt tracks were not running; we talked about that before COVID then obviously everything went sideways thanks to COVID19. He added he would look at entertaining it and explained Dylan Cradlebaugh is not on the call at this time. Banfield said he would like to talk to them with Dylan Cradlebaugh after we get through his weekend and take a look at how many run groups we're having and start to look at it; he is not opposed to giving it a try. He added if we look and say we don't think we can deliver a quality experience on one of the club's race days, if we can't make that happen, we find a way to get you guys out there racing at G & J; in his opinion it is the greatest track in the country with best track owners in the country. Ted Cradlebaugh asked how many karts he thinks they would have coming. Hosteler responded if everybody came, they would have close to twenty. He explained they have three classes: Junior Stock which is kids and they don't have very many; the Stock class is the biggest class with probably better than a dozen or so; and the Modified class currently has five. Ray McKibben asked if they would be handling their own tech to which Hosteler responded yes. Brian Schroeder asked what their race day format would consist of. Hosteler explained they run two heats and a feature and would be flexible to whatever works best for us; they understand they come to our facility and know they play the game by our rules. McKibben asked if they would be utilizing our registration process for entries and fees or would they be handling it themselves. Hosteler replied they could do it either way. McKibben asked if they would be doing their own safety to follow the insurance that we currently have. Banfield explained we have to look at that and talk through that; the most common example he can give is lead weight; we have got specific guidelines and if you guys are going to be on the track racing on a club date, we have got to follow those things to make sure the insurance things are covered. Banfield further stated some tech things like rear width of the kart, he does not necessarily think we care about that but the safety stuff such as lead weight, required helmet and neck collar, things like that; there is a hard line there that says if it is going to be on our race day, it has to follow our rules. Banfield asked if there is a chance Hosteler is going to be out at the track to visit this weekend or another time. Hosteler responded another time will be best to which Banfield agreed as we are going to be a little busy this

weekend. Schroeder asked how much time between each of the races. Hosteler explained they usually hot lap for an hour or so, have heat races, going through them pretty quick with all three classes, have a ten-minute lag, run the second round of heats then in twenty to thirty minutes run the features. Schroeder explained a normal race day for us is pretty tight but he knows we run some of the evening classes starting a little later in the day. He said if we mixed it in with an evening race, maybe we start an hour early and we have a break and maybe during that break, we fit your finals in and still give our workers some of a break. Schroeder explained Dylan Cradlebaugh is the race director and needs to be informed and needs to make a decision because it is his crew on the track and they are working their tails off for nine hours a day when they're helping us. He added he appreciates the information. Bruce Wyke asked what their average heat laps and finals are. Hosteler replied it depends on the length of the track. They normally run eight lap heats and maybe in the Modifieds, maybe a twenty-lap feature, in the Stocks maybe a fifteen lap, and maybe twelve in the Junior Stock. Their home track right now is slightly under a tenth mile and they run tracks as big as a seventh. Wyke asked what an approximate lap time is on their tenth. Hosteler replied for a Modified, about ten seconds. Banfield reported he and Dylan Cradlebaugh had some conversations about this. One of the things to take into consideration is in the oval racing when there is a caution, you're bunching the field back up; twenty laps times ten seconds. Wyke asked if they go back to last completed lap order and realign to which Hosteler replied yes. Banfield reported he and Dylan felt with experienced racers, they think they can get an oval heat done in similar time to what we do normally considering similar cautions. Ted Cradlebaugh said it might be a good idea for a night race to fit this thing in if you guys want to do that. Banfield stated he is excited about the idea of doing it; if we can't get it done with the club, he highly encourages Hosteler to talk to Gary Gregg and get out there another time. He further stated he thinks it is a good idea to look at a night race schedule and maybe we get you guys squeezed in the morning and have your final mixed with us. Hosteler explained their karts are a little different; they run turf tires; they hook up pretty good and hopefully they would on the asphalt. Banfield asked Hosteler to reach out to him as he would love to have more conversation about this. He said if Hosteler does this, he would potentially get quite a few more entries from the oval community around town. Hosteler said he appreciates the board's time and extended his thanks.

COMMITTEE REPORTS (continued):

TECH DEPARTMENT: Ted Cradlebaugh said the main thing is for Michael Lewis to get it on the website about the formula pipe and we are going to have to see how it works with the new class; and the same thing with the Juniors and the KA, VLR, and Yamaha. Bruce Wyke asked if we have any movement on a Tech Director. Aaron Banfield replied we have a gentleman with a long history of AKRA tech who has expressed interest and will be at race two. He is an AKRA certified official who we are going to get to know him this season before we hang that title on him. Banfield will be working with Ted Cradlebaugh, along with several other qualified individuals at Karting 101 and race one handling pre-tech to make sure that is going to get covered. Ray McKibben reported over the last several weeks, there have been a lot of new karters from the Introduction to Karting class at the Swap Meet. He has been discussing the safety aspect of lead weight with them. McKibben reported he explained to one guy with a huge chunk of weight who was planning on putting two bolts through it, that that's not safe and informed the person they need to melt them down into pucks and properly mount them. McKibben said he and Brian Schroeder talked about the maximum weight that can be hung on a seat verses the maximum weight you can mount on a frame. He said if you frame mount, he doesn't see a problem with more weight but on a seat, the issue he sees is if a kart gets into an impact, it cracks the seat and they're going down racing, then another wreck happens and that lead weight comes off. Michael Lewis stated in the rules he thinks it's two bolts for anything over seven pounds to which McKibben agreed. McKibben stated that is the problem; if he uses two bolts and puts fifteen pounds onto a fiberglass seat, there's an issue; it is not being properly spaced out.

McKibben said he is just trying to point it out; some of these kids have seventy pounds of lead on their kart and he just wants to be really mindful as he doesn't want to see a lead weight bouncing down the track. Banfield responded he thinks McKibben brings up a very valid point and will look at Ted Cradlebaugh to tell him if he has this wrong; we're going to be actively looking at every kart for safety and if there's a kart that has something that we deem unsafe, it may not be a popular decision but we are going to say this is unsafe and this is why. Banfield further stated we know safe when we see safe; we'll have that conversation; we will be pre-teching and doing tech in the scale lane as well this year and will be actively looking for that; safety is first and foremost. McKibben said he thinks like Lewis brought up, anything over seven pounds requires two bolts. He thinks we need to have a maximum amount of weight that can be mounted via two bolts onto a fiberglass seat; he thinks we really need to look at that. McKibben discussed half-moon circles developing on his seat with big washers. Banfield said he is not sure how other places handle it. McKibben said you have a five-pound or seven-pound bolt on one bolt and have a two-inch washer, he thinks that holds the weight adequately but when you double or even go over that seven pounds even with two bolts; some people are trying to mount fifteen pounds just on two bolts. He thinks we should go to a maximum of one solid piece of lead of maybe twelve pounds and they just have to melt it down and put it on the seat or frame mount. McKibben reported even on the Nitro karts, they have some really cool mounts where they are putting their lead on and it is very secure; it is actually on the frame. Rainer Pansch said a twelve-pound piece of lead is a huge chunk; he is trying to analyze it from a safety standpoint. Don Boles stated we have tech guys who are going to be checking these karts and know what is feasible and what is not. McKibben replied according to the rules, he can put a twenty-pound lead weight with two bolts on his fiberglass seat. Ted Cradlebaugh responded if he says that's not going to fly, that's not going to fly. Boles said so you're putting seven pounds on one bolt, so you double it, it's fourteen pounds. Cradlebaugh stated we will have to watch it; it's not hard to tell them to add another bolt. Banfield added it's a safety issue; he does not care if you bring the rulebook or whatever, we are not going to compromise on safety; period. McKibben explained he is only bringing it to attention because he has tried to get it through to a couple of karters, they really should not do that. Banfield asked McKibben to let him know who they are and he will watch for them and may reach out to them ahead to explain they are not going to take to the track with unsafe lead; we are not going to compromise safety. Schroeder asked if we could purchase some cans of white spray paint for this weekend for those folks who show up with weights that are not white. Banfield asked McKibben to obtain the paint. Wyke said you can put one wrap of white duct tape on them then you don't have to sit around and wait for them to dry.

TRACK IMPROVEMENT COMMITTEE: Ray McKibben reported a lot got done during cleanup day; the scale house got re-skinned, painting is going to be finished on the ticket booth, things are looking pretty good. Ted Cradlebaugh said a suggestion was made to paint the turtles a yellow, one color; he thinks it is a good idea; they need painted. Aaron Banfield replied he will get that done before midpoint of the season so they will be looking sharp for our annual Champ Race. Cradlebaugh asked that a sprayer be used rather than cans to which Banfield agreed. Don Boles said he expects the bathrooms to be opened maybe in June or sooner and we need to look at what needs to be done in them. Banfield replied he will try to get in there. Cradlebaugh said a crew should be put on them immediately to get them cleaned and painted. He added he does not understand why we cannot have a restroom for our club. Boles explained the track owner is following the recommendations of the Health Department. Banfield said he is going to stop this conversation right here; no matter how we feel about it, it is a facility decision; we have adequate bathrooms with the porta-potties and the track owner has always done a really good job and we have hand washing stations. Cradlebaugh said he agrees with that but they should not be open for another series like they were last year. Boles replied they were not. Banfield explained he has talked to Gary Gregg and Shelley Powers and they are actively working to give the best presentation to our racers and everyone that comes to our

facility that we are honored guests at. Boles reported they changed their supplier of the porta potties and they can pick up your waste right at your trailer; you have to let Powers know you want it done. McKibben asked if there is a fee involved to which Boles replied, yes, there is.

SWAP MEET: On behalf of Scott Golladay, Aaron Banfield reported the date for the 2022 Swap Meet is officially locked in.

MARKETING COMMITTEE: Lynda Coombs shared she has collected some information from last year of new racers and has more entries to go through. She explained the plan is at the conclusion of registration to copy the entry forms of new and visiting racers to provide to Wyke. Coombs reported she has started a spreadsheet. Ted Cradlebaugh said it would be great if during the race day, the information could be given to Aaron Banfield and someone could go visit them that day. Coombs replied we will have that completed after registration closes. Wyke thanked Coombs for compiling the list, as well as Cradlebaugh for the suggestion.

HOOSIER TIRES: Michael Lewis explained he was unable to be present when the contract talks happened last month. He said he wants to go on record as saying he felt like we should have considered RFPs a little bit more based on precedent set by the club historically surrounding tire contracts. Lewis stated he feels we should be looking at a tire that maybe we can get more use out of. It had been his experience last year that after about ten or eleven heat cycles with the Hoosiers, the degradation really took over as far as a two-cycle cadet class; he can't speak for anything else; he is just offering up what he saw last year. He reported he was putting on new tires after two races and probably could have done them after every race. Lewis reported he saw a seven-tenths of a difference in the same day on a used set verses a new set. He said he just wanted to get that out there to consider doing an RFP if we're not happy with the current tire. Lewis suggested looking at other brands to try to see if we can find something that adds more longevity. Rainer Pansch asked about with sister tracks, will we get more cross-pollination of drivers between tracks if switching tires is not a big issue. Ted Cradlebaugh responded typically we do not get people coming from other tracks; we'll have some show up and it's really hard to get other racers to come; we do have some. He explained we let them race one time with whatever tire they come with if they want and there is a DQ. Don Boles responded we have a learning curve and he thinks this year we'll find a lot better tire wear just from learning. He further stated Freber taught us a lot of stuff and they are willing to come down again; he feels they are doing their part and right now we have a contract set up for a certain amount of time. Ray McKibben explained as to Pansch's question, historically over the years, the board and the club has allowed a racer to come over and race on their tire once or twice then if they want to continue racing, we ask them to move to our tire. He further stated we have tried various ways to lure racers from other clubs over the years and it hasn't panned out. Aaron Banfield added we haven't found that the tires drive the racers the way that you might think. McKibben stated it's our program that brings them to us; he thinks we've seen a very big success with the problems we're having with parking. Banfield stated point of order here, if Lewis wants anything beyond to be on the record with your opinion, then someone that was on the winning side last month would have to ask for a re-vote and change their vote. He reported he does have the contract extension in front of him to sign; he has not signed it yet and last month the board voted for him to sign it. Banfield asked if there is anyone on the winning side who wants to change their vote and if not, we have to wait six months before it can be addressed. McKibben said that contract hasn't been signed from last month. Banfield replied he just got it from Keith Freber yesterday. He explained we are under contract for this year; it is an extension. McKibben said if we go any further with this, he wants to request we go to executive session because there was incorrect information in the email to the board. Banfield asked if there is anyone on the winning side that wants to re-vote. Cradlebaugh responded there were three of us who voted not to take it. Lewis stated just to be clear, he is not saying he had wear

issues, not one iota; it just seemed to be a heat cycle issue for him and his specific situation; it had nothing to do with kart set-up or wear; it was just the number of heat cycles on the tire, that's all. Bruce Wyke explained his reason for voting no was he thinks we owe it to the club and to the members, not attracting people from other places, to put them out there on the most economical and best club tire there is and he is not confident in everything he read about the last tire test. Banfield replied he understands what Wyke is saying. He explained according to our by-laws the process on something that has been voted, this meeting if someone that voted yes wants to revisit, we can, otherwise it is off the table for six months. Banfield further explained he got the extension from Freber yesterday and hasn't signed it knowing we had a board meeting tonight and was asked ahead of that. Mark Heber stated it was said that even though the contract was voted approved, that we would look at a tire compound change for the final year, correct? Boles responded we could to which Banfield agreed. Banfield said that is the next point he wants to discuss; he wants to get this topic put behind us. He asked if there is any board member that voted yes to the contract that wants to revisit with no reply. Banfield said regarding the status of obtaining harder tires for testing; he will get some tires; they will not be here for this weekend. Boles replied they will be slower. Heber said there needs to be a conversation what we are actually testing because they are obviously going to be slower; the question is what's more important, slower or wear. Cradlebaugh replied the ones that are out front are going to buy new tires every weekend no matter what tire compound you use. Heber said he thinks we all know there are some tires out there if you replace them every week, it doesn't give you that big of an advantage. He added he thinks that's the point; finding a compound that lasts long enough where someone can't buy their way in with multiple tire changes. McKibben responded historically with as many different tires as we have been through with this club, he terms it as a qualifying kick; new tires have traditionally been two to six-tenths faster depending on the tire. He further stated, like Cradlebaugh said, those who are up front and have the money will buy the tires just for that little amount; even the tire testing showed that drop and it was across the board with every tire. McKibben said he would love to go to an R70; they'll last longer; he'll have less grip; he knows that. He reported he ran the Hoosier As; he had a lot more grip but they didn't last. Banfield said he will get some additional compounds to test and asked Cradlebaugh to help coordinate that. He said if you have interest to get with him or Cradlebaugh and we'll get this together.

OLD BUSINESS:

TRANSPONDERS / DECODER: Brian Schroeder noted at our last board meeting money was allocated for purchase of five transponders and he hopes they arrive this week in time for our race. He was handed one additional transponder that was defective and made a motion to allocate up to \$250 for the replacement of that transponder. Banfield asked where that defective one came from. Schroeder responded he was handed six transponders and originally it was five. Banfield asked if we want to investigate replacing the batteries of these like we did with others last year. Schroeder replied he is okay with that but he is looking at time. Banfield said we have a motion on the floor so let's go ahead. Don Boles seconded the motion which passed with nine in favor and one abstained (Landes had departed meeting).

BYLAWS: Aaron Banfield reported a small group met March 16, 2021 and walked through some of the by-laws. The next meeting will be at 7:00 p.m. on Tuesday, April 13, 2021, on this same Zoom channel. He asked that board members do everything they can to be there; it is important we have good, thorough conversations on this and not rush. He plans to wrap up around 8:30 p.m. Ted Cradlebaugh asked if there is anything substantial that can be sent out in notes to which Banfield said he will get some notes out.

CLEAN-UP DAY: Aaron Banfield thanked everyone who showed up for clean-up day. He extended appreciation to Ray McKibben for leading a crew for bag deployment. He also thanked Bruce Wyke,

Aaron Harvey, and any others involved in working on the ticket booth. Banfield reported people worked on getting trash cans out, cleaning up debris in pit spots, and re-skinning the scale house. Banfield will be out there tomorrow with a couple of people getting that project finished up and the scale house put in place for the season. Remaining work that needs to be done includes a little bit of painting, including the board at the grid and the turtles. Cradlebaugh said there are three signs on the top of the lineup board that need work. McKibben reported he completed priming one board on the pavilion that was scraped and it just needs regular paint put on it. He explained there is a cracked board on the score board that he is working on locating material for. Banfield will provide McKibben with information about a plastics company. McKibben made a motion for up to \$300 to replace the score board material. The motion was seconded by Rick Coombs and passed with nine in favor and one abstained (Landes had departed meeting). McKibben said he wants to make a side note for everyone to be aware of; wood is anywhere from twenty to forty percent more in cost and suggested holding off on any wood projects until next year when the price drops.

RADIOS: Ray McKibben reported he had a conversation with Scott Price, who has taken care of our radios for many years, about batteries, chargers, and getting a few more headsets. He explained Randy Landes and Bill Chambers tested all the radios and found two of them had bad batteries but we have enough for race day right now. Dylan Cradlebaugh asked how many radios are ready to go for race day to which McKibben responded he doesn't have an exact count but he believes there are at least ten radios that work on channels one and two. McKibben explained ninety percent of the radios were working fine when checked out. He reported batteries and chargers came up to \$700 plus. Price informed McKibben we have the opportunity to buy new radios which would upgrade us to the digital capability as at some point in time is going to happen; all the analog radios we have are going to be illegal; it just hasn't happened yet and depends on the FCC. McKibben reviewed pricing of radios with programming and FCC spec testing and said he wanted to bring this before the board. He reported there is also a backlog of six weeks or more on battery and charger sets from Kenwood. McKibben explained Price can get these new radios which come with new lithium batteries and charger bases. Banfield asked if they use the same headset ports to which McKibben replied yes. Brian Schroeder asked what the warranty is on them. McKibben thinks it is a couple of years from Kenwood and reported we've never had any failures of the same radio currently and they are all what the police and fire agencies use. Banfield asked McKibben to get some more information and count how many radios we need. Banfield wants to get information about the radios that he uses because the radio has been pretty good and has a couple year warranty where they replace even batteries. McKibben thinks the reason we went with Kenwood was because of their ruggedness. He further stated some of our radios are well over ten years old. Banfield said he would never advise going with an inexpensive radio because a radio is a safety device; that with the wrong radios, you just can't hear when there is background noise. McKibben added these radios we would be getting will be analog but can easily be upgraded via a chip to the digital signal, whereas, all of our other radios are strictly analog. Brian Schroeder asked how many radios we feel we need to carry on race day. Banfield replied it's probably ten to twelve or more. Schroeder asked if any radios or headsets have been purchased the last month to which McKibben replied no, due to the backlog. Schroeder said that's fine, he is not throwing McKibben under the bus; we did allocate \$1,000; he just wanted to make sure he is understanding it's not in addition to, it's in lieu of.

WORKER POSITIONS: Dylan Cradlebaugh reported we will be down two corner workers this weekend and asked if anyone knows of someone who has experience.

NEW BUSINESS/OPEN DISCUSSION:

SPIRIT4RACING: Virgil Oatts submitted a request for the same package that has been provided previously for Spirit4Racing. Don Boles, seconded by Aaron Banfield, made a motion we accept the

same proposal as last year. Banfield explained the standard sponsorship package that we have done is up to four entries, eight pit passes, and one pit spot. Banfield asked Oatts how many entries he expects having this year. Oatts replied four with the youngest starting in August at the age of five. Bruce Wyke said he is new to the board and not clear what we are talking about. Oatts explained Spirit4Racing is a youth mentorship program that he has worked on for a long time and came alive around 2014 or 2015. They were given the sponsorship package very similar to Racing4Vets for kids who were racing with their program. Boles shared he has been involved with this program and said this is a very worthy program that really helps the kids out and he highly recommends it. Oatts shared that when they first started, the ages were from eight to fifteen and now he is looking at bringing in a kid karter. McKibben asked why fifteen is the cutoff. Oatts replied it is because fifteen is senior age and is the best age to cut off; he thinks it has something to do with interest level. He further stated they had to come up with some cutoff point. Oatts reported one of their racers is interested in possibly moving to cars. The motion was voted on and passed with nine in favor and one abstained (Landes had departed).

BOARD MEMBER RESIGNATION: Aaron Banfield reported Ken Kuethe is going to go ahead and tender his resignation as a member of the board. Ken has been a longtime member of the club, has done significant effort with the club. Banfield wants to thank Kuethe for his time with the club. Kuethe is planning on being out at the track this season; he has a lot of other things going on and wants to make his seat available to someone who may be able better to move the club forward at this time. Banfield said he wants to go on the record thanking Kuethe for his service to the club and the entire family who have been longtime members and valued members of the OVKA family. Banfield looks forward to seeing them out at the track enjoying themselves. Kuethe said he would absolutely help us whenever, however he can and when Banfield thanked him for his significant efforts, Kuethe said it was absolutely worth it and he and his family have taken more from this club than tenfold of the effort he put into the club. When you see Kuethe, thank him for his service.

BOARD MEMBER NOMINATION: Josh Johnson, seconded by Bruce Wyke, nominated Mark Heber to the OVKA Board of Directors. Heber will be voted on at the next board meeting.

OPEN DISCUSSION:

KID KARTS: Brian Schroeder reported Michael Lewis will be doing the Kid Kart Director again this year. Schroeder would like to help him out and take over the tech side of it; that way, he and Lewis will work the Kid Karts together and that way it is not a one-person deal on doing everything. Schroeder added we can be reassured that's tackled. Ted Cradlebaugh responded that's fantastic and Aaron Banfield thanked Schroeder for stepping up and said it will help those two classes immensely.

PIT AREAS: Ray McKibben asked that people be mindful over the summer of weeds growing up around pit spots and campers and offered to loan his electric weed eater.

ADJOURNMENT: Aaron Banfield, seconded by Don Boles, motioned to adjourn at 9:11 p.m. Motion carried.

UPCOMING MEETINGS / EVENTS:

- By-laws Meeting – 7:00 p.m., Tuesday, April 13, 2021 (link on OVKA website)
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, May 4, 2021 (link on OVKA website)

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Paint turtles yellow with sprayer, issue notes about bylaws, provide Ray McKibben with information about a plastics company, issue notes about by-laws.
- Ted Cradlebaugh – Coordinate testing of tire compounds.
- Josh Johnson – Rewrite wording pertaining to series sponsorship and present at May board meeting, work with Brian Schroeder regarding information for Facebook about pit spots.
- Michael Lewis – Publish tech update about the Masters formula pipe; provide tech update information to Gary Osterholt.
- Ray McKibben – Purchase cans of white spray paint for this weekend, obtain information about radios.
- Brian Schroeder – Spray paint pit spots, contact Shelley Powers about pit spot parking and mowing, work with Josh Johnson regarding information for Facebook about pit spots.

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

MEMBERS / VISITORS PRESENT: R. Beaman, L. Coombs, D. Cradlebaugh, M. Heber, C. Holliday, N. Hosteler, R. Neuzel, V. Oatts, and R. Pansch.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 4/27/2021