

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, JUNE 1, 2021**

CALL TO ORDER: President Aaron Banfield called the meeting to order at 7:00 p.m. via Zoom. He welcomed Mark Heber who is officially seated as an OVKA board member.

SECRETARY'S REPORT: Lynda Coombs made a motion to approve the May 4, 2021 board meeting minutes as published. The motion was seconded by Rick Coombs and passed unanimously.

TREASURER'S REPORT: Gary Gregg will provide a treasurer's report to Aaron Banfield via email tomorrow morning. Banfield will then send it to the board.

COMMITTEE REPORTS:

SHOWS & PROMOTIONS: No report.

SPONSORSHIP / PIT SPOTS: Josh Johnson reported everything is fine with pit spots and sponsorships. Brian Schroeder asked if we can look at replacing some of the billboards as some are fading and peeling. Schroeder said he does not know how much it will cost or he would make a motion. Aaron Banfield explained if we have the artwork, it will not cost as much. Ray McKibben reported Jeff Roberts has the artwork and McKibben will contact him then relay it the board. Banfield can assist in obtaining pricing. Johnson reported he saw Shelley Power's post a few times about weed eating around your trailer that stays there and it looks like she would like that done. Her son has offered to weed eat around the pit spot for \$15 if the owner chooses not to do it. Banfield inquired about the new porta-potty service that has the ability to vacate the campers out there. Jeanette Holliday shared she had it done last week and explained by contacting them with your pit spot location, license plate number, and email address, he will come out on Wednesday or Thursday then send an invoice via email. She added she thinks the fee is based on the size of the camper. Banfield said he would like to post that on the Facebook site and announce it at the driver's meeting.

TECH DEPARTMENT: Ted Cradlebaugh raised the question if the 420s are allowed to change the stock flywheel. Aaron Banfield replied not by our rule set he believes. Cradlebaugh explained someone questioned him about it. Banfield added he would defer to the three guys racing in the class if they want to talk about a rule change.

TECHNOLOGY: Bruce Wyke discussed the left menu on the website not scrolling and explained to get to some of the things down below, you have to go down to the bottom of the page on a PC. He added he would love to get some updated pictures that are more indicative of the classes we are running. Ray McKibben suggested Wyke get in touch with Rob Neuzel. Aaron Banfield said Gary Osterholt is really good about posting things and he will send him a note that Wyke will be sending him some pictures to update. Banfield asked that Wyke copy Michael Lewis, Lynda Coombs, and himself on it. Banfield extended appreciation to Osterholt for all of his help.

TRACK IMPROVEMENT COMMITTEE: Ray McKibben reported he made a change to the PA wiring based on Brent Warren's recommendation. Ted Cradlebaugh said he would like to see us put up a tower in the turn three area like we have in turn one as it really helps when you are up in the air; you can see better. Gary Gregg discussed positioning the tower on the inside of the fence looking at turn three and also turn four and five. Dylan Cradlebaugh agreed. Banfield suggested testing it with scaffolding at the next race to see if it is a good spot and if it is, he thinks we could put together the budget to build another observation deck. Ted Cradlebaugh discussed if something happens, there

would be the need for the person to get down to get the yellow flag out. Banfield replied if we keep getting the number of entries growing, he would be okay with adding a guy to be up in that tower to which Ted Cradlebaugh agreed. He further stated the purpose of the club should be running things more like a business in ways; the service that we deliver is service to our members and if we have the participation to justify the expense, let's put additional workers out there so that we get more visibility on the track and have a guy in tower who can watch at all time and a guy on the ground who is working together. Banfield said Dylan's Cradlebaugh's crew is doing a great job and if that is something we can do to support you then so be it; we just have to have a plan that if for some reason the number of entries drops off, we've got to cut cost somehow and that may be an area we can dial back. Bruce Wyke inquired about access to the scaffolding from the track side of the fence. Gary Gregg and Banfield discussed getting access addressed.

SWAP MEET: On behalf of Scott Golladay, Aaron Banfield reported the committee is working on Swap Meet preparations.

MARKETING COMMITTEE: Bruce Wyke said he received the numbers from the first races from Lynda Coombs and will be taking a deeper dive into that at the next meeting and determine where our averages are to see if there are some areas where we can focus some efforts on building class size. He further stated it was pretty impressive looking at all those class numbers and was a good feeling. Wyke explained we are going to try to build on our momentum and keep on going. He shared we are having some nice success with some of the race recaps on Facebook and will throw some spotlight on some of the winners and keep promoting what we are doing. Ray McKibben reported there has been some discussion about Micro Swift and different ages. He asked if Wyke would judge some of the interest in that to which Wyke said he will keep that on the front burner. Brian Schroeder extended congratulations to Wyke for the good job he has done on the race recaps and said he feels they are easy to read.

CHAMP RACE COMMITTEE: Brian Schroeder said it is time to get in gear and start focusing on the Champ Race and he does not know who is going to run it this year. He explained in 2019 it was very beneficial to have a total amount that could be spent that encompassed trophies, food, prizes, and games. Schroeder discussed fireworks and a 300-foot zipline. He reported the cost of the zipline being \$3,500 and comes with five employees, two on each end and one on the ground who ensures waivers are signed. He said we need to figure out what we want to do, who is going to run with it, and how much money we want to allocate towards the Champ Race. Aaron Banfield asked what the allocation was in 2019. Schroeder replied if he recalls correctly, it was \$2,500 for Kona Ice, a bounce house, and things like that; he thinks \$1,700 to \$1,900 was used. He explained that year we did not allocate a certain amount for all of the Champ Race to include trophies, prizes, and games. He thinks total cost was between 400 to 6000 and included meal. Upon checking the June 2019 minutes, Lynda Coombs reported up to \$2,500 was allocated. Banfield stated we have got to look at either fireworks or the zipline based on that cost and he thinks the fireworks will be a better fit for the club to which McKibben and Rick Coombs agreed. Banfield reported Gregg will pick up the same portion of the fireworks as last year which was \$2,000. Gary Gregg asked what we are going to do about the meal. Banfield explained the meal has always been calculated separately than that budget and asked if Schroeder wants to change it and go with an overall number or go with what we have done in the past. Schroeder said he prefers to stick with what we have done in the past as we don't have any data with COVID to keep any consistent record. Banfield asked if Schroeder wanted to make a motion for an expenditure on the budget, then we'll talk about the meal. Schroeder replied he would just be throwing out a number and asked if anyone would be interested in running with it as he does not know he will have consistent enough time. He noted we are five or six weeks away and we are going to have to make arrangements; he thinks making a motion for the funds would be the right

choice for tonight. Schroeder raised the question if \$5,000 would cover the Kona Ice, fireworks, bounce house, and prizes. Banfield suggested taking the fireworks out as Gregg is going to pick up the first \$2,000 of that. Schroeder noted the trophies are separate. Lynda Coombs explained the \$5.00 entry increase at the Champ Race helps offset the cost but it does not begin to cover it. Following further discussion, Brian Schroeder made a motion to appropriate \$3,000 for entertainment and prizes for the 2021 Champ Race. The motion was seconded by Ray McKibben and passed unanimously. Banfield asked Wyke if he thinks it is worth throwing a couple of hundred dollars at boosting some posts starting two or more weeks out to promote to not only racers but to also prospective people to come out and watch. Wyke replied he is not sure it would take even \$200. Banfield made a motion to set aside \$300 for promotion of the Champ Race. He asked Wyke to get with Gary Osterholt to spend this wisely. Lynda Coombs asked Gary Gregg about concern in the past when we have talked about significantly promoting the Champ Race, there has been concern about the food as the potential is there to have a shortage of food. Gregg replied he does remember that happened one year when we had twenty or thirty people show up that weren't really go-karters. Banfield said he and Gregg had talked about doing a barbecue style, such as hot dogs, hamburgers, things along those lines and rent a big grill. He is sure we can talk to the membership that would be willing to help flip some hamburgers and hot dogs and we can do some sides like beans and coleslaw. He further stated this would give us a whole lot more flexibility on the food by buying the burgers and hot dogs frozen. McKibben replied he believes it was the Racing4Vets that cooked and he needs to know if he needs to reserve some grills. Josh Johnson stated who knows how many people are going to come with the growing season. Rick Coombs asked who is going to cook. Banfield replied he will reach out to the Racing4Vets and he is willing to stand behind the grill if he can't find someone to do it. McKibben requested fruit, such as watermelon, be added to the menu to which Banfield replied yes, and we can have some salads. Banfield asked what we typically spend on our food budget. McKibben responded it generally averages \$8.00 to \$12.00 per person. He cautioned to be aware of the meat processing plants that were shut down out west and said that could drive cost up dramatically. Ted Cradlebaugh offered to help on the grill. Banfield asked Johnson and Cradlebaugh to get together about the menu and he will check into the meat. Banfield's motion regarding funds for marketing was seconded by Ted Cradlebaugh and passed with nine in favor and one opposed (Coombs). Lynda Coombs asked if she should order the trophies or if there is someone else who could help with that if the template is provided. Schroeder reported he talked with Dawn Schroeder and she is willing to serve as chairperson and look into Kona Ice and blow-ups and she can reach out to work with Lynda Coombs on that. Wyke reported his wife has offered to help and that could be something she could work with Dawn on. McKibben asked Gregg about getting the bleachers returned to outside turn one and by the snack shack. Gregg said he will talk with Shelley Powers who can check with the Health Department as he believes that will work because tomorrow there are no masks required in the State of Ohio. Banfield thanked Schroeder for bringing this up and getting Dawn involved. Banfield asked McKibben to get grills; McKibben will coordinate this with Dawn Schroeder. Schroeder asked for people to bring corn hole games to which Cradlebaugh, Banfield, and Mark Heber will do.

OLD BUSINESS:

TRANSPONDERS / DECODER: Ray McKibben reported we are good as far as charging bases and he will create another board to wire in and make slots for the future. He further stated he will start swapping out batteries this weekend. Banfield said as he understands it, we had five radios that were not working to which Lynda Coombs confirmed. McKibben explained those were battery issues and he will take care of this and will get with Banfield and Lynda Coombs if there are problems.

BYLAWS: Aaron Banfield reported a by-laws meeting took place three weeks ago and said we are making good progress getting through this. He encouraged any member who wants to be there to attend next Tuesday, June 8, 2021, at 7:00 p.m. until 8:30 p.m. using the same meeting link. He said he strongly encourages all board members to attend as this is important stuff and we are having good conversation without rushing through it. Banfield will send the changes to date out to the board.

OVAL RACERS: Randy Landes talked with the son of one of the oval racers and explained to him it is up to them to come down and look at us to see how we run things to determine if it is going to work for them. Aaron Banfield said he is not sure how we would get this in on a race day without adding a lot of time for all of our members; he thinks it will take about two hours of track time. He stated he is all in favor of talking to our workers to see if anyone wants to come out and run a separate day event for them; he is not going to commit for any of our people; he would come out and work for them because he thinks it would be cool to watch. Landes will report back if he hears from them.

NEW BUSINESS / OPEN DISCUSSION:

100cc JUNIOR CLASS: Aaron Banfield reported at our last race, we had two red flags in the first two heats and was a class that got our attention last race and is worth discussing how we want to handle this class for the rest of the season. He stated he knows there were a lot of people interested in weighing on that. Dylan Cradlebaugh responded he does not think there is much we change for this year other than trying to make the Yamahas faster to be able to keep up with the KAs and he thinks a lot of it has to do with experience rather than the motor packages themselves. He further stated the kids need to get out to the track and get seat time; that's one of the big things. Dylan Cradlebaugh explained he looked at the karts that were running Yamahas and they all still had pounds and pounds of lead on the karts and he does not know if we can lower the weight to get them a little bit faster so they can be a little bit more competitive but he thinks a lot of it has to do with lack of experience. Mark Heber noted one of those red flags was not even halfway through turn one. Dylan Cradlebaugh replied it was a Yamaha on the outside pole and they just did not go and did not get through turn one all that well and it caused a big pile up. He added we're going to start starting qualifying more now and that's going to kind up settle that and we need to look at what we can do as he does not want the guys leaving us. Ted Cradlebaugh said he does not know if lowering the weight again another ten pounds will help that. He said you need to know who is front of you, not have a lead foot, don't punt them, and know who is around you. Dylan Cradlebaugh explained it was not a matter of punting; they just didn't go and he thinks inexperience is what caused both wrecks. Ted Cradlebaugh stated to get them quicker, you lower it another ten pounds; it's a shot. Banfield said we have one more pea-pick race at race number eleven. Ted Cradlebaugh responded that's good; that's going to help spread it out. Dylan Cradlebaugh noted the wrecks happened in a heat race and the parents need to talk to their kids and not just him; they need to get through the first turn and are not going to win a race in the first lap. Ted Cradlebaugh stated he thinks the qualifying is going to straighten a lot of it out but lowering it another ten pounds he believes is going to help. Ray McKibben discussed how he educates a lot of drivers telling them they need to be within two seconds of mid-pack time and to him, if a driver is three or four seconds off the pace, we need to talk with them about sitting on the pole. Following further discussion, Ted Cradlebaugh made a motion to lower the weight another ten pounds to 300 pounds for the Yamaha pipe. Mark Heber said he does not think the engine package had anything to do with what happened on both lap one red flags to which Dylan Cradlebaugh agreed and said we have got to do something. Rick Coombs asked if ten pounds is enough or should you go twenty. Heber responded you're now getting to the point where some drivers can't run that package that way. Ted Cradlebaugh said you could make it fifteen pounds off at 295 pounds. Bruce Wyke stated at some point in time, you can't take anymore off and the reason that we're even discussing this is because we're running 27-millimeter headers on KAs to keep them competitive with the VLR. He asked how many VLRs we have in the field to which Heber

replied he thinks there were one or two. Wyke said go ahead and tinker with the Yamaha as much as you want; he doesn't think you're going to overcome the fact that the kids up front on 27-millimeter KAs are never going to be caught by a piston port; it's just not going to happen. He further stated he knows we would love to have them competitive mid-pack battling and safely racing and noted we had a Yamaha in tech our first race in fifth place. Wyke said it's Junior class racing; it's all about the ability of the driver and the reason we're here talking about this right now is because we're trying to make the KAs competitive with the VLR. He added he thinks the Yamaha against the 22-millimeter KA would be a totally different conversation and maybe that's one we have next year. Wyke said go ahead and pull as much weight off the Yamaha as you want; he does not think it's going to do anything to what happened last week; the kid got turned because of the accordion effect of the start; there was no place for him to go and from his view, the Yamaha got turned in the hairpin too. Dylan Cradlebaugh stated the two wrecks were not because it was a Yamaha and he does not think we should pull them right now; we've already offered it, they've already committed to it, and he does not want to make somebody go out and have to buy a KA and he definitely does not want to have another run group of two or three karts; it just adds onto the day. He said taking the weight off is just going to help; it's not going to hurt them. Ted Cradlebaugh said if we do take the weight off and make them more competitive, they may want to get a KA. Banfield shared a conversation he had with one of the parents; he told him his opinion on this is if you want to run in this class, you're going to want the KA engine package. Wyke said if he had to choose between one and could race no other place than OVKA, he'd be on a VLR; it's bad fast, it is quick. He added the KA in many of our opinions, is you have more ability to race other places, and taking it to MCC or going other places is important to some and that would be one of the niceties. Wyke shared as recent as a week or so ago, a racer moved from VLR to KA so it is obviously the package that people are gravitating to. Ray McKibben seconded the motion. Following discussion of whether to adjust the weight ten or fifteen pounds, Banfield asked if we can word the motion to give the race director the latitude to adjust it. Dylan Cradlebaugh responded it is already in the rulebook and he can change the weight on race day to which McKibben agreed, such as with TaG. Ted Cradlebaugh stated we said that in the beginning with the Yamaha going to KAs and with the formula pipe going with the 100cc Masters. Wyke stated we've only had two races and we're already jettison twenty-five pounds off of the go-kart because we're claiming it's not competitive when the very first race, we had a young lady put one in tech; he understands where you're trying to get. Ted Cradlebaugh replied you obviously can see they are slower down the straightaways. Wyke suggested putting a Yamaha on his son's or Heber's son's kart and see what it will do. Heber said at that weight, even if he wanted to, his 13-year-old would be overweight. Dylan Cradlebaugh said we are just trying to make a place where kids can race; we're a club level organization. Banfield said we have a couple of weeks before the next race and raised the question if we can get Wyke's son and Heber's son out there and test a couple of these. Dylan Cradlebaugh asked what that is going to prove. Banfield replied if you have Wyke running whatever time with the KA and you through a Yamaha on the same kart, you have an ide of the difference being about a second. Dylan Cradlebaugh noted we did that in the past with an experienced driver and said it is going to be faster because the others are inexperienced. He said it's seat time; the weight is going to help them and if not, we change it. Wyke asked when enough is enough; when they can run top five? Following further discussion, Banfield said he just scanned through the rulebook and did not see anything about adjusting the weight and he would like to see Ted Cradlebaugh amend the motion to say we are going to adjust it to whatever for now and give Ted and Dylan Cradlebaugh the authority to adjust it on race day if needed to which McKibben said he seconds that. Dylan Cradlebaugh responded then add in 100cc Masters if that's the case to which McKibben agreed. Banfield asked that be talked about as a separate motion so it is clear for classes. Dylan Cradlebaugh said you could put it for all classes or that weights are subject to change. Ted Cradlebaugh said to make the motion for ten pounds. Lynda Coombs read the motion to remove ten pounds to a weight of 300 for the Yamaha junior Y pipe to which Ray McKibben seconded. The

motion passed with seven in favor, two opposed, and one abstained (roll call: Heber-no, Holliday-yes, Johnson-no, Landes-yes, McKibben-yes, Schroeder-yes, Wyke-abstained, Coombs-yes, Cradlebaugh-yes, Gregg-yes). Aaron Banfield made a motion that we allow the Tech Director and Race Director to adjust weights of classes on race day as needed. The motion was seconded by Ray McKibben. Heber said we need to make sure we're compensating for the engine package, not the experience of the driver; if you're inexperienced, you shouldn't get a ten or twenty-pound break. Dylan Cradlebaugh responded you guys knew the new package was slower going in and to give it a chance. The motion was voted on and passed with nine in favor and one abstained (Cradlebaugh). McKibben asked Lynda Coombs if it is possible to add either the letter K, R, or Y on the points by the driver names; he does not want to get in a software change; there are a couple of members who are running all three and it would be nice to be able to refer back to all three when we look at that in Rules Committee. Lynda Coombs said she will need to partner with our software provider and it raises the question what will we do if they change engine packages; will that even be a possibility. McKibben said yes, it could be week to week. Banfield said he understands what McKibben is asking and he is concerned that we are adding a lot more to coordinate in the tower; if it is important information and you want to walk over there each race day, we can print a sheet and can look on the grid and do it separately. McKibben replied he agrees and said it is just for our information when we are discussing what is going on week-to-week. Lynda Coombs told McKibben there are scale/tech sheets that have what engine they signed in with that day. Banfield explained there can be times when the entrant fills out the form with an incorrect engine package. McKibben said he can get a list of the Juniors registered for the day and he'll just record everybody's engine packages.

REGISTRATION: Aaron Banfield reported he and Lynda Coombs had a conversation that with the number of entries we had last time, we were going to ask Angie Calvert to rejoin our crew when we are really busy. He is willing to offer up his laptop for now to install another software license. Aaron Banfield made a motion to allocate up to \$500 for a software license for a fifth registration station. The motion was seconded by Ted Cradlebaugh. Brian Schroeder raised the question if we want to purchase a new laptop as HP is having a sale right now with a comfortable amount of \$750 but he didn't have much time to look at it. He further stated if we are looking that direction, this might be the right time. Banfield responded he would rather wait a couple more races to see if the trend continues then look for additional hardware and make sure we get a laptop that will last four or five years. The motion was voted on and passed unanimously. Schroeder asked if this is a user license, laptop license, or license per each time you run it. Lynda Coombs explained it is a per laptop fee.

BILLBOARD: Ray McKibben reported Jeff Roberts responded back that he does have the artwork files for the billboard and McKibben will get those to Josh Johnson. Banfield will follow up tomorrow and let the board know about pricing.

ADJOURNMENT: A motion to adjourn was made by Ray McKibben and seconded by Aaron Banfield at 8:22 p.m. Motion carried.

UPCOMING MEETINGS / EVENTS:

- By-laws Workgroup #4 – 7:00 p.m., Tuesday, June 8, 2021 (link on OVKA website)
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, July 6, 2021 (link on OVKA website)

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Email treasurer's report to the board, obtain pricing for billboard graphics, assist with grilling at the Champ Race, partner with Ted Cradlebaugh and Josh Johnson about the Champ Race menu, check into meat for the Champ Race, provide corn hole games for Champ Race, email bylaw changes to date to the board.

- Ted Cradlebaugh – Assist with grilling at the Champ Race, partner with Aaron Banfield and Josh Johnson about the Champ Race menu, provide corn hole game for Champ Race.
- Mark Heber – Provide corn hole game for Champ Race.
- Josh Johnson - Partner with Aaron Banfield and Ted Cradlebaugh about the Champ Race menu.
- Ray McKibben – Contact Jeff Roberts about billboard artwork, coordinate grills with Dawn Schroeder then reserve them for the Champ Race, swap out batteries.

BOARD MEMBERS PRESENT: A. Banfield, R. Coombs, T. Cradlebaugh, G. Gregg, M. Heber, J. Holliday, J. Johnson, R. Landes, R. McKibben, B. Schroeder, and B. Wyke

MEMBERS / VISITORS PRESENT: R. Beaman, L. Coombs, and D. Cradlebaugh.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 6/27/2021