

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, JULY 6, 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 approve the June 1, 2021 board meeting minutes as published. The motion was seconded by Aaron Banfield and passed unanimously.

TREASURER'S REPORT: No report.

COMMITTEE REPORTS:

SHOWS & PROMOTIONS: Lynda Coombs reported the Lebanon Blues Festival is the first Saturday of August which conflicts with a Saturday night race so we will be unable to participate in it.

SPONSORSHIP / PIT SPOTS: Ray McKibben reported he emailed billboard artwork to Josh Johnson and possibly Aaron Banfield. Banfield will follow up about this.

TECHNOLOGY: Michael Lewis reported he posted a request for some volunteers for Champ Race weekend and cornhole boards to speed up the cornhole tournament process. He said if anyone else would like anything posted on the Facebook platform to let him know. Lynda Coombs inquired about the status of updating pictures on the OVKA website. Aaron Banfield asked Bruce Wyke about getting pictures from Rob Neuzel. Wyke said Neuzel has pictures and he did not know if that was his responsibility to gather those and he has asked three meetings in a row. Banfield explained if someone can pick some pictures and get them to Gary Osterholt, he will be happy to update them. Neuzel replied he will be glad to go through them and if he is provided with who to send them to, he will do so. Banfield will provide Neuzel with this information. Ray McKibben requested there be pictures of large classes just to show that we're growing and we do have big classes running as we do have several of them this year.

TRACK IMPROVEMENT COMMITTEE: Ray McKibben reported he has been doing some painting around the pavilion and has a new light for the tech barn above the garage door. He added he is working on sprucing up some things around the track. McKibben said he would like to make note that Shelley and Jonathan Powers have been doing a good job keeping the place nice and neat and has been doing a lot of work.

SWAP MEET: Scott Golladay reported he sent Lynda Coombs the reverse side of the flyer they are working on for 2022 and he has a lot of changes he would like to go over with everybody. He said the date is Saturday, February 5th, and explained they want to make changes to the booth prices. Golladay reported that last year we had regular booths at \$65 and the end tables at \$85 and he wants to go with one price point of \$65 for all; if they register by October 1st, they can get it for \$60. He said extra tables, hookups, and armband prices will stay the same. Golladay said his goal is to increase table sales and combine that with Josh Johnson who is the point person for vendor outreach to get in some more shops and try to book earlier. Golladay explained one other thing that will be changing will be the flyer and online registration which will say all sales are final if they don't want to attend. He said last year they ran into this and made accommodations because of COVID but are not going to do so this upcoming year. Ray McKibben noted the end tables are a higher visibility spot and asked isn't that why we charged more. Golladay replied they are higher visibility and said if they preregister, they

will get it cheaper. He discussed the number of tables that were used last time and the financial impact. McKibben thanked Golladay for all of his work. Don Boles explained he was talking with a guy who runs quarter midgets and said we might be able to get them to come. Banfield replied he thinks that is a great partnership and asked Boles to get with Golladay to coordinate this. Golladay said with Johnson being over vendor outreach, if you have someone to reach out to, please get with Johnson so we are not duplicating our effort and not calling people more than we need to as far as vendors go. Golladay explained the contract cost is up a little bit and discussed fees and the number of tables needed. He said Roberts Centre has told him no restrictions are in play right now with COVID restrictions and it should make for a better experience for the vendors and the shoppers. Golladay added there are a lot of things moving right now including doing some new things with the classes and the seminars. Scott Golladay made a motion to do early registration of \$60 if they preregister by October 1st and after October 1st, they are \$65. The motion was seconded by Aaron Banfield and passed with ten in favor and one abstained (Golladay). Golladay reported this year after the Swap Meet, we quickly asked for that date to be held and they told us if another event comes forward and wants that date, we have ten days in which to respond which we had done in the past. They quickly came back to us and said someone had approached them about our date and forced our hand to lock ourselves in and we were not able to go out and look for another location to see if maybe there was a better deal somewhere. Golladay explained that if we are wanting to look for another location, we have to start looking now. He reported right now we have 60,000 square feet with the Roberts Centre and we could get by with 50,000 square feet and maybe 40,000. Golladay reviewed a variety of other venues and discussed square footage. Don Boles noted the Clark County Fairgrounds has new buildings and said Montgomery County Fairgrounds may be an option. Banfield suggested making a trip to look at the Clark County Fairgrounds. Golladay said he will look into both fairgrounds and report back next month. He asked that if anybody has suggestions for a place, email him or see him.

MARKETING COMMITTEE: Bruce Wyke discussed boosted ads for Facebook advertising for the Champ Race and shared the amount of people it would have reached previously compared to currently. Wyke has been in communication with Gary Osterholt and said they do not know what time frame to boost this. Aaron Banfield suggested leaning on Osterholt to help give some guidance and said if they are estimating reaching only 800 or 1500 people, he doesn't think it is worth doing it to which Wyke agreed. Banfield said he will reach out to Osterholt and his marketing staff member. Michael Lewis shared how the regions can be adjusted to disseminate advertisements. Don Boles asked if we can go on other sites, such as vendors and other tracks. Banfield replied we are wanting to reach out to new karters and said if we can only get 800 or 1,500, don't do it; he thinks we should be hitting 3,000 or 4,000 people for that amount of money. Banfield said they can talk through it offline.

CHAMP RACE COMMITTEE: Dawn Schroeder said everything is on track for the Champ Race which is happening in a couple of weeks; trophies, prizes, and entertainment are all squared away and ready to go. She asked about details for the flyer, including the time for the fireworks. Aaron Banfield responded it is going to be two-thirds the length of last year and to plan on 10:00 p.m. Dawn Schroeder asked if the singing group will be there on Sunday which Banfield will confirm. He reported we do not have Team Fastrax this year. Dawn Schroeder explained the past two years we provided trophies for the top five for classes except for a couple of classes that were smaller. She reported this year all the classes are healthy except the 420 only has four consistent racers and the Y pipe class has five on the points list but only two of them have been coming consistently so she only ordered three for 420s and two for the Y pipe class. Lynda Coombs explained in the past she has estimated and if it turns out we have more, we borrow from another class for the sake of taking

pictures then keep a log of who we owe trophies to. Dawn Schroeder reported she ordered twelve trophies for the Kid Karts. She has put together a couple baskets for 50/50 prizes and asked what kinds of things are left from the banquet. Banfield offered for her to come look this weekend or he can give her a list. Dawn Schroeder discussed the need for cornhole boards and noted Michael Lewis posted something today. She is hoping to get five or six to reduce the time the tournament takes. Ted Cradlebaugh, Lewis, and Banfield offered to bring a set. Ray McKibben reported Bill Chambers will help with the cornhole tournament. Lewis discussed his past experience coordinating the tournament and said he doesn't mind helping again. Dawn Schroeder asked about having dinner start at 6:00 p.m. to which Banfield said he thinks that is fine. Boles asked if we are having a catered meal to which Banfield replied no, we are doing barbecue with hot dogs and hamburgers and are catering the side dishes. He explained with not having any idea how many people will show up, it was felt that is the best option. Boles discussed the bonding that occurs when people eat together. Banfield replied we can still set up the tables where people can eat together and it gives us a lot of flexibility. Rainer Pansch confirmed the Vets will run the grill. McKibben has the grill lined up. Josh Johnson asked what the cost is for the side dishes being catered. Dawn Schroeder replied the quote right now is \$5.00 per person; that it was the fruit that was most concerning. Johnson asked the cost of catering with the entrée. Dawn Schroeder replied \$10.50 and said she got a bunch of quotes; it was decided to go with Sandy Powers. Initially it was discussed to offer chicken and pulled pork barbecue then when Banfield told her it was decided to go with just the sides, the cost would be \$5.00 for just the sides. McKibben said \$10 is not bad; Johnson said he likes fired chicken. Banfield explained the risk we run into is we could run out of food. Gary Gregg discussed looking at the gate numbers. Banfield responded if we can come up with a good number, he doesn't have a problem with catered; his concern continues to be coming up with that good number. Lynda Coombs asked how the number of potential people was calculated in the past when we had the event catered. Gregg explained we went with the numbers of the prior Saturday night race and it was a judgement call. He further stated this year with our numbers being up, he doesn't think we need to go with 325; that 250 to 275 may be alright. Boles noted last year's Champ Race was on Fourth of July and that was one reason we were down a little bit. Ted Cradlebaugh asked why we can't have both. Brian Schroeder discussed the amount of activity that is going on in the pits and said if it were catered, we don't have to worry about it. Brian Schroeder made a motion for this Champ Race to be catered by Sandy Powers. The motion was seconded by Jeanette Holliday and passed unanimously. Brian Schroeder asked about the grill arrangements that McKibben had made. McKibben said he will take care of that. Dawn Schroeder reported a lot of volunteers will be needed; fourteen at a time. McKibben suggested those who volunteer get entered in a drawing for one entry pass; Banfield said he likes that idea. Banfield thanked Dawn Schroeder for taking this on.

TECH DEPARTMENT: Josh Johnson said in coordination with Bruce Wyke, they tried to narrow down our painting process verses other tracks and what we can do to speed up the line at our painting area. He talked with Steve Vermeer, Gary Lawson, Kart City, and he believes Wyke talked with GoPro and MCC on what they paint. Johnson reported right now on the 206 we paint eleven items and the maximum all these other people paint at one time is six items. He said it came down to four that are the most consistent between all the people they talked with; the valve cover, the valve cover and lock, the bowl, and the carburetor bolt on the 206; all other paint on other items is not necessary and takes a lot of time. Johnson explained he has talked with Ted and Dylan Cradlebaugh about this and he believes they are in agreement that we can knock down some of the painting and speed up our line. Ray McKibben stated if our tech director is comfortable with it, then he is good with it to which Aaron Banfield agreed. Rob Neuzel asked if tires will still be painted. Johnson said we will still paint tires and they could possibly be painted on the grid if that makes anything faster. Banfield responded he is not in favor of painting on the grid right now; let's get the new process down

and see how it goes then we can assess that; on the grid, you run the risk of missing someone and he would hate to have that to happen. McKibben said with the kart being up on the stand, it makes it easier to make sure they are running the proper compound before they go out. Boles added it makes it easier to paint and cutting that in half, painting should go a lot quicker. Johnson reported for the KA Junior and Swift, the other tracks and series use an engine seal with a metal wire tire from the head bolt that already has a predrilled hole in it to the header bolt that already has a predrilled hole through that also. Ted Cradlebaugh added and the carburetor. Johnson replied he looked into that and that is going to be very expensive to loop all three of them together. He said the reason why he is presenting it this way is to cut the cost on these engine seals because you can get away with a nineteen-inch wire, 100 for \$60, which will come with a number on them and that number is to be written down on your tech sheet so tech knows what engine seal is supposed to be on your engine. If it gets cut off at the end of the day, we will have more then you will have to rewrite that number down on your next race. The KA Junior and the Swift would be wired tired from the header bolt to the head bolt. On the carburetor painting, there is only really one spot that needs to be painted on that from what he understands other people are telling him; that is from the block of the engine to the carburetor; one straight line with puffy paint and that ensures that carburetor is the same that one you presented at qualifying. Ray McKibben asked if you can make any changes to the carburetor with that being painted; being able to change things within the internals; would that protect that integrity? Johnson he only thing that could be is the pop-off and everybody else feels that should be able to be maintained during race day. Wyke reported at the most recent Route 66 race and at what will be the USPKS races, they are using a forty-two-inch engine seal and they are picking up head bolts, header bolt, and carburetors. They made them so long so a guy can take and look at his reed, maintain his reed if he needs, he can put a carb kit if he needs to; all of those things are perfectly legal to maintain during a race day with these organizations. Wyke further stated the trick was getting a long enough seal to loop everything and that is where Johnson is running into cost issues. Before they came up with the forty-two-inch seal, they were actually putting two nineteens together to get the guys enough room to be able to take the reed block off if they want or maintain the carburetor but the carburetor would always stay with the motor; it has to be that carb. McKibben asked if reeds are a maintenance item. Wyke replied they chewed the reeds out of their VLR at Indy and changed the reeds and had to go back and get it painted; you could maintain the reed during the race day. Johnson reported a twenty-four-inch cable is \$76 for fifty of them; a nineteen inch is 100 for \$60. Banfield added we could do two cables together on the Kas. Wyke said they will both have different numbers so they will have to write both of them down on whatever documents they use. Dan Fiehrer asked if you would be doing this every race. Banfield explained the seals should in theory, unless you are cutting it off for a reason, ideally you leave the same seal until Ted Cradlebaugh cuts in off. He added the risk to the club is we have got to have enough seals if you cut it off. Fiehrer asked what if you just want to take your head off to clean the top of your piston in between a race, then you're going to have to cut that seal unless he is mistaken. Banfield replied, yes you would and said it is \$1.20 per entry if we did two seals is the cost to the club. Fiehrer replied he thinks we would be better off painting; he could see if this was a three-day national race or Champ Race. Wyke reported he took a little survey with the KA Juniors; there were a fair amount of motors that had all race paint on them; they had been painted every time and not one bit of it has been taken off. He said those people, like us, wouldn't want to have to push through the tech to get painted unless we had to; that is ultimately is what our goal is. Wyke reported he has asked people their experiences, especially the non-members who come to race with us. He said kudos to the folks in the tower with the registration process; they are really putting forth the effort to streamline that but standing in that paint line in ninety-five degrees waiting to get to the grid because it's first-come, first-served so you've got classes that aren't even needing to get ready for thirty minutes or more are standing in the paint line because they want to be ready to charge down there to get a good spot to qualify. Wyke said those are the things we are

trying to do; how can we make it better; how can we streamline things and give people more time to work on their go-kart. He added there will be plenty of people that may decide to cut them off every race and they are perfectly allowable to do that. Fiehrer said he personally thinks if we reduce the paint, especially if you are cutting the 206s in half, he thinks we could cut the KAs in half too. Fiehrer reported at Trinity they paint like three things and he does not remember New Castle painting; he thinks they are just looking more at the top five in tech. He added he sometimes thinks we take tech a little too far with the guys in the back and he thinks tech should only matter with the top five period; if that guy that comes in in tenth place has a completely different engine, he doesn't care in his opinion. Banfield replied if he is in eleventh place, he does. Ranier Pansch asked for clarification if the tags are just to make the marking system go through and once you have this tag on, all you need to do is get your tires marked up for the day. Ted Cradlebaugh responded that is correct. Banfield asked Ted Cradlebaugh if he is favor of the tags and if so, does he prefer one or two tags. Cradlebaugh replied one or two, it's got to cover all three areas; it doesn't matter. Johnson explained buying the nineteen-inch tag, it can be used on the KA Senior because there's no reason to run it through the header bolt because you can't change that anyway to which Cradlebaugh agreed. Fiehrer retracted his statement a little bit; if he needs to change his reeds, he could take the carb off and it would hang on the wire which he could live with. Ted Cradlebaugh replied correct. Aaron Banfield made a motion that we set up to a \$150 to buy cables and defer to Ted Cradlebaugh when he is going to put this in place. He asked Johnson to buy two hundred of them and add some money for taxes and shipping and get them coming in. Banfield said it's a tech item that he fully believes Ted Cradlebaugh has the discretion to set what we are teching and how we are doing it. Mark Heber asked if it is envisioned to have it installed at pre-tech or painting. Johnson replied he would say it has to be on before you qualify. Lewis stated the individual person would run the cables through then they would be checked by tech. Ted Cradlebaugh said it has got to be sealed with a number and recorded. Banfield stated probably pre-tech would be the right answer. Wyke said one thing to consider is that the racer will be documenting the seal number and that would be after they've already turned in their pre-tech sheet which would be the best place for it but those have already been turned in; that would be something to consider where do we document that. Banfield replied he thinks you keep the seals with pre-tech, document it on the pre-tech form and if you have to get a seal after pre-tech closes, go up to Ted Cradlebaugh and he'll pull the sheet out and document it there. Don Boles suggested postponing this until after the Champ Race because you're asking an awful lot of the tech guys to come up with new rulings and he thinks it is a little much for the Champ Race. Banfield replied fair enough and said he will still defer to Ted when he puts this in place. Ted Cradlebaugh stated once you get the cables, we're going to use them. McKibben asked if once you slip on the cables, if it is something easy to spot check. Ted Cradlebaugh responded correct and said once you go into tech and take the head or jug off, it's going to be cut and you will get a new seal. McKibben asked if you can walk around and check somebody's cable easily to which Cradlebaugh said absolutely. Michael Lewis seconded the motion. Boles asked if we are going to have them buy another seal. Ted Cradlebaugh explained it is part of our tech process instead of painting everywhere and we are going to give another seal. Banfield added it is a \$1.20. McKibben added it's going to be the same money because we aren't going to be spending money on paint. The motion was voted on and passed with eleven in favor and one opposed (Coombs). Brian Schroeder asked Ted Cradlebaugh if for every karter that is new, they bring their kart up to the grid for pre-tech and if a karter were to swap out that kart throughout the year, should they have that kart re-teched meaning the paper on file, is that for the person and the class that brought it up or is the paper on file for the kart that was teched. Cradlebaugh replied that is a good question; we would not know if they changed karts. Schroeder stated in conjunction with the wire ties, they also make plastic ties that can be on one of the spindles; there is no reason to cut that off if you are going to be running the same chassis. Banfield asked to table this until the next meeting because he wants to think through that

carefully; we have a lot of process things that that kart strap does. Schroeder explained he is not talking about the wrist band that goes on each race; he is talking about a tech band that would be basically a second and more permanent. He reported that was actually him last race weekend where he pushed a 206 kart up and was questioning it to himself if he needed to; yes, he did because that kart had never gone through tech; he looked at it like another helmet. Schroeder said on the wires for head bolts and the manifolds for the younger classes and head bolts and carburetors for the seniors, he recommends that wire when it leaves the head bolt, it passes through one of the fins on the head because it is possible to remove the screws and the cable all in one and have a cable with two bolts on it and if it passes through the head, it can't do that. Boles explained why he brought that up when you're wanting to do this, anytime we change the rule, it is thirty days before it goes into effect; the bylaws state the only thing we can do immediately is for safety. Lewis responded he does not look at it as a rule change; he looks at it as a tech process change. Lynda Coombs stated to her it is a procedural change; she does not see it as an actual change to the rules as the processes that Cradlebaugh uses does not necessarily fall under a rule change. Banfield replied he agrees with Lynda but he will look through the rules and if we agree, we can wait; let's have some dialog this weekend over it. McKibben said one thing that needs to be done is a tech update that we are changing our process to give the karters a heads up so they all know to get their seals when Ted does implement it. Banfield said that is a valid suggestion and good catch and we will make sure we get that communicated. Schroeder said how about we do this for Champ Race to which Boles said you're talking a lot of work. Banfield said he will talk this weekend with Ted and Josh and make sure they have a good game plan before we implement it; we haven't committed to Champ Race yet that we will do it; let those guys figure it out and they will make the right call. McKibben suggested since it is a two-day race, discuss it on Saturday and announce it at the driver's meeting on Sunday. Boles added since we have thirty days, it will give the tech guys some time. Wyke said something to keep on the radar screen, during a race day with other sealed programs if they want to cut that seal off, they have to come down to tech in the tech department; like if a guy says he has got to do this because he has an engine issue; once you cut that seal, that kicks in whatever rules you're going apply. He suggested as a way to get a better control over that kind of thing, once the ladies are done painting, the paint is brought to Ted Cradlebaugh and no painting is done up on that hill the rest of the day. Ted Cradlebaugh responded they would have to come to him; that's good.

OLD BUSINESS:

TRANSPONDERS: Ray McKibben reported transponder mounts are in process.

RADIOS: Ray McKibben reported he had a broken radio turned in and he is working on getting parts for the channel switch. Aaron Banfield asked if all of the batteries are good to which McKibben replied yes, they are.

BYLAWS: Aaron Banfield reported the fifth bylaws workgroup meeting will be held at 7:00 p.m. next Tuesday using the same Zoom link. Banfield discussed the importance of board members being on this call and explained we are getting to the bottom of the bylaws. He said if you need a reminder to let him know. Banfield stated it would be really good if we have the majority of the board so we can have the discussions needed so that way when it comes back to the board meeting, we don't spend thirteen hours talking about something we've talked about. McKibben added he seconds what Banfield is saying; there has been a core group and we could definitely use more board members because there are some changes that you guys need to see and read and discuss.

REGISTRATION: Aaron Banfield reported for the last two races, we have had a fifth registration computer up. Lynda Coombs said it has gone well and reported we got the fifth license for \$500

which was what was appropriated. She explained we are currently using Banfield's computer which he has loaned us for testing purposes and if we see we need it long term, we will need to have some dialog about it.

NEW BUSINESS / OPEN DISCUSSION:

QUALIFYING LINEUP METHOD: Michael Lewis reported it came to his attention and Ray McKibben did the leg work on it, that the board voted on changing the qualifying lineup method in September of last year to go to lining up by points. He explained that rule change was inadvertently left out of the OVKA 2021 rulebook. He said there had been some clamoring on it that since we voted on it, we had to do a rule update; it gets into semantics about the rulebook being closed, having to go through the process of opening it back up, or voting again. Aaron Banfield stated he is going to make this real simple; we voted to accept the rules that were written; that vote happened after that September board meeting. If we want to change it to go back to qualifying based on points, it's not hard, we need to make a motion and the board needs to vote on it. Lewis made a motion to accept a rule change of qualifying based on championship points standing. Ray McKibben asked Lewis if he would mind to change that to update the current rulebook with the motion that was passed back in September qualifying lineup. Lynda Coombs read the motion from September 1, 2020 that stated, "Josh Johnson, seconded by Ray McKibben, made a motion to go back to qualifying lineup based on points. The motion passed with six in favor and three opposed." Brian Schroeder asked about something he brought up a year ago about COVID and congregating. Coombs read, "Schroeder asked for clarification if somebody is on the grid and chooses to wait thirty seconds, is that allowable and if not, what is the ramification? He further stated this is the year of COVID and we do not want people congregating. Wyke raised the question if a driver shows up with only two minutes to go and there is no ninety second rule. Ted Cradlebaugh explained with what Schroeder is talking about, we would only hold up at the Champ Race. Lynda Coombs stated because this is for safety, the rule will be in effect at the next qualifying event. Michael Lewis will publish this." Wyke noted in there lies the reason we didn't have to wait thirty days to change the rule because we were basing it on a safety COVID issue. Boles responded we already made the rule and voted on it. Wyke stated we also voted to accept the rulebook as written; just make the motion and vote on it. Banfield explained the last vote we had on this rule was to accept the rulebook as written and none of us caught the fact that that hadn't been changed in there. In September we voted to change it; in December when we accepted the rulebook, we voted to change it back, not intentionally. McKibben said that is why his suggestion is to update the current rulebook with the vote that we held back in September. Lynda Coombs read the motion as a rule change as previously specified at the September 1, 2020 board meeting for qualifying lineup to be based on championship points standings. Wyke asked what we do with people who are not racing for points. Coombs explained if they are a non-member, there are no points to put in for them so the computer does a randomly generated number. Banfield said the short answer is if he shows up and hasn't raced with us, he is starting in the back. Wyke asked if it makes sense to include any of this in the motion for clarification. Coombs said no, it is randomly generated unless we override it. Wyke said he understands it but we want to attract racers and he wonders if it makes sense for them to know they are going to be randomly pea-picked at the back. Coombs asked Wyke if he is wanting to add to Lewis's motion to which Wyke replied no. Ted Cradlebaugh said they can be told if they are a non-member, they are in the back based on a random draw. Wyke asked about people with an X on their helmet. Banfield responded members with an X start ahead of a non-member with an X. The motion was voted on and passed with ten in favor, one opposed, and one abstained (roll call: Gregg-no, Heber-yes, Holliday-yes, Johnson-yes, Lewis-yes, McKibben-yes, Schroeder, abstained, Wyke-yes, Boles-yes, Coombs-yes, Cradlebaugh-yes, Golladay-yes).

PRACTICE: Ray McKibben asked if since we require racers with Xs to start on the tail, are they required to start on the tail for practice. Aaron Banfield replied no. Dylan Cradlebaugh added they are probably going to go there on their own.

RACE #7 CONFIGURATION: Dan Fiehrer said on Sunday we are running in reverse and it is his understanding we are taking turn two; is that correct? Aaron Banfield and Ray McKibben replied no. Fiehrer said he thinks it will be important at the beginning of the day to clarify that. Banfield stated we will be talking quite a bit about those procedures on Sunday.

TIRES: Dan Fiehrer said he knows next year we are running Hoosier tires and asked at what time we reevaluate the tires. Aaron Banfield explained that will be next year at which time the contract is up for renewal. He said if we are looking at compound, that's a conversation that Ted Cradlebaugh is leading the discussion on and if you want to talk about compound, talk with Ted. Banfield noted we can change that compound at any point in time; he does not believe we should change it this year at all but if we want to run a different Hoosier compound next season, that is absolutely a conversation we should be having now.

ADJOURNMENT: A motion to adjourn was made by Ray McKibben and seconded by Aaron Banfield at 8:34 p.m. Motion carried.

UPCOMING MEETINGS / EVENTS:

- By-laws Workgroup #5 – 7:00 p.m., Tuesday, July 13, 2021 (link on OVKA website)
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, August 3, 2021 (link on OVKA website)

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Follow up about billboard artwork, provide Rob Neuzel with Gary Osterholt's contact information, provide corn hole games for Champ Race.
- Ted Cradlebaugh – Provide corn hole game for Champ Race.
- Scott Golladay – Look into potential Swap Meet locations.
- Josh Johnson – Order tech cables.
- Michael Lewis – Provide corn hole game for Champ Race.
- Ray McKibben – Follow up on transponder mounts.
- Rob Neuzel – Provide Gary Osterholt with pictures to update the OVKA website.

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

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

JULY 13, 2021 BYLAWS MEETING

Aaron Banfield, seconded by Ted Cradlebaugh, made a motion to make a tech update to clarify what specs we will be using for the following engine packages:

IAME KA100 - https://cdn.shopify.com/s/files/1/0422/3293/8659/files/356_I_-

[REEDJET 100 AIR USA -](#)

[DRAFT HOMOLOGATION FORM WITH ANNEXED CARBURETTOR HOMOLOGATION FOR M.pdf?v=1605113210](#)

IAME Swift - https://cdn.shopify.com/s/files/1/0422/3293/8659/files/353H_IAME_60_MiniSwift_USA_-_TaG_-_REV01.pdf?v=1605120869

ROK VLR - <https://rokcupusa.com/wp-content/uploads/2021/04/Fiche-ROK-VLR-2021-USA.pdf>

The motion passed with eight in favor and one abstained (Coombs).

Respectfully submitted by Lynda Coombs, OVKA Secretary, 7/28/2021