

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, AUGUST 3, 2021**

CALL TO ORDER: President Aaron Banfield called the meeting to order at 7:00 p.m. via Zoom and welcomed everyone to the board meeting. He asked that people stay muted until speaking.

SECRETARY'S REPORT: Lynda Coombs made a motion to approve the July 6, 2021 board meeting minutes as published. The motion was seconded by Don Boles and passed unanimously.

TREASURER'S REPORT: On behalf of Jason Gregg, Lynda Coombs provided the treasurer's report. Rick Coombs made a motion to pay Gary Gregg \$20,000. Ted Cradlebaugh asked what the amount is that we owe Gregg who said he will try to get that information this week. The motion was seconded by Ray McKibben and passed with ten in favor and one abstained (Gregg).

COMMITTEE REPORTS:

SHOWS & PROMOTIONS: Lynda Coombs noted we are not able to participate in the Lebanon Blues Festival which is this coming Saturday. Aaron Banfield explained we are not participating because we have a race at the same time. Josh Johnson asked if we have a secure spot for next year's Blues Festival or are going to lose our spot as it is his understanding we had a good location. Coombs replied if she had to guess, she would anticipate we will lose the spot. Johnson asked if we can pay for the spot then not go to which Coombs replied the contact with the Blues Festival has already voided the check. Ray McKibben asked if we can reach out to them to see if they would honor us having our spot back for next year. Coombs will contact them. Ted Cradlebaugh stated we need to make sure we don't schedule on it next year. Banfield responded that when it comes down to the race schedule and everything we have to schedule around, that can go on the list to try to not schedule on. McKibben suggested instead of scheduling a Saturday night race, to schedule a Sunday day race. Brian Schroeder asked what the thought is of OVKA holding a non-points race next year, maybe in August or September, not using every one of our classes, and advertise it throughout Ohio, Indiana, Kentucky, and West Virginia to bring people to our track. He said we have everything we need; we should be able to get corner workers, tech, and transponders. Schroeder added this would basically show people what Camden is like and use that as a promotional to try to draw people in. He stated if we do it in August, people can plan for the following year to come for fourteen races. Schroeder noted for the last couple of years with the coronavirus, we have not been able to get out to shows and this could bring people to us. He said trophies do not have to be extravagant and we could do them for first through third. Schroeder discussed having to get with Gary Gregg and rent that track for that weekend; it is going to be an expense to the club to pay the workers and the track. He said we could hopefully bring in some income, if it's positive, great, and more importantly is to get OVKA and G & Js name out to come to the track. Rick Coombs responded he agrees with Schroeder and raised the question if a trophy will do it. Ted Cradlebaugh said money to which Coombs replied he would not like to do money. Schroeder said we could do practice on Friday or Thursday and Friday and people just pay the \$10 that Gregg would get and that way they see the actual cost of coming to our track and practicing. He further stated then we hold a race on Saturday and a second race day on Sunday; if people travel, we have two individual race days. Schroeder said he would like to continue to talk into the winter months and see if the logistics work out. Don Boles responded he would like to look at something to get people to come. Schroeder said one of his thoughts for a trophy is a miniature grandfather clock, fourteen or sixteen inches, to sit on a desk. Coombs replied that is one of the most coveted prizes in Nascar. Schroeder explained they have been to a lot of races throughout

the country and a lot of tracks and nobody does anything that he sees to welcome people to a track to just kind of get a feeler. Schroeder said his thought is if we did it the middle to second part of the race season, and he knows it would be really early, but if we had a schedule, people could plan and we could get our name out there so people can plan for 2023. Lynda Coombs asked for clarification if Schroeder is proposing no charge for entries to which Schroeder replied we would charge adding he would like to basically keep the same cost for practice at \$10 so they see that's how much it costs to come practice anytime and maybe charge the membership fee to those that want to race and the transponder rental. He discussed how OVKA has everything in-house from transponders to chase vehicles to the scales and he thinks this would be a good promotional. He said he is not looking for answers tonight and would like to people to ponder. Lynda Coombs said as you think about scheduling for next year, we typically have the Vintage event the last weekend of August. Schroeder replied the reason he threw out August is because in September you have school in session and that may deter people and if we do it early in the season, he does not know if we would hook them for a full season. Boles suggested talking with some sponsors about donating motors and say the winners of four or five classes would be in a drawing for motors. Banfield asked if there is a reason we would not consider doing that on a points weekend and making it a bigger event. Schroeder replied his first thought is there may be people that chose not to race it within our club so they can help out in the pit area or on the track and we may need additional people, such as two or three people full-time for tech and extra corner workers. Bruce Wyke said he noticed when Ted Cradlebaugh mentioned a money race there was immediate pushback and he asked what the general idea is; is a money race something we would entertain. Boles replied people run over you for \$100. Banfield added as soon as you put cash on the line, it no longer becomes a friendly sporting event in his opinion based on other events. Josh Wagar agreed and raised the question of why not promote the charity race. Wyke asked if we have ever done a money race to which Boles replied yes, twenty years ago, and some street races that paid money too. Ted Cradlebaugh said he does not remember a money race at G & J. Wyke said don't we look at the Charity Race like a money race and asked if we see a real difference in attitudes. Banfield replied the Charity Race is usually not a big payout and it is not promoted as a money race; the money from the payouts have been done by donations historically. Emerson D'Agostino reported two years ago he saw it become ugly; it does change it and he thinks upping the Charity Race is fine. Wyke reported he has seen other venues and other clubs look at classes that they want to enhance, for instance 206 Senior; what if there was just a payout for specific classes; he has seen that happen several times with the intent of drawing people to that class to see if we can grow that class. McKibben responded he likes the grandfather clock idea and it might entice some people to come; it would be unique and really cool. Wyke asked if anybody has comments about having an individual class payout. Ted Cradlebaugh said you want to try to run it like Commercial Point; you have your Saturday races; they give money out and prizes for those then Sunday is called a Pro Race for money and the ones that want to stick around and pay the money and race will and there is nothing wrong with that. He added you're saying people are going to get aggressive and he watches it every week where people knock each other out in the first lap of our race. Wyke said one thing we might want to consider is two years in a row SKUSA has come to New Castle in August; they have a SKUSA warmup weekend which is a set of races; pretty much everybody comes in early, all the big teams get set up then SKUSA Summer Nats is the following weekend just like we're coming up to now. He said there's a lot of racers that don't run SKUSA and a lot of those 206ers from the other clubs may be looking for a place to lay it down. Cradlebaugh said you only pick four classes to run on Sunday for money and you can run a regular schedule on Sunday. Schroeder thanked everyone for their input and said his intent was to merely throw this out there and it sounds like there is some interest; he will continue to hammer out some of the fine points and will talk down the road. Wyke offered to help Schroeder in any way. Lynda Coombs asked Ted Cradlebaugh how the Sunday money race is funded. Cradlebaugh

explained it is through entry fees at \$100 for Sunday and Saturday is cheaper. He said he does not think they have any sponsors. Banfield added if we are trying to attract regular racers, a money race is not going to be like what they are used to seeing. He stated you are going to bring out people that are going to show up for the money.

SPONSORSHIP / PIT SPOTS: No report.

TECH DEPARTMENT: Ted Cradlebaugh explained he will get prices together for tech tools for Swift and VLR for next year. He said there are about six tools each that can be purchased for the next tech guy. Cradlebaugh asked that the spark plug update for the Swift be put on the website and explained we disqualified someone last weekend because we did not have the updated rule. Cradlebaugh asked Michael Lewis if he has the rule to which Lewis said he has the WKA tech update and he will ask Gary Osterholt to put this on the website. Cradlebaugh said you want to think about for next year changing our rulebook on the KA spark plug to eliminate having to have the standard stock washer because he had to disqualify a driver. Brian Schroeder said last board meeting we allocated \$250 to be spent towards engine tags for tagging the manifold, head bolt, and carburetors for the KA Junior and then for the Senior, just the carburetor and head bolt. He thinks \$250 would have purchased anywhere from about fifty to one-hundred tags; those tags were only about fifteen inches in length so we would have to put two together for the KA Junior to make the length and the reach. Schroeder reported he reached out to several different places throughout the world and received a response from one which we would have to buy a thousand tags. The tags would be one meter in length so one tag would do a KA Junior through all three. Schroeder explained the price is \$587 including shipping and said the irony to that is the shipping exceeds the price of the tags; it would be about sixty-pounds worth of cables that would be shipped to us from across the seas. He noted we allocated \$250 which would have bought us about one-hundred tags that were sixteen inches in length and for \$587 we can get a thousand that would do what we need them to do. Schroeder explained they would have laser writing on them and we can choose one thing printed on them, such as OVKA, OVKA.com, or a sequential number. He said he does not know if we want to stick with that or up the amount rounded to \$600; he does not mind making a motion. Ray McKibben inquired about the shipping being quite a bit more than the product itself and asked if that is because it is being air freighted or rushed. Schroeder said he asked if there was a way to get that reduced and they said if there was a container they could drop it in, that would reduce the cost but because of the price of freight and the weight, it is that much. Michael Lewis explained he found out a week ago that \$40,000 to ship a container is now \$100,000. Schroeder explained even with shipping, it is still a decent price; the cables themselves are 23.4 cents each and we have to purchase one-thousand of them at \$234 then there's \$253 worth of shipping; Schroeder pushed multiple times to get the shipping reduced; they said we can have them within a week or week-and-a-half. Don Boles asked if anyone in the United States makes these to which Schroeder replied they do, but you'll be paying over a dollar for these tags. Randy Landes explained WKA used to do this on the flatheads; it was like a lead little biscuit then the tech guy had a thing he squeezed which marked the lead with a certain marking and squeezed those wires together and you were sealed at that point. Schroeder replied they do make the lead discs and cables in certain lengths then we would have to have somebody crimping those. He said the thought is we would have a number on the tag and it would be the racer's responsibility to write that number on a paper somewhere; he is not sure about that process. Banfield added the process would be the racer writes that on the pre-tech form they are turning in; if they need a seal, they come to pre-tech and we have the seals, wire it up, and it would be recorded. He asked Schroeder if he confirmed it is a sequential number on there to which Schroeder replied that is included. Banfield inquired if it is sequential numbers, OVKA, or OVKA.com. Cradlebaugh stated you have to have some kind of number on it to record it.

Schroeder reported they mentioned for this price, it would be one item laser-printed on the tag; if we want to do a second one, that would cost additional money. He said we can do sequential numbers and start it at any number or we can choose a bar code then we have to have scanners there and he thinks that is too much. Banfield suggested going with a five-digit number, start somewhere in the middle, and go from there. Cradlebaugh asked Johnson if he had any luck anywhere else. Johnson replied he and Schroeder worked on the same thing and Schroeder had the best deal. Don Boles asked if there is a charge to the racer. Banfield explained this would replace painting on several of our classes. He asked Johnson how much is spent on paint every year. Johnson reported the last batch was about \$67 and that would cover six races. Banfield said we are about \$10 per race or 50 cents a tag which is a little bit more but from ease of tech; it should be a little easier. McKibben asked if it would be two tags per year per engine. Cradlebaugh replied it depends how many times they get torn down. Banfield asked if there is any idea how many tags we would go through the first week to which Schroeder stated it depends on how many racers we have. Cradlebaugh stated you're probably going to be close to fifty tags. McKibben said so this is covering Swift, KA, and the other engine to which Cradlebaugh replied yes. Schroeder reported there are some tracks that mandate a longer bolt on the LO206 carburetor to the intake manifold and it has to be drilled; you can run a tag through it and you run the tag through one of the valve cover bolts so you can use that same tag if you wanted to tag just the carburetor and valve cover and we may want to paint other things on the 206. McKibben explained he tears down carburetors to clean them out due to debris and other issues on a pretty regular basis and he thinks we should start with the KA and Swift initially. Brian Schroeder made a motion to increase the \$250 to \$600 for steel engine tags. The motion was seconded by Rick Coombs and passed with eleven in favor and one abstained (Landes). Banfield extended thanks to Schroeder and Johnson. Wyke discussed distribution of tags. Cradlebaugh explained you only get a tag from the tech department and it is registered. Racers will have to write it on their pre-tech sheet but it is handed out, recorded, and put on by the tech department. McKibben asked that the procedure be written up by the tech department before we start issuing them. Banfield will work with Cradlebaugh on getting this together. Wyke suggested adding to that if the guys don't put them on tight enough that they can't get their carbs off; having that in the procedures might be helpful to let them know to keep enough slack so items can be serviceable. Schroeder suggested this not be posted until we have the tags on hand as they could be delayed. Banfield stated he would like to see them and understand how they are being applied before we communicate anything to our racers. Wyke suggested starting off with one class, such as 100cc Juniors.

TECHNOLOGY: Michael Lewis reported Gary Osterholt called him today to explain he will continue to run the website and host the OVKA webpage until after the Swap Meet. Osterholt's preference would be that we find another host company to host the website that would also entail ownership of being a webmaster to do what he's been doing for the past several years. Ted Cradlebaugh asked Osterholt's reason for wanting to leave. Lewis explained his company is getting busier and he is trying to move away from the web posting and concentrate on his karting. Banfield explained Osterholt has been hosting our website for ten to fifteen years and has done a great job. Banfield asked him to help us find a replacement; he wants to stay on through the Swap Meet which he is doing a lot for. Banfield asked Osterholt to help us get a requirements list of what we need to find in a host and what we're going to need for a webmaster. Banfield does not know if we have that internal resource within the club or if we need to look externally. Lewis reported Osterholt said he will migrate the website over and would just need to find a webmaster or someone who is proficient in WordPress by February of next year.

TRACK IMPROVEMENT: Ted Cradlebaugh suggested putting a tower up back in turn three; he knows somebody talked about putting up a ladder of some kind. He said it would definitely

improve coverage if you're running the big track and you would have to have an extra worker that day. Ray McKibben said there is a good spot to put that temporary ladder that Gary Gregg talked about and he can get with Cradlebaugh before the Saturday race to show him at a spot to try out. McKibben reported he installed a new LED light over the tech garage door to help that area out and Gregg has approved him getting a couple more. Brian Schroeder said the front door of the scale house doesn't shut and he saw karters having to lift their karts because they're scraping as they come on and off. He asked if there is something we can do to tidy that up and wrap that project up this year. McKibben reported he spoke with Gregg who wants to hold off until we have some time in between races to address that; they have the Vintage event and a couple other events this month; he doesn't want to do it before an event. Banfield will reach out to Zach Beaven and Chase Stempfley who have done welding for us before.

SWAP MEET: Josh Johnson reviewed changes made to the Swap Meet flyer. He explained all the pricing was changed to \$65 and is the same no matter where you are in the event, electric will be offered for only the outside perimeter booths, and table setup on Friday has been changed from 12:00 p.m. to 8:00 p.m. to 12:00 p.m. to 7:00 p.m. He further stated early registration will be offered along with armband sales online when vendors purchase their booth; online registration will be \$60 until October 1, 2021. Johnson reported the flyers are ready to go and he needs to ask the board for a motion to spend \$450 for 5,000 flyers which is 1,000 less than last year; this amount includes an extra \$100 in case there is a setup fee and if World Digital Imaging needs to make any changes to the flyer to make it print properly. Don Boles asked how they are going to monitor the armbands if they are sent out. Johnson explained they are not sending them out and explained when they purchase them online, there will be a packet at sign-in where they will be given them. Ray McKibben inquired about adding the word karting to an area; Johnson will pass this on. Johnson's motion was seconded by Aaron Banfield. The motion passed unanimously. Banfield commended the committee for their work and said if anyone wants to get involved, contact Scott Golladay. He is really excited to see what the Swap Meet brings this year. Johnson reported there is going to be a digital flyer with a couple of changes geared toward dirt racing; those will not be released until we get flyers back from the printer. Bruce Wyke reported he is heading up the seminars and said we are hopefully going to have seminars in the rooms but are looking at some interactive stuff maybe out on the floor. He asked that topic suggestions be provided to him and reported some of the suggestions right now are IAME performance, KA / Swift maintenance, Briggs performance, one specifically for dirt, such as tires or engines. Please email suggestions to Wyke and he will try to incorporate them into the curriculum. Boles reported EC Carburetors said he will do two seminars on the maintenance of carburetors. Boles will provide Wyke with the contact in

MARKETING: Bruce Wyke reported we have a new kart racer in 206 Junior who is excited about getting out there.

CHAMP RACE: Aaron Banfield said he has heard nothing but great things about the Champ Race. Dawn Schroeder reported it was a great success; kids and adults had a great time; it ran really well and we had twelve volunteers who ran the activities. She said the bike race and corn hole went off without a hitch and the snow cone machine was a huge hit; she extended thanks to Ginger Johnson for running it. Schroeder reported she came in under budget and the food tasted great. Three trophies have been ordered for the Y Pipe class. Banfield said from the pictures he saw, the trophies looked fantastic and thanked Dawn. Schroeder said she and her team thought they looked great; she was a little nervous about them as they were different. Lynda Coombs reported hearing wonderful comments about the trophies. Don Boles said Dawn Schroeder did a great job all around. Schroeder reported there were tons of 50/50 prizes given out. She noted we have a lot of cups and syrup left over and she is thinking at this Saturday night race we can do the

snow cones again as it is going to be hot. McKibben said he is favor of this as he thinks it was a big hit to which Emerson D'Agostino agreed.

OLD BUSINESS:

TRANSPONDERS: Ray McKibben reported he did a little bit of research and found for the old-style transponders, there is a company in North Carolina that makes new cases. They do a laser cut of the old one off and install a new one. The cost is \$30 to \$40 and we have approximately fifteen of them to do. He said he would like to send five of them down and see how they come back then if we like the results, have the rest done. He was told they cannot give us a timeline of when we would receive them back; it could be a week to three weeks depending on their racing schedule so his thought is to do this after the Vintage race. He explained this would restore the old transponders back to useable shape. Banfield asked if this includes any modification to the battery to which McKibben said it does not and that is \$50 or \$55 per unit. Banfield asked if when he does a battery, does he put a new case on it. McKibben replied he does not believe so; he just cuts it open and reseals it. Banfield asked if he can see about a price for a battery and case. McKibben said he would like to send a few test transponders to him and he wants to talk with him about the type of plastic he using because he wants to make sure it will holdup. Banfield made a motion to appropriate up to \$300 for transponder cases with shipping. The motion was seconded by Ray McKibben and passed unanimously.

RADIOS: Ray McKibben reported we are good with all of the radios except one he is waiting for parts to fix a volume switch for one.

BYLAWS: Aaron Banfield reported bylaws workgroup number six is going to be a week from tonight, Tuesday, August 10, 2021 at 7:00 p.m. He is asking all board members to attend as we are getting near the end. Banfield stated we need to review those together; it is an important document. All members are invited to attend. The same meeting link as this board meeting will be used.

NEW BUSINESS / OPEN DISCUSSION:

ADKINS SPEEDWAY: Ray McKibben introduced Jamie Adkins from Adkins Speedway who would like to speak to the club members and the board about the current status with their track. Adkins thanked the board for having him on the call. Adkins explained that a piece of their track which is deeded separately ended up going up for auction. The facility has won the auction but the amount needed to pay that was significantly higher than expected. Adkins had been contacted by McKibben and was on the call to inform the Board and membership of the status and to request any assistance we could provide. After Adkins left the call the board discussed donations to other tracks in the past, differences between Adkins and OVKA and several courses of action we could take. Ray McKibben made a motion for the next two upcoming races that the club's portion of the 50/50 funds be donated to Adkins Speedway for the purpose of helping with the purchase of the land. Emerson D'Agostino said he feels that those of us who raced at Adkins would not like to see that track go so the 50/50 may be a little bit higher. Aaron Banfield seconded the motion which passed with eleven in favor and one opposed (Schroeder). McKibben asked if he can go ahead and start promoting this to give the karters a heads-up what we're doing. Banfield responded yes and Michael Lewis asked McKibben to write it up and he will put it on Facebook.

POINTS: Bruce Wyke said he thinks we need to go back and take a look at race six that was a rain-shortened day, kind of reconfigured day on July 10, 2021. He said he knows we all stood in the meeting as we were trying to determine do we continue to wait out the rain or do we call it and he knows we all sat around and assumed; it was certainly brought up that if you don't have two heats, the whole day is wiped off and we go to rain points but he thinks that was an error. Wyke stated he thinks we missed that call and we should go back and take a look at the classes that did finish their finals, took checkered flags, and went to tech; that they be awarded their points as earned and the following classes that were rained out, only had qualifications, would have awarded rain points. He noted he had sent an email and what it comes down to is we missed the call and we should now go back and rectify the situation. He said he would question if some of you are thinking, sure, because your kid won; in full disclosure his son did win the 206 Junior race. Wyke explained his son along with sixteen other drivers battled through that adversity on a track that was treacherous and he was so proud of how the Juniors responded and did a great job. He said there were some off-track adventures but for the most part, he thinks the Juniors have been doing a marvelous job with race craft and keeping things clean over the last several races. Wyke stated there were twenty-four drivers in those two classes that were affected by the decision to wipe away those finishes and he thinks we should go back and make that right by applying normal points as stated in our rulebook for those two completed classes that did take checkered flags. Wyke stated his intent would be to make a motion to do exactly that. He thinks we all know the problems with the rule; it is fairly obvious the rule was written based on three heats whether it be pea-pick three heats or qualification, pre-final, final and saying that if you don't complete two heats, the day is done, everybody gets weather points. Wyke said it certainly doesn't say for classes that complete the whole day but take the checkered flag in the final, that they also get their points wiped away; that's his motion today. He said certainly there is going to have to be discussion how to change the rule; that's a pretty obvious thing. Wyke noted for full disclosure, he was on the Rules Committee and did not catch this or make the connection how this rule would be affected by a two-race format of just qualifications and final; his apologies there but he doesn't think that makes a difference there is what the board should be doing to make this right. Ray McKibben responded saying we used a format that was not laid out in our rulebook because we have four formats that we use and this one was a combination practice, qualifier which is not laid out in the rulebook and he understands why this was attempted but quite a few karters were also affected because we also changed the configuration and many of them did not get a chance to properly apply for it with the rain points. He said he is trying to understand the reasoning why we have this policy in place when we do not complete all classes and he thinks it is along the lines of trying to be fair to everybody because obviously those early on in the lineup get the advantage and if it does rain, it tends to hurt the people that are later in the day or vice versa. Wyke said all these comments are absolutely vital in how we address the rule. He thinks today we have to apply the rules we have in place right now and the rule that was instituted on that day and look at if it was the right call; he is hoping this discussion can be now and then we can revert to how we improve the rule and make it fair. Banfield asked McKibben what format did we run because we ran the quick qualifying that day; we just ran one round of warm-ups. McKibben replied we ran a round of warm-ups as a qualifying round as well; we did not qualify separately like we traditionally do; we went immediately from no practice to practice qualifying; that's not something we have done previously and it is not

in the rulebook as a format. He added in all the years he has been racing, if it rains, the board has traditionally made that decision to call the race; some karters got track time, some karters didn't, some got to finish the races but they were given rain points. Banfield said he is not agreeing or disagreeing with Wyke, historically, if you ran your final, your final counted because we got through two rounds of racing at that point. He stated with the quick qualifying format, the rule just does not take into consideration the fact that some classes did complete their final. Wyke said if you look at the rulebook, we kind of make the call for ourselves, in the second paragraph, third sentence, on page 31, "All three heats (or qualifying, pre-final and final) will be counted for those classes who have completed all three heats." He said when you look at the race in a totally, the only two classes that completed all of the heats were 100cc Senior and 206 Junior. McKibben replied he is not disputing the validity of what Wyke is trying to present, he is just reading the rule and how we have implemented it previously. He stated he is reading if all classes have not obtained two completed heats or qualifying, pre-final, the finish will revert to weather points and he sees where Wyke has highlighted the three heats but that first sentence comes into play in this. Wyke replied it really doesn't; it's based on three heats and has no bearing whatsoever because there can be no way there can be a three-heat race in a two-heat format. Rick Coombs said he agrees with Wyke but this is a rule change for not this year but next year and it needs to be brought up in Rules Committee, not now; you don't change it in the middle of the season. Wyke responded we can do it again at Whiteland, that's the problem, and he thinks we have to at least amend the rule so we don't get into that two-race heat format at Whiteland and in the same predicament. Coombs replied it is what it is, he's been beat by rain points before and we can't change that in the middle. Wyke replied he doesn't think we should change anything; we should just add the fact that a two-heat format, which we still have one left at Whiteland, would be handled this way as far as rain point because this is clearly written on a three-heat structure. Brian Schroeder said in the past we have always held that unless it is for a safety issue, we put it for the next Rules Committee. He added more importantly, if we are going to do this, to be fair, we must change the racing order for every race because the way it stands now, we seem to have the Mini Swift race last most of this year at our events so if you're one of the front classes, you could actually finish more races through the year; we would almost have to have that rolling. Rick Coombs responded Dylan Cradlebaugh has done a good job getting the rotation to where we don't have people back-to-back; you start rotating that, it becomes a problem. Lynda Coombs added we had done that a number of years back so the same class wasn't last and we had complaints because it ended up with having people become back-to-back. Banfield stated we are not putting that on the table right now. Josh Wagar said to Wyke's point, he can see going forward if you want to make a change with Whiteland but you can't go back and change what was already done and be fair to everybody. Josh Johnson stated he sees Lynda Coombs's point and raised the question about reversing the order. Banfield replied he has two kids that race and there are enough people that race multiple classes, you get in a rhythm and if you're changing that rhythm each race day of the order, it gets more confusing and causes problems. Don Boles stated if you're going to be fair about it, you have to rotate the classes and that includes Kid Karts; they are a points class. McKibben noted the lineup order is very involved and said he would not even want to touch that; it takes a lot to make it work. He reported he was racing Masters and he had to run up to Seniors to get his driver started and suggested we leave that out of the discussion for right now. He feels that is a rule

change for 2022. Schroeder said he is not looking at changing the whole race order but we could toggle that so that we can always run Kid Karts first and would just shift it so that way in the likelihood of a couple of rain days, it wouldn't always be the front running groups that would always finish and then the last running groups would be dead in the water. Banfield replied the only argument he is going to make against that and he is not strongly opposed to it, the order the classes run in is subject to change at any race date based on the situation on the ground; we have people that show up that run these classes back-to-back; we have given the Race Director and the tower the flexibility and he thinks that's a disservice to take this away. He doesn't think this happens that often that we are penalizing one group more than the other and he would like to stay focused on what Wyke is bringing up: a) the race that just happened and b) for the remainder of the season, do we need to look at this rule. Ted Cradlebaugh asked if the race we are talking about was originally a qualify and one heat to which Banfield replied yes. Ted Cradlebaugh said if you look at the rule and it says you have got to complete two heats and anything after, you would count if it gets rained out partway through. He believes we should stick with completing two heats on this one or qualifying and a feature. Ted Cradlebaugh noted it was raining, wet on the track, and people went off the track during those first two races; he really thinks we should complete two, the qualifying and all the final. Wyke replied the problem with that logic is what if it happens in the last class of the day; are you going to wipe off everybody's points. Ted Cradlebaugh responded it has happened before. Wyke said to Josh Wagar's comments, he asks that you consider this; what would we do if it was the last race of the year and this occurred; would we just say, hey, we posted points, sorry, you didn't win the championship even though you were out on the track, took checkered flags, and should have been awarded what you earned. He discussed there being seventeen Juniors out there working diligently to complete that race and take the checkered which they did and then because of a problematic, kind of archaic rule in relationship to a two-heat race, the club is saying it's off. Wagar responded this has happened the last race of the year and Ted Cradlebaugh said it has happened to us then it's all rain points. Wyke noted the rulebook says in a three-heat format, qualifying, pre-final, and final will be counted for those classes who have completed all three heats; we're not even given the opportunity; there's not even three heats to be brought into the discussion. Ted Cradlebaugh said we're saying after you complete two heats, anybody after that that finishes their race will be counted. Banfield explained the problem Wyke is bringing up is in the quick qualifying format, there is no three heats. He further stated the way the rule probably should be modified is saying anyone that completes a final, that final counts. Wyke added if we look at our rule, at the very minimum it says if you take a checkered in the final, you will get your points. Ted Cradlebaugh said how about this; it's the second race, the last race of the second heat and it rains, all those guys didn't get count their points because it's the last race; it's the same situation. Wyke replied it's not because the checkered flag in the final, they all went to tech. Cradlebaugh responded all those guys went to tech too who finished the race. Boles stated when it's all said and done, when you get down to the end, they have the same amount of points they did as the day of the race except for the people who did not show; if you're fifty points ahead, you're still fifty points ahead of everybody; that's what we're talking about is points. Rick Coombs stated it's when it comes down to drops. Wyke said in our rulebook, if this would have happened in a three-heat race where those two classes took the checkered flag in the final in a qualifying, pre-final, final format, they would have got their points and everybody else would have got rain

points and in there lies the decision on this. He explained the only difference with that and the way we're addressing the rule today is we're saying because there were not three heats even though you took a final, you don't get any of your points because the rest of the classes didn't get to complete their final. Wyke further stated not only that, with two laps to go in the last race of the day, if the rain had come and that race was not completed, nobody gets any points. Boles asked Wyke if his boy lost any points to which Wyke said it is not about him and asked what about the driver who finished third. Boles said they got first place points just like everybody else. Wyke stated the person she is racing with for that points battle whether it be fourth, fifth, or sixth; she made some real ground up and she battled hard to keep that thing on track and many didn't, including his son; he thinks those people deserve our recognition and at least say here's what you earned, here are your points; that's his point. He further stated it's not about his son; he'll take the rain points all day long; he doesn't think as a club that was the right decision to make. Rick Coombs responded he can see Josh Wagar's thought process; what happened has happened; you can't go back and change it but going forward, he could probably see that because then everybody would know it. He further stated it's like getting black flagged by accident and coming off and then the race officials say I can't put you back, I'm sorry. Banfield responded he agrees with Coombs and he agrees with Wyke that the rules should be written, and in hindsight it's easy to say this, that anyone who receives a checkered in their final, their points should stand but he agrees it's really hard to go back and change that retroactively. Ted Cradlebaugh stated it was said in the meeting in the tower that if we lose the track one more time, it's going to all rain points, correct? McKibben responded that was agreed upon when we discussed it as a board that day when we met. Banfield asked to split this into two conversations; the first is for the remainder of the season, do we want to clarify what the spirit and intent of that rule is; do we want to make a motion that any class that receives a checkered in their final? Dylan Cradlebaugh replied no, you want to say a white flag because that's a completed race. Banfield thanked Dylan and said a white flag in their final would be considered a completed race. Wyke said it could be a red flag if the leader has already started the last lap. Dylan Cradlebaugh stated that's why he said the white flag. Banfield stated the verbiage we should be more precise with because the white flag is a courtesy flag so we can say if the leader has started the last lap in a feature, that race is completed and points would be earned based on finishing order. Wagar added just say any class that has completed their final; it doesn't matter what flag it is. Boles stated here we are changing the rulebook in the middle of the year. Banfield explained the bylaws do not say we can't change the rules; we have to look at the spirit and intent and if we look at that rule, the rain points race, it probably hasn't been changed in six, eight, ten years and that was before we had the quick qualifying format which is the rulebook. He added the spirit and intent he does not believe is if you complete your final and it gets rained out at any point, you don't get your points; he doesn't believe that so he doesn't have a problem with making that update going forward. Rick Coombs asked for clarification when Banfield says final; does that mean we're on a pea-pick and the final is the third heat or are we qualifying and they get the qualifying in and then the first round in and it's rained out, that would be a heat race. Banfield replied it's either/or; everyone gets two full rounds in a pea-pick or normal qualifying format or if you complete the last scheduled race of your heat in a quick qualifying format. Coombs replied that is still going to give you rain points and he thinks Wyke is trying to get when you go out there and race for qualifying and a heat, he thinks Wyke is

asking to get paid for heat one finish. Wyke replied no he's not. Banfield explained what Wyke is asking for is in a three-heat format, whether it be pea-pick or standard qualifying, if the entire club gets through two rounds, you take the finishing points of the two rounds which is our current rule set; if it is a quick qualifying and you qualify and complete your scheduled final race and then it gets rained out midway through, the people that completed that final scheduled race should get points. Wyke said the way our rule is written right now regarding three heats, he is not even touching; all he is saying is that it should be amended to address the two-race format which is qualifying / extended final; however, that language is. He added his feeling is anybody that takes the white flag in the final day race, the third heat, the final, or the two-race final, if they take the white flag / checkered flag, they get points no matter what happens with weather for the classes following or happened in the classes forward, it makes no difference. Wyke said just like it states if you do all three, you get your points, he thinks it should be the same for the two-race format. Rick Coombs asked Wyke if he is only going for the two-heat format and not going back to someplace that has two races and everything's paid on the third; the way you're set for the third heat, you don't want to pay points for that; they want to get rain points. Banfield replied, no, that is not correct. Wyke said let's just follow our rule the way it's written, "When an event is called due to weather after two heats, it is considered a completed race. The combined finishes of the first two heats will determine your finish for the day. If all classes have not obtained two completed heats, the finish will revert to weather points. All three heats will be counted for those classes who have completed all three heats". Rick Coombs said if the last class doesn't get their second heat and the other nine classes did, the tenth class didn't, so everybody reverts back to rain points. Wyke replied that is the way he reads the rule. Coombs said he would much rather give the people that had the two heats already finished, they were lined up for the feature, they would be paid their finishing positions. Boles stated all we have to do is say so long as they run the final because we might have a one race final of twenty laps, that way you are covered no matter what you do; as long as you make it to the final, you'll be paid points and if you don't finish the final, you get rain points. Ted Cradlebaugh replied that is absolutely correct what Boles said; the only thing you have to adjust here is if we run a qualifier and one race; everything else is covered in our rulebook. Wyke agreed and said that is all he ever wanted to address. McKibben said if we make this language change, he would like to see it written so we can all read it and make sure the language works. He added he knows the Briggs points are not OVKA's, but be aware Briggs does not have any type of rain points and he ran into this previous race just so everybody understands. Banfield asked that we get the internal points issues addressed first. He noted we have two-night races before our next board meeting, August 7th and 14th, and said Dylan Cradlebaugh does have the option of changing the format that day if there is a weather reason but the risk may be low enough. Banfield said if we want to see this in writing, he doesn't have a problem writing this up but he thinks the spirit and intent is in a three-race format, we leave the rule the same as it has been for a number of years; in a two-race format, we modify the rule to say when a class's final race is completed, those points are set; if four classes get through their final and the rest got washed out, the first four would be scored based on their final results and the rest would be scored based on rain points. Banfield said this is the intent he is hearing consensus on now. Ted Cradlebaugh stated that's the way the rule is now. Banfield replied that's not the way the rule is. Ted Cradlebaugh replied if we qualify, run a heat and a feature, you've got to finish the first heat to

count points after that; that's the way the rule reads. Banfield responded he is not suggesting we change that; he is suggesting we make a change when there is only a qualifying and a feature to which Ted Cradlebaugh and Rick Coombs agreed. Coombs said he thinks we need to get it in black and white so we all understand it. Banfield said he thinks we should table it, write it in black and white, email it around, get the language right, not do it on a call, is his recommendation. He further stated he is getting the consensus unless the majority feels otherwise, he does not believe we can go back and unring the bell that we've already rang with points this season. Wyke replied he understands. Banfield suggested we table it until next month and said he does not mind writing that change unless Wyke wants to. Banfield thanked Wyke for bringing this up and said he thinks it is important we have these conversations.

BOARD MEETING: Josh Johnson reported he talked With Aaron Banfield earlier about the next board meeting and asked if we can have an in-person meeting at Full Throttle and a Zoom meeting combination. Lynda Coombs asked if it will be required that those of us that are local do it in person or do we have the option. Banfield and Johnson replied optional. Ray McKibben said he would beware of some of the local restrictions that are starting to come back into force. He knows that the casino is implementing a mask policy again so we just need to be mindful as we approach that meeting date whether it would be wise to go to that or not. Banfield replied he can make the facility available and their facility rules are going to be set based on his personal decisions and any state and local government requirements at the time so they may see a mask mandate again for all people, including vaccinated and unvaccinated, that would be applicable or any other state regulations that are handed down. He is not going to make in-person only mandatory and not have the Zoom link up and going. Rob Neuzel said as a non-board member, he appreciates the Zoom link; as somebody from a distance, he appreciates the Zoom meetings and extended his thanks for that.

RACE DAY WORKERS: Dylan Cradlebaugh reported he is short two corner workers this weekend so let him know if anybody is willing to do it that has some experience.

ADJOURNMENT TO EXECUTIVE SESSION: Aaron Banfield motioned to adjourn to executive session at 9:24 p.m.

EXECUTIVE SESSION: Discussion of rain date financial policy and staff-related matter.

EXECUTIVE SESSION ADJOURNMENT: A motion to adjourn from executive session was made by Aaron Banfield at 9:43 p.m.

UPCOMING EVENTS & MEETINGS

- Bylaws Workgroup #6 – 7:00 p.m., Tuesday, August 10, 2021, via Zoom (same link as board meetings)
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, September 7, 2021, at Full Throttle Indoor Karting, 11725 Commons Drive, Springdale, OH 45246

AND via Zoom

- PC / smart phone: <https://zoom.us/j/6495878039>

- Password: 2020
- Dial in: (312) 626-6799
 - Meeting ID: 649 587 8039
 - Password: 2020

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Partner with Ted Cradlebaugh in writing up the procedure for engine tags, reach out to Zach Beaven and Chase Stempfley regarding the scale house.
- Don Boles – Provide Bruce Wyke with contact information for EC Carburetors.
- Ted Cradlebaugh – Partner with Aaron Banfield in writing up the procedure for engine tags.
- Michael Lewis – Ask Gary Osterholt to publish the spark plug update for the Swift engine on the OVKA website, publish on Facebook information from Ray McKibben about the next two 50/50 drawings to be donated to Adkins Speedway.
- Ray McKibben – Provide Michael Lewis with a statement for publication on Facebook about the next two 50/50 drawings to be donated to Adkins Speedway.

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

MEMBERS / VISITORS PRESENT: J. Adkins, R. Beaman, L. Coombs, D. Cradlebaugh, E. D’Agostino, R. Neuzel, and D. Schroeder.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 8/30/2021