

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, MAY 4, 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 April 6, 2021 board meeting minutes as published. The motion was seconded by Rick Coombs and passed unanimously.

TREASURER'S REPORT: No bank report. Aaron Banfield explained we need to complete the conversation we were having last month about the reallocation of \$1,000 from the Charity Race. The church we had sent it to returned it and we believe they are no longer doing the food pantry. Ray McKibben reported he made a suggestion last month to split it between the two we had donated to, the EMS and DARF unless someone else has a different idea. Ted Cradlebaugh suggested donating to the EMS and the Camden Police Department to which Banfield agreed. Don Boles said we could see if we could find another food pantry for next year. McKibben made a motion to reallocate the funds to be split between the Camden Police Department and EMS. The motion was seconded by Rick Coombs and passed unanimously.

COMMITTEE REPORTS:

SHOWS & PROMOTIONS: Don Boles said he does not know if there are going to be any parades going on. Ray McKibben noted the PRI Show is going on to which Aaron Banfield added it is in Vegas.

SPONSORSHIP / PIT SPOTS: Josh Johnson reported we have a new race sponsor, Lash Chevrolet, who will be sponsoring the 206 Senior class and will be putting up a billboard. Aaron Banfield asked Dan Fiehrer, as a dealership, if he has any issue with another dealership sponsoring. Fiehrer replied he does not have a problem at all and he is not even in his area. Banfield said he knows we have had two pizza restaurants and asked if we worry about competition to which Lynda Coombs replied we haven't. Banfield said as long as we are following precedent and history, he is good with that. Rick Coombs said he would like to cap the pit spots right now; he thinks we are getting to the point that when people show up, we are pushing them way, way out and they may not like that when they visit the club and he would like to stop making any more pit spots for this year. Banfield asked if he is a new guy that comes to the club and says he wants to be here for the rest of the season and all the reserved spots are full, are we going to say no and prioritize possibly someone else coming in and grabbing that spot or in that case, would we be okay finding somewhere and adding a spot-on demand. Coombs replied he thinks that would be okay; Johnson can make that decision if a person comes in and says they are going to be here the rest of the year, that's fine. He further stated he still thinks we need some free spots; the only thing that's left is a little bit of grass in the back area and you're not going to be able to open up into the other area unless Gary Gregg has fenced that off because he believes the cattle are there now. Banfield replied he agrees with only adding more spots if there is someone who needs them and if Johnson is in agreement and have consensus of the board, he doesn't think we need to make a motion. Johnson replied that's fine with him. He reported in the area behind his pit area, the trailer on wheels is now gone and there are two potentially really long pit spots that we can save those for someone who has a really big rig. Banfield replied he thinks that's the right idea; hold onto them until we need them and if people want to use them in the meantime, it's a free spot.

TECH DEPARTMENT: Ted Cradlebaugh reported on the KA engines, it was brought up to him that some of the engine builders are building them without a compression ring on them. He said in our tech book, it requires a compression ring. Cradlebaugh asked if we want to talk about changing the rule where you can run it without a compression ring under your plug. He stated he would like some people's thoughts; it doesn't bother him at all; his engine builder puts one on but some of them are not. Cradlebaugh said if they are building them that way, he doesn't see any reason to force them to use it but let's talk about it if you want; he is all in on eliminating the rule. Rainer Pansch reported when he raced at Trinity, they required a copper ring but the crush ring that came on the spark plug was not supposed to be on there; they take that off and just use the copper one. Cradlebaugh responded our rulebook requires it; he did not tech that this weekend because he knew some were not running it. Pansch asked if you can run it along with a copper one. Cradlebaugh responded in our rulebook, it says you have to have the compression ring to which Don Boles added it's a stock compression ring. Ray McKibben asked if Cradlebaugh would be okay with making that a non-tech item as to whether they run a compression ring or what's called an indexing ring. Cradlebaugh responded the issue is in our rulebook it states you have one; if one of the competitors comes off and says he's not running a compression ring, he has an issue there; if it's brought up to him, he has to tech it. McKibben asked if we want to change the rule to make that a non-tech item to which Cradlebaugh said that's a different statement and that's what we have to do if we don't want to have any issues. McKibben asked what wording Cradlebaugh wants for a motion. Banfield asked what the racers want in that class; why was the rule written the way it is. Bruce Wyke explained we are following IAME rules that clearly state that it's the NGK plug and it's unmodified so the compression washer is on the plug when you buy it and the compression washer is installed when you install the plug. He further stated motor builders are coming out, his did too, they use indexing washers because they're setting same carburetor, same plug; they're not expecting you to cut the compression washer off of every plug and replace it with indexing washers. Wyke stated he says we follow IAME rules; that is how our rulebook is written to follow IAME rules. Pansch said he is fine with that. Chris Kutscher explained there is a weird mix between sanctioning bodies and reported SKUSA says you need to run the stock washer and USPKS says you can run the stock washer or the copper washer but they have a minimum measurement from the end of the plug to a shoulder. He said quite honestly then you run into complications of if you're saying you don't have to run the stock washer then you're probably going to have to mandate the minimum, it's like 18.5-millimeter measurement, then you're going to have tech that and it's probably going to be easier from a rule than a tech standpoint to just say run the stock compression washer. Cradlebaugh replied that's fine, that's why he wanted to talk about it and it's totally up to you guys; he's just bringing it up because people asked him about it. Kutscher said he would make a note out to the club so the racers know; they may be running that copper washer but otherwise, he thinks it simplifies it if you say run the stock one. Cradlebaugh responded that's what it says. Boles asked if you can still use the index washer to which Banfield explained you can add that to the ring. Cradlebaugh said he is not sure about that really. Banfield stated it would be a disadvantage because you're pulling the spark plug up higher. McKibben explained the indexing washer allows you to turn the spark plug to gain a better burn so that's why people are using indexing washers; you're going to have to clarify either you can or you can't. Banfield explained what he is saying is if you want to put an indexing washer under the stock compression ring, it's like in 206, you can't cut that compression ring off but if you want to run a CHT, you can put it under there but it typically has a negative impact as he understands it but he could be wrong on that. Cradlebaugh said the rule doesn't state whether anything about adding the indexing washer but it might have a minimum/maximum depth. Banfield asked Cradlebaugh to write a tech update for Michael Lewis to get it out there just reaffirming that is required and if as a class, that group wants to have a conversation about it then he would feel more comfortable discussing it after that group does. Pansch asked if we really follow IAME rules; does it state that we follow IAME rules as he was told we just have our own rules and whatever is in the IAME book doesn't really matter.

Wyke responded it is very clear in the class structure referencing the IAME rules; the only thing he thinks we dropped from IAME rules was their tire spec. Wyke reported we have the latest IAME supplemental for the KA and the latest ROK supplemental for the VLR and both of them are in our rulebook in the appendix and it's referenced in the class structure which appendix to look for. Lynda Coombs read from appendix L, page 47 in the OVKA the rulebook, "Stock spark plug washer must be in place. Addition of index washer or head temp sensor is allowed". Wyke asked if the plug is identified. Lynda Coombs replied there's four different plugs starting with NGK and a bunch of numbers after them and says they are the only plugs allowed. McKibben explained the only reason this issue was brought up was because engine builders are doing different things and we want to make sure the membership is aware of what rule set we are following regarding the spark plug and he thinks it has pretty much been answered here and the Facebook update will clarify it for our racers. Cradlebaugh stated it is in the rulebook so there is no update needed. Cradlebaugh explained if pre-tech can be handled in the mornings, he will be more than happy to continue on with tech. Banfield said he will continue to keep looking.

TECHNOLOGY: Aaron Banfield thanked Bruce Wyke for posting the top five race results and point standings on Facebook and said it has seemed to have gotten a lot of attention. Rainer Pansch said it was awesome. Wyke explained one of things the marketing committee wanted to do is highlight our racers, classes, and sponsors and post results after each race. Ted Cradlebaugh said he thinks it is a great idea and will help the club. Don Boles reported you can call the results to newspapers and they will publish it. Rob Neuzel said he would like to share the pictures his dad takes and asked where would be a good OVKA place to put random photos. Banfield explained he can share them to the main Ohio Valley Karting Association Facebook page and once shared, it goes to an administrator for approval; he would be happy to approve them. Wyke explained the pictures need to be refreshed on our website and said they could work together to get that done. He added we would like ones of different classes to have a nice mix and multiple karts racing through turns. Neuzel shared that his dad usually takes 1,500 pictures.

TRACK IMPROVEMENT COMMITTEE: Ray McKibben reported this past weekend he got the speaker over the storage sheds for the back lot wired up and working. Rob Neuzel asked if McKibben is going to put a speaker facing the infield for driver's meetings. McKibben explained he is working with Gary Gregg on that who is going to get a speaker. Aaron Banfield asked if the plastic for the lineup board has been ordered. McKibben needs to get with Banfield regarding the type of plastic. Lynda Coombs asked if that plastic is for the squares on the lineup board. Banfield explained it is for the area where the paper sheets clip to. Coombs said the whole board, including the squares and painting behind it, needs attention. Banfield is working with Keith Freber about getting artwork to promote the tire contract and there will be an OVKA logo as well. Banfield reported painting of the turtles continues by Brian Schroder and the track owner prefers to keep them red and white, not yellow, so we will continue with that.

SWAP MEET: On behalf of Scott Golladay, Aaron Banfield said the committee has begun meeting again and is well under way. Josh Johnson reported the meeting last week was delegating different responsibilities.

MARKETING COMMITTEE: Bruce Wyke said he is always taking suggestions and ideas how we can better promote. Wyke recapped the numbers as a starting point and said he was really impressed. He shared we had six Comer Kid Karts and one 206 Kid Kart; nine Mini Swift and eighteen 206 Sportsman; there were four of those Sportsman that were doing double-duty. In Juniors, we had eleven 100cc Juniors and seventeen 206 Juniors with seven of those double duty. In Seniors, we had eleven 100cc Seniors and eight 206 Seniors with only one doing double duty. Our

big class, Master Heavy, had ten 100cc Master Heavy and twenty-one 206 Master Heavy with three of them doing double duty. Wyke reported there were also three 420s and three of the Yamaha Senior. There were 118 karts on track, not necessarily racers, by his count with seven non-members and six new members. We have reached out to the new members thanking them and offering if we can be of help with anything. Wyke reported we discussed having a contact person in their class that might be able to answer questions and help point them in the right direction as they take on these first three or four races and get some races under their belt. He reported the non-members racers were from various parts of Indiana and Ohio and we have reached out to each one of them, welcomed them and thanked them for joining us and will follow up with them to see if there is anything we can learn from their experience, good or bad. Wyke said he thinks all-in-all, the class structure is working and we need to build on this momentum and keep people coming racing with us. Emerson D'Agostino noted in the 100cc Masters we had eleven and he doesn't know if the TaG was counted in there. Aaron Banfield said his total kart count of 129 does not match up. Wyke said Banfield's numbers are correct; his numbers are members. Lynda Coombs said she can provide a copy on race day of how many in each individual class. Ray McKibben said Wyke may want to promote we are signed up for the Briggs Weekly Racing Series and counting the last ten races; they have not come out with what the prizes will be but have said they will be at least as big as last year. Wyke said promoting the night races is in the works also.

TECH DEPARTMENT (continued): Ted Cradlebaugh explained in the Junior 100cc class, the Yamahas with the Y pipe we had entered were definitely not keeping up. He said he would love to try to get them closer and the only way he knows to do that is to pull weight off of them and asked if we need to talk about that. Bruce Wyke noted there are disparities in ability. Cradlebaugh said he understands that and he would like to try to make them closer; we might have to look at pulling ten pounds off at least and try it to make a 310# weight. He added he doesn't see an issue that it will affect the KA guys but it is going to help Yamahas. Don Boles asked if there is a different header that will help to which Cradlebaugh explained it is the Y pipe; we brought it down from Seniors and Masters; it's the same pipe. Ray McKibben said we have a maximum and minimum flex length on that Y pipe and asked if we can play with that. Cradlebaugh responded sure you can, you're going to come out of the hole or have top end whichever way you go. Mark Heber said the other thing that's going to be interesting to see is what happens on configuration A with the adjustable clutch set point. Emerson D'Agostino reported he ran it and was way off pace but he thinks give it two or three races on different configurations. He suggested leaving it for now and said he has never been faster but more off pace at the same time. Ted Cradlebaugh made a motion to lower the weight to 310" in the 100cc Junior class for Yamaha Y pipe only. The motion was seconded by Bruce Wyke. Aaron Banfield asked if that is a rule. Cradlebaugh replied we made it a rule; we knew this might happen; that is why we are looking at it. The motion was voted on and passed unanimously.

OLD BUSINESS:

HOOSIER TIRES: Aaron Banfield reported he spoke with Keith Freber today and the contract extension has been signed and sent to him. Banfield inquired about the status of some funds due to us; he will submit an invoice. Banfield said we need to figure out what we want to do for a test plan; he knows we talked about testing the harder compounds; Freber is happy to help us with that but he needs to know what we want. Ted Cradlebaugh said he will call Freber and see what he makes a suggestion for; he knows they have a 70 series tire. Banfield replied the 70s are the hardest compound and before Cradlebaugh calls, we should have an idea who do we want to test it, how are we going to test it; obviously, we're going to have to pick someone that doesn't mind being on a slower tire for a while. Cradlebaugh said you have got to understand testing; if we are going to try to do it during a race, it's going to be tough to pick a guy that wants to be slower. He further stated if we have individuals doing testing on non-race days, we have got to support these people that put wear

and tear on their karts; it's going to cost the club money to do a real test and be fair. Banfield responded he does not want to ask Freber to send us tires if we're not going to do a real test because we're wasting his money. He noted Chris and Andy Kutscher had expressed interest in being involved in it. Banfield discussed coming up with a game plan and said if we figure out we are going to have to spend money, he thinks that is a conversation we can have. Cradlebaugh said to have a serious test, you're going to put wear and tear on racers clutches and their karts; we can supply the fuel and oil he imagines; to do it right, it's only fair to support them. Ray McKibben said he would like to be involved in the testing portion. Don Boles stated we need to plan it out pretty much in depth to which Banfield agreed.

TRANSPONDERS / DECODER: On behalf of Brian Schroeder, Aaron Banfield reported six new transponders have been delivered to the tower and will fit in the existing charging stations. He said we used one of them at the last race and it worked fine. Ray McKibben explained he is going to need at least one charger and a few bases as we're growing our charger box. He said we have five or six that we can't charge at the same time. Ted Cradlebaugh offered to give the club four individual chargers to which McKibben expressed appreciation. Rainer Pansch reported on eBay someone makes 3-D printed single charging bases and said the price could be compared to the real deal. Banfield replied that is not a bad idea. Michael Lewis reported he uses them; he has not problems and they take both the old and new style transponder. McKibben will reach out about this as he is going to create a new box.

BYLAWS: Aaron Banfield reported a by-laws meeting took place on April 13, 2021 at which time an hour-and-a half was spent walking through the by-laws discussing changes. He encourages all board members to be at the next one at 7:00 p.m. on Tuesday, May 11th. Banfield explained by-laws are exceptionally important; we have a lot to review and a lot of conversation there. He noted there is not a deadline like we have for printing the rulebook. Banfield explained it is better to get the board together; have the conversation one time than to make a bunch of changes then have to go back and change. The meeting is open to all members. If you need a copy of the by-laws, it is available on the website or Banfield can provide it if you reach out to him.

OVAL RACERS: Aaron Banfield asked Randy Landes if he has heard from the oval racers to which Landes said he has not.

RADIOS: Aaron Banfield said the radios seemed to work very well at the last race day. Ray McKibben explained he wants to get some batteries ordered and a couple of charger bases as there are a few that are not charging comfortably. He noted the funds have already been allocated.

NEW BUSINESS / OPEN DISCUSSION:

RACE DAY CONCERNS: Aaron Banfield reported we had a couple of issues over the weekend at the last race day pertaining to dogs. Banfield discussed an email from the track owner with things to consider as a club and as track owners and noted there seems to be a lot of dogs at the track. They are recommending the following changes, which Banfield agrees with all of them, for race days and practice days are all dogs should be kept safely in their campers, trailers, trucks, vehicles, or pits; no walking dogs to do their business elsewhere; continue to clean up after your dog in your own pits; no dogs allowed under the grid or at the race tower; all dogs must be on a leash and remain on a leash at all times; any dog that bites or attacks someone or another dog will no longer be welcome back at the track. Banfield discussed the multiple issues that we have had. He said he fully agrees with the track owner on these rules; it makes a lot of sense. Banfield said he does not think we should ban dogs from the facility; that was talked to him about by several people. He stated he thinks if we ban dogs outright, we are going to lose several members who can't leave their dogs at home; we want to

be family friendly, however, we have got to protect everyone and he thinks these rules are a fair adjustment. Lynda Coombs said she feels it is noteworthy the email states on race/practice days. Banfield replied the reality is practice days are not our days; it's a track rule but it's nice if we have the same ruleset as the track so there's no confusion. Based on this email, these rules will go into effect for practice days whether we agree or not. Ted Cradlebaugh asked if they are not welcome back, is that the dog or karter to which Banfield replied he would say it starts with the dog and that is good clarification. Don Boles suggested this be posted on our website and bring it up at the driver's meeting. Banfield said he thinks we should vote this into the rulebook and he is going to do everything he can to inform people; that it's like arguing or getting into a fight, the driver pays the price. He is not saying if someone is walking their dog, he is going to penalize them; he is going to tell them this is the rule, you can't do this, but if it's a repeat issue or someone has an issue, he thinks there needs to be a sanction there. Additionally, he does not feel this applies to service dogs but it has to be an honest service dog. Bruce Wyke suggested identifying the rule change regarding the section where it is going to land and those who are interested can go look at it. Following further discussion, Banfield made a motion to modify section 710 of the 2021 OVKA rulebook, call it animals, and word as per the track owner's email: for race days and practice days all animals should be kept safely in their campers, trailers, trucks, vehicles, or pits; no walking animals to do their business elsewhere; continue to clean up after your animal in your own pits; no animals allowed under the grid or at the race tower; all animals must be on a leash and remain on a leash at all times; any animal that bites or attacks someone or another animal will no longer be welcome back at the track. The motion was seconded by Bruce Wyke and passed unanimously.

BOARD MEETING TOPICS: Ray McKibben said it would be nice to have information to be discussed prior to the meeting to be more informed and have time to digest it; he thinks it would speed things up. Lynda Coombs explained in this case, the time of the email was 2:27 p.m. while she was at work and it was not until after work at 5:32 p.m. when she forwarded it Banfield. McKibben said he had heard through the grapevine this was going to be brought up but this is more pertaining to other topics that come up in the background; it would be nice to hear about it beforehand. Banfield said he acknowledges getting things communicated earlier; he will do the best he can.

BUCKEYE KARTING CHALLENGE: Ray McKibben reminded everyone that the Buckeye Karting Challenge is coming up on May 14th through 16th and if you are going to race and leave your trailer there, contact Scott Benton beforehand.

ADJOURNMENT TO EXECUTIVE SESSION: Aaron Banfield, seconded by Don Boles, motioned to adjourn to executive session at 8:08 p.m. Motion carried.

EXECUTIVE SESSION: Having been nominated last month, Mark Heber was unanimously voted to the OVKA Board of Directors. Heber will be seated at the June board meeting.

ADJOURNMENT: A motion to adjourn the executive session was made by Aaron Banfield, seconded by Don Boles, at 8:13 p.m. Motion carried.

UPCOMING MEETINGS / EVENTS:

- By-laws Meeting – 7:00 p.m., Tuesday, May 11, 2021 (link on OVKA website)
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, June 1, 2021 (link on OVKA website)

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Submit invoice to Hoosier.
- Ray McKibben – Create new transponder charging box, check into transponder charging units.
- Rob Neuzel – Submit pictures for the OVKA Facebook site, partner with Bruce Wyke to update pictures on the OVKA website.
- Bruce Wyke – Partner with Rob Neuzel to update pictures on the OVKA website.

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

MEMBERS / VISITORS PRESENT: R. Beaman, L. Coombs, E. D’Agostino, D. Fiehrer, M. Heber, C. Kutscher, C. Moore, R. Neuzel, V. Oatts, and R. Pansch.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 5/20/2021