

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, SEPTEMBER 7, 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.

SECRETARY'S REPORT: Lynda Coombs made a motion to accept the August 3, 2021 board meeting minutes as published. The motion was seconded by Rick Coombs and passed unanimously.

TREASURER'S REPORT: On behalf of Jason Gregg, Lynda Coombs provided the treasurer's report. Rick Coombs reported the payment to the track has been written and should have cleared the bank. Josh Johnson asked if a check was written to the Camden Police or Fire Department since the donation to the Camden Food Pantry was returned due to them closing. Gary Gregg will check into this.

COMMITTEE REPORTS:

SHOWS & PROMOTIONS: Lynda Coombs reported she reached out to a representative of the Lebanon Blues Festival and learned there was some restructuring of the food trucks this year so we would not have been at the corner. We were asked to wait until the winter to discuss next year's plan.

SPONSORSHIP / PIT SPOTS: No report.

TECH DEPARTMENT: Ted Cradlebaugh reported he should be getting pricing for the Swift and KA tools soon. Ray McKibben asked if Cradlebaugh received an email about the fuel line diameter; Cradlebaugh confirmed he did.

TRACK IMPROVEMENT: Ray McKibben reported he installed two new LED lights on the pit side of the tech barn and one facing the track to help the head flagman and scorer see the karts as they come up. He also did repairs on the gas golf cart.

SWAP MEET: Scott Golladay reported 5,000 flyers were picked up last week and boxes were provided to Josh Johnson, Aaron Banfield, and Lynda Coombs. Flyers were handed out at the Vintage Karting Association's event at Camden and he will send flyers out to kart shops. Golladay said they are starting to see table reservations come in; the advance online price is \$60. Increased promotion is being looked at; Golladay asked about funding for this. Ray McKibben said he thought there was a budget for marketing. Brian Schroeder discussed allocating a specific amount that covers the facility and can be used for advertising, purchase of wristbands, and signs if so wished. Ted Cradlebaugh shared in the past it has been advertised in newspapers and magazines. Banfield discussed having an operating budget and Johnson talked about ways to promote the Swap Meet. Following further discussion, Aaron Banfield made a motion to set aside \$1,000 for marketing expenses and assorted operating expenses associated with the 2022 OVKA Swap Meet. The motion was seconded by Ray McKibben. Gary Gregg shared some marketing history and said you might want to spend a little bit more than \$1,000. Wyke said he wouldn't dilute that number with other expenses to which Banfield agreed and modified his motion to be a \$1,000 for marketing expenses for the Swap Meet. McKibben seconded the motion which passed unanimously.

TECHNOLOGY: No report.

OLD BUSINESS:

TRANSPONDERS: Lynda Coombs asked Ray McKibben about the status of the transponder cases. McKibben explained we are waiting until after the Vintage race to send five transponders out which he will address this weekend. Additionally, McKibben will look into two transponders that are not working properly.

BYLAWS: Aaron Banfield reported last month there were only four people who took the time to make the bylaws meeting. He asked to schedule another meeting for 7:00 p.m. on Tuesday, September 14th. Banfield explained the importance of the meeting and noted it is an open meeting that any member can attend. He added he would like to have the conversations concluded by the next board meeting. Ray McKibben asked if we can survey the current board members as to whether Tuesday is a working date and said maybe we look at a different day in order to get a different turnout. Banfield asked if anyone on the board has an opinion on a better date than Tuesday, September 14th. Ted Cradlebaugh responded that date is good for him. Banfield said he can make phone calls and remind everyone if we need to.

RAIN POINTS: In follow up to conversation last month, Aaron Banfield presented verbiage regarding weather points noting the highlighted sections are new language. He read the following: When an event is called due to weather after the first two heats **or the final**, it is considered a completed race. The combined finishes of the first two heats (or qualifying and pre-final) will determine your finish for the day **or the finishing position in the final in the case of a completed class**. Ted Cradlebaugh asked if Banfield is doing this for next year. Banfield replied he is recommending we look at this and consider it for the balance of this year. He said we have for the quick qualifying with qualifying and an extended feature, Whiteland is the remaining track that is on that so we might potentially face the same issue where we could have a rain event in the same scenario we had it the last time. Ray McKibben asked if all classes had not finished the two rounds, then all classes get weather points, correct? Banfield replied currently if hypothetically we're doing a pea-pick event with three rounds and we have finished the second round for all of the classes except for one and the track gets washed out and we have to call it, everyone would go to rain points in that scenario. Lynda Coombs asked how that speaks to what Bruce Wyke talked about last month. She said her perspective with the scenario Banfield just gave doesn't feel real fair that out of ten run groups, nine get them in and have a finish then number ten doesn't and now those previous nine lose that which they have already earned. Banfield replied that is the current rule set with three heats. He said if we ran a two-heat qualifying with extended final and nine of the groups got their final done and the tenth didn't, with this rule with the changes here, the nine groups that completed their final would get the points based on that finishing order and the tenth group if they were washed out would go to rain points but that's only because there are two heats, the rule would change for them in that scenario. McKibben discussed how we run the Briggs Weekly Racing Series and said in that scenario, that one class would get a zero because Briggs does not allocate rain points; you either have a finishing order where points or finishes are assigned or you don't. McKibben said this puts us in a position of what to do. He reviewed a situation that has occurred where the Masters were sitting on the grid and could not complete their

heats and now in this scenario, the Sportsman and Junior LO206 classes that are being assigned points and now the Masters are left out. Banfield replied the question he has is under the current rule set, if we rain out for that, how is that handled. McKibben explained if we have a rain date then that race gets moved to the rain date and if we are out of rain dates then it is a zero; we drop that race. He further stated we have ten races that we record points on; seven of which count but it really hurts us when we zero out like that. Wyke stated there are not three drops in Briggs racing; there is only one; you take the best nine with one drop. McKibben responded he has to report all classes and, in this scenario, he would be reporting Sportsman, Juniors, and Seniors but not Masters if they did not complete and were assigned rain points. He asked how he would handle that in reporting. Brian Schroeder said maybe that's a discussion with Briggs in the off-season since we are a club that doesn't race in the rain, when there are one, two, or three classes that are completed, those get passed on for Briggs racing points. He added it's very possible that three classes could be scored and seven others not be; that's something we need to talk with Briggs about to which McKibben agreed. Wyke stated with the Briggs rules as he understands it, it doesn't have to be consecutive races for everybody; if we ran a race with OVKA for seven races and skipped two and came back and raced two more, it would be our consecutive races; it wouldn't have anything to do with races that are missed is his understanding. He further stated that's the way it is today; if we are on a three-heat format and three of the first classes got their final in, they're getting points. McKibben replied he understands that. Wyke asked McKibben how it would be handled today. McKibben responded that's the reason he is raising the question because this year, even if we put this rule into effect, Briggs is not going to change their rule structure; they may look at it for 2022 when he presents this scenario to them. He said it was brought up that if when we go to Whiteland, we get rained out and we have that scenario of the Masters being the one class that doesn't go out yet the other three do; does he say that race is a zero, it's a drop; he is just looking for direction from the board. Schroeder said since we run our race schedule regimen every race and it has been for many years with our order the same through the year so McKibben's point is it could affect the person that's in the tenth starting order; they're going to have handful of races throughout the year that they may not finish because like this year, we had basically had four races that we did not start and complete. He said he thinks the best way to handle that is to change the order and alter and shift all of our racing classes and if we don't, we're causing more of a problem to those that are always starting the tenth class because they have the best chance of not finishing a race if we call it due to rain. Schroeder added that every race we're going to have to be rotating our class schedule. Banfield responded he very much appreciates what Schroeder is trying to do where it would keep everyone on a level playing field as fair as we can. He thinks rotating the order around like that is, with the best intention, would cause significant problems not only in the tower but also in the cadence most racers have on the weekend. He added he doesn't know he has a better answer to it if we have a lot of rain. Lynda Coombs said as far as the logistics of rotating, it's not a problem. She shared we did do that in previous years and made it work. McKibben said the only reason he brought this up is because of where OVKA has finished in the rankings for the past several years; our club has done quite well in winning prizes. He feels this rule change could be done in 2022 so we have time to work it out with Briggs. Ted Cradlebaugh said he loves the Briggs Series but we have to run the club for OVKA; this rule change is for OVKA to help the classes get completed in case of rain halfway through the feature.

Mark Heber said you still have the potential of some classes finishing and some not, even if we don't change the rule. Wyke said that is correct and if everybody got to their two heats and didn't get their two events in, it would be called and McKibben would be up against what to do with that. Wyke asked McKibben if there is some reason, we don't start calculating points with our first race. McKibben explained for years they had all clubs pick out ten scheduled races. When he brought this to the board previously, the thought was to pick the last ten races to help the numbers as another incentive and generally the champions of our club work out to be the same ones that win the prizes. Wyke asked if doing it that way allows weather to be more impactful. McKibben responded unfortunately, this year has been the rainiest season we've had and it wasn't an issue for the past several years. He noted the first race we were rained out, that wasn't on the Briggs list and that weather date on Sunday won't count towards Briggs points. McKibben stated unfortunately either in the spring or the fall, you're going to catch weather but traditionally towards the end, we haven't had this issue. Banfield asked for clarification and said as he understands it, McKibben has to report ten dates before the season starts and if we started with the first ten and we washed out, we would essentially be in the same situation. McKibben responded correct. Banfield stated let's look at this, this proposed change if we make it and we don't have to make this change, wouldn't affect us either way because if we go to Whiteland and we get washed out, it is going to be a zero for everyone, right Ray? McKibben stated correct. Lynda Coombs inquired if there is room with Briggs for making an adjustment and asked what if your track experiences a big crack or something. McKibben explained they allow us to use our weather date and while they would like to accommodate every club, they have to draw a line someplace; he has had this discussion with them, especially over the pandemic. He said this seems to work for the vast majority of those who sign up for the program and we don't have to sign up for the program; it's voluntary and he tries to make it work as best as he can so we can offer more prizes for our club. McKibben said all he is asking is if this rule goes into place and we get three out of four classes done, does he just report that particular class as a zero. Banfield responded he thinks McKibben would have to. Schroeder said maybe another topic to talk with Briggs about this off-season and he doesn't mind being involved, is many of the clubs race in the rain and maybe something to lean on Briggs for clubs, such as us, that if something is called, you would get an additional date for a rain makeup so we have two rain makeups that could shift. Ted Cradlebaugh said McKibben reported they allow us use the rain dates to which McKibben confirmed he shifted our rain date to makeup rain date number two. Schroeder replied that is two races and in our case it's four right now. Banfield said he thinks there is a conversation off-season to be had to see what they are willing to do and where we can go. Wyke stated McKibben has been faced with such a challenge with the weather and said what do you do; it's tough competing with clubs that put their karts out in inclement weather. He further stated the race that this rule package is all being based on right now that he brought up; the 206 Junior race was a completed race, the points were removed but on Briggs points, all the points were given for qualification. Wyke said he thinks the club trying to operate the Briggs Racing Series does not make a lot of sense; he thinks we have to come up in the off-season with some points of challenge that McKibben and a group can come to the terms with. He added it doesn't align well with a club that doesn't race in inclement weather and asked McKibben his opinion. McKibben responded there are many clubs that do not race in the rain and they just roll forward; they make the same decisions as we do. He stated you have to remember

this costs us nothing yet it brings a lot of value to the entrants that do win; it's just an added bonus. McKibben said he pretty much has an idea what he has to do now if this is to pass and be implemented this year. Following further discussion of the Briggs rule set, McKibben stated we're looking at changing the rule mid-season when this rule should go for 2022. Heber said he wants to be clear, you have the same potential today, whether we change the rule or not, to have partially completed classes to which Ted Cradlebaugh agreed. Lynda Coombs said she is looking at their rules and trying to understand; it says that we must submit a minimum of seven races to a maximum of ten dates allowing for weather and/or to give racers more flexibility to participate. It talks about that this is a club program intended to support local racing at a single facility; traveling series, organizations, or associations are not eligible for this program. Coombs read that a club can participate in this program as long as they are structured without a known home track and meet all of the sprint track/club and general eligibility criteria. McKibben responded he reports ten races; a racer can run race one, skip one, skip another, race a couple more times, skip one to meet the minimum seven races, it's kind of like a drop but your races are counted in order that are reported. McKibben said all he was trying to get at was should he should just count it as a zero; that was the only reason he brought up the Briggs and he was trying to keep this as easy and simple as possible because it is an added benefit but as someone has said we need to look at the club first which he agrees with; he does not have a problem with that. McKibben said he just wants clarification what he does in that scenario of that particular class has been caught up twice in not being able to race while the rest of the classes were able to race and with this rule, that changes it. Wyke and Ted Cradlebaugh responded it doesn't. McKibben said instead of reporting four classes, he will be reporting three and asked what he does for that final class or does he report them as a zero. Ted Cradlebaugh said if it was a qualifying race, then McKibben could go back to the qualifying points to which McKibben replied if it was two heats, yes. Wyke said he was never consulted on this at all and explained Dylan Cradlebaugh changed that race to a qualifying practice and one final; that final was completed. Wyke reported another racer sat on the pole, the final was completed, his son spun, caught the other racer and won; the race was wiped off the books, the Briggs points give the other racer full winner points and qualifying quarter point bonus; it was all off of qualifying; there was no race run. Ted Cradlebaugh said he is really lost now and can't tell you what points were put in. Wyke explained the reason he brought it to the board was because the race was wiped off the books and those guys took the final. He further stated they took the white flag then there was the dilemma what to do with Briggs points. Wyke said he is not bashing McKibben at all and raised the question what are you going to do; it's the weather. He noted it is not the rule that is in question here; as Heber said that's the way it is today; you have the first four classes get full points then the rest of the classes get none because that's when the weather came in. Lynda Coombs read from Briggs Weekly Racing Series information: Points accumulate based on the first eight races a racer attends; consecutive races not required but all races attended up to each racer's first eight will qualify. Wyke said that is absolutely correct. Banfield stated the big question is last month we talked about this and we said let's table it and look at the language. He apologized for not getting this out and asked if the highlighted language makes sense or is it off where we want to go. Heber responded he thinks what Banfield wrote makes sense but he thinks there's more further down this rule; there's more stuff that needs to be added to make it make sense; it goes on to talk about all three heats again so there's got to be

more work done on it. Wyke asked what if you just simplify it and add to the rule something to the effect that in the event under whatever configuration, that if you take the white flag, you're getting points, period; it doesn't matter if it's one, two, or three heats; if everybody goes out and practices, qualifies, and races in the same heat. Banfield replied so essentially if your class or run group completes its' final scheduled race then you should get points. Ted Cradlebaugh stated that's only on a one race thing; the rest of the rule holds up, if it's three races, you've got to complete two heats. Wyke replied if you read the rule, it's that way today; those folks that complete their finals, get their points; if you take the white flag in the final. Ted Cradlebaugh said if you can complete two heats, they count whoever finishes their final then the rest of them go to rain. McKibben asked why we went to the rain points system to all or none rather than what's being proposed. Banfield replied at the time, all of our race formats had three heats. McKibben noted we did have qualifying. Banfield explained we had three heats, qualifying, pre-final, final. Lynda Coombs added we did not have the first heat and an extended final so basically two heats. McKibben said there were cases of classes completing two heats and some only completing one heat. Banfield explained if everyone didn't finish the second round and it gets washed out, then everyone gets rain points. McKibben said he wants to know why we didn't go to something like this; it's either all or none basically. Wyke asked if everybody understands the way the rules are today that if in the final you take the white flag, you're getting points no matter what happens to any classes after you; that's all we're trying to apply to other formats. If you take the white flag in the final, you get points; you've earned them, you get them. McKibben said he is asking why this has become an issue now when over the years, it's what we did. Banfield replied because over the years we never had a two-round format, we always had a three-round format. Ted Cradlebaugh stated we have had this. Lynda Coombs reported she went back and found this language is there from 2003. Banfield stated the spirit and intent of this rule set is if you complete your final, let's be clear, completing the scheduled final means the white flag comes out on that race; if you complete your final, those classes should get points based on their finishing order. He asked if we agree in theory that's what we're trying to say. Rick Coombs said he believes we have to race to the checkered flag, not the white flag. Ted Cradlebaugh said we call a race completed at the white flag only. Wyke added the leader takes the white flag. Lynda Coombs read from page 24 of the OVKA rulebook which states one more lap until the race is over, this is a courtesy flag and is not mandatory; race until the checkered flag is given. Banfield asked for a show of hands if it is agreed in theory that if a class completes their scheduled final, they should get points based on that finishing order. Rick Coombs responded no; if you go out to race, put your equipment out, and it's kind of inclement weather and you race the first heat on a pea-pick, winner-take-all, that if you only complete the first round, everybody should get their finishing points because you're set by times, aren't you? Dylan Cradlebaugh said he agrees one-hundred percent. Banfield said he believes what Wyke is saying is we don't change anything for the three-round format; if in a three-round format you don't get two rounds completed, it's a rainout. Rick Coombs replied but you're set for the feature. Banfield explained it's the two-round format that's causes the issue. Dylan Cradlebaugh said he likes where Rick Coombs is going; that he's saying if you have a three-heat format and it's a pea-pick day, you get your points, whoever earned the pole for the final, they earned that spot so they should get the win for the day; all the finishes should be set. Banfield responded based on that, he agrees that in a pea-pick format if he is sitting on the pole, he should get winner points. Rick

Coombs stated now take that back to a qualifying race, such as, Dylan wins the first heat race, is sitting in first place for the second round and we get rain, Dylan wins for the day. Ted Cradlebaugh replied that is what Wyke is trying to say. Wyke said actually Rick Coombs is taking it one step farther and he is totally understanding what he is saying. Wyke wasn't going for making any changes to the current rule for the three-round format, whether it be pea-pick or qualify, and his addition to the rule would work equally well in both scenarios; he was simply trying to rectify the problem we had with folks completing the feature/final, whether it be two rounds or three rounds, they completed that final, took the checkered flag; those classes should get points. Wyke stated what Rick Coombs is saying it that it's equally fair for those that we base their race on either the completed qualifying or the completed pre-final; he thinks that's a major rule change. Dylan Cradlebaugh stated if you go with that too, it's fixes your Briggs Weekly Racing Series stuff because you won't have anybody sitting on the grid waiting to go out for a final. Wyke said that is a great point. McKibben asked if we get over half of the extended final finished, such as eleven laps out of twenty, and it has to be red flagged due to the rain, does that race count. Dylan Cradlebaugh replied no, based on our rules, you race until the white flag which is considered a completed race. Banfield said the second part of his question to the board is it has been said, and he understands the statement, that we should wait until Rules Committee to address this and asked if we have the appetite to address this before Whiteland; that is the only other race that is scheduled to run qualifying / extended final. Wyke replied he does not think we can wait because Dylan might have to make a change in our reverse configuration race because of weather or trying to get things in. He further stated you could fall back on a two format any time, not just on schedule. Dylan Cradlebaugh said if you do it this year, you have got to make it right for the other rainouts; you can't just start now. He suggested starting at the beginning of next year or go back and fix the people who were affected. Banfield replied he does not think you can go back and unring that bell to which McKibben agreed and said there would be a ripple effect. Wyke said if you look at just the spirit and intent of the rule as it stands today that if you complete your three rounds and take the white flag, no matter if you're the very first class starting your final round, that group gets points, the rest get rain points. He suggested we just change the spirit and intent of our rule with something very simple that says that also applies to the two-round format. Banfield added if your final is completed, you get points. Dylan Cradlebaugh responded that is where he thinks it falls back to the pre-final or whatever it is and it helps your Briggs Weekly Racing Series. Wyke said he agrees but he is up against whether it has to be all or none. Banfield stated he does not see where we can unring the bell from previous races and Dylan Cradlebaugh stated we should look at this for 2022. Banfield said he we will look at this in Rules Committee unless someone wants to argue otherwise. He thanked everyone for the good discussion.

NEW BUSINESS / OPEN DISCUSSION:

WHITELAND RACEWAY PARK RACE: Aaron Banfield said the Whiteland race is scheduled for Sunday, September 26th. He has spoken with Rocky a number of times and we are slated to do the long track reversed which is the exact same configuration they will be racing on Saturday and the track will be configured and open for practice the entire week for that except for Monday as the track is closed on Mondays. Banfield reported pit spots go on sale September 21st; it is first-come, first-served. Anyone that wants to come over Saturday and camp there, if they are not

participating in the race, they will have space across the street. Gates should open at 6:30 a.m. and may be open as early as 6:00 a.m. the following day for people to move in. Michael Lewis asked if the only time to be able to practice is Tuesday through Friday. Banfield responded on Saturday we are invited and welcome to come over and race with them on Saturday. Mark Heber shared you can also practice Saturday before the gates open; they will stop practice probably around 2:00 p.m. as their start time is 4:00 p.m. Lynda Coombs asked if you are not racing with them do you have to park across the street. Ray McKibben responded he can well imagine that their members are going to want their normal pit spots that he believes are reserved over there so our members won't be able to park just anywhere and will probably have to park across the street to not interfere with their club. Rick Coombs asked if it will be an open practice to which Heber explained it is an open practice that you pay for. Brian Schroeder reported he has heard from numerous members of OVKA and they will not be attending Whiteland. Some have stated they will go to other race tracks because it will be cheaper just due to travel. Also, there has been talk about pulling in on Sunday morning; some people at our club have both campers and trailers so they would have to leave early in the morning to get to that race then we race and then drive home. He explained that following Monday is state testing for many students and that will go on all that week; he has heard a few people who will not be attending because of that. Schroeder reported he looked at the numbers last year and Whiteland was our least attended race and he has heard of people choosing not to come to Whiteland because of the increased COVID cases and people are not wanting to rent a hotel room because of that. He has also heard a rumor from people who have been at the track that there is a new garage that has been installed at Whiteland and parking is thirty percent less. Schroeder stated he heard members are upset that they have paid for a pit spot and now here they are needing to put up more money for an additional pit spot and yet it is an OVKA race. He added I-70 is under construction and sometimes is at a standstill; they are not as worried about the drive there as they are about the return drive. He said he wonders if it's in the best interest of OVKA to even go to Whiteland. Schroeder stated he wasn't aware of practice until Michael Lewis just brought it up but if anybody wants to go to practice during the week, they're going to have to take day off and can go Saturday and it sounds like it will be a jammed packed day. He said he does not know how their practice is held and asked if they let it occur like OVKA where you can have KAs out there with 206s and asked how many people are out on the track at once. Schroeder said we also have to look at our workers; they're going to be doing the same thing, waking up early Sunday morning, driving, standing outside all day then driving home, and going to work Monday morning. Schroeder reported he checked with Shelley Powers and our track is available and they are more than happy to have us there. He said if we were to move the Whiteland race to G & J, we could have a Saturday practice just as we normally do and could as in years past, supply a little dinner to those who are there practicing, such as pizza. He said it just seems like a little more calmness and he does not think Whiteland is working out this year with COVID that's ramping up, they're racing on Saturday, and there was a lot of talk what things were going to be like and now things are swayed differently and back a little bit. Schroeder reported he knows of twelve racers that will not be at Whiteland but if we move to G & J, they will be there so he is not looking that we're gaining twelve racers, he's looking that we are losing twelve racers by going to Whiteland. He stated going to Whiteland is expensive for him to go; to tow a trailer there and back, it's two to three hundred dollars more than him going to G & J.

Rob Neuzel said he does it every race week; it's a three-hour drive; they don't spend the night. Schroeder replied congratulations, he's speaking on behalf of people he has talked to. He added he drives down to North Carolina and nothing he has said here is anything of him personally; it's him sharing what he has heard from other members. Schroeder said he would like to make a motion that we don't go to Whiteland, we have no contract with them, we're not out anything, we can move to G & J, and can run a race configuration of one of the two races that were cancelled due to rain so we wouldn't be duplicating a track configuration. Mark Heber reported he has also talked to a lot of people in lines at G & J who are excited about the opportunity to go to Whiteland. He has also talked with people at Whiteland who are planning on racing on Saturday that are going to stick around and run the race Sunday which should help grow our club. Heber stated in addition to that, the schedule's published; there's a reason in the bylaws the schedule has to be out in March so people can make plans and he knows several people have made plans to be at Whiteland' he does not know why we would change the schedule unless there's an actual conflict this late in the season in his opinion. Ray McKibben reported he has heard on both sides of the fence on traveling which is why he sent the email to make the board aware that some of our members have varying opinions regarding Whiteland. He stated most of the members he spoke to were very receptive to going to Whiteland if they had all day to normally set up, drive over there, and split their drive time in half. With there being a race there, McKibben reported some members are not interested in racing with the other club; they're there to race with our members and our points series; they want to be able to go and practice and set up so they can do their best. McKibben explained he has two to three people in his camp and it is going to make it very difficult to go over there and perform well on Sunday. He said a lot of the points Schroeder brought up are some of the same sentiments he has heard echoed; that this is not going to be as easy; there's some members that will go but are not very happy about not being able to have their day before the race to practice and get set up being as they are in the points. He further stated some are not very happy with having to get up at 4:00 a.m. and discussed traffic concerns and the length of driving time. Scott Golladay reported the Indianapolis fairgrounds is \$35 per night with electric and water and is about thirty to forty minutes north. He asked for confirmation that the same exact configuration being run on Saturday is planned to be run for our Sunday race to which Banfield said correct. Golladay noted if we run Saturday, we would all have the ability to learn the track to an extent and we would all be in the same boat. Emerson D'Agostino said he remembers a couple of years ago there were two or three events at Circleville that had races beforehand and those events were pretty well attended. He said we made that work and from what he remembers, there were not many ill feelings toward that. D'Agostino asked how pit spots at Whiteland can be reserved when they become available starting September 21st. Banfield explained that will be by contacting Whiteland by phone and it's first-come, first-served and if you had that spot the week before, you have that spot up until that Tuesday morning when they start taking reservations. D'Agostino asked if we run the Whiteland club race on Saturday, are we allowed to keep the spot the whole weekend to which Banfield replied correct. McKibben asked if their members will have their spots. Banfield responded as it was explained to him, their members go week-to-week; they're not guaranteed the same spot but they do have first dibs; when they open it, if they have not paid, they'll call and ask if they want the spot of if they're releasing it. Heber added half of the grounds are first-come, first-served even for their club racers; the reserved spots, although they

keep saying they're going to come available, they are never available so there's a handful of people that always have the reserved spots. Dylan Cradlebaugh asked if they will be supplying workers like they did last as he has the feeling our workers are not going to want to travel. Banfield said they can supplement anything we need. Ted Cradlebaugh said he was kind of against going there if we were not allowed to have any practice but they do have from what he heard, places to park Saturday and still practice and stay there then move in first thing in the morning. He added we invite people to come race with us, we can go race with them now; you've got to think about that too; we would love to have them. Josh Johnson asked with their club members having first dibs on pit spots, what are the chances of OVKA getting on the left side of the track at all or if any or are we going to be in the gravel to the right that's knee deep. Heber replied you'll be in the gravel to the right and he'll be there with you, he's been there all season; the good news is the gravel has been compacted pretty good. Johnson asked about the cost to run a practice on Saturday and a full race on Saturday night. Heber said he is not sure; he runs two classes all the time and said he will get back with Johnson. Rick Coombs asked what tires they run and do you have to run their tires. Heber reported they are open tires now. Banfield looked online for pricing and reported their first class is \$45 which includes the pit pass and for two classes including a pit pass would be \$80; he does not see the cost for practice. Heber said practice is something like \$30; it's not published on the website. Johnson said for two days you are looking at \$300 worth of racing fees and you haven't even slept yet or ate. He asked if Schroeder made a motion to bring Whiteland back to G & J. Banfield replied we are having open discussion and he is going to challenge on that motion because in the bylaws the president sets the schedule and we don't have a written contract but we do have a verbal agreement with Whiteland and he would be very disappointed if we pulled back on this but we're going to go through discussion. Rainer Pansch stated he knows it's not the perfect scenario but we're trying to grow our attendance and reach out and get other clubs to come ours. He thinks it's the right thing to go there and do what we said we are going to do and also participate in theirs helping each other out. Pansch further stated he thinks it is a good show of sportsmanship and reciprocity between clubs. McKibben asked if it is possible to get as much information written up and a post made about what to expect when go there, what the parking is like so our members are clear on it, what the practice fees and race fees are, what the cutoff date is and if that goes up on race day, that should be noted as well. He further stated we need to be clear if we still are going to Whiteland. Golladay said he wants to echo what Pansch already said; he thinks at this point we've already made a verbal agreement, the schedule has been set, and everybody knows this on the calendar; his opinion is that we go to Whiteland. Banfield said he has a whole host of information to share about away races at the driver's meetings and we will get it posted as well. Wyke asked Banfield to make sure that we let the members know what configuration we are running at Motorsports Country Club. He stated in regards to Schroeder's motion, no matter how we all feel, he does not really think this is something we can rightfully vote on. He said if what you want to do is take a vote of confidence so we all go on record as to whether we go to Whiteland or not, it's all fine but this is Banfield's call in his estimation; we can all put our two cents in how we feel about how this might come off but at the end of they, he will not be voting on overturning a president's schedule. Neuzel asked about doing the normal track configuration and said if you aren't able to practice on Saturday, at least if you were there last year, you know the configuration a little bit. He

asked if that would be an option. Banfield replied he and Rocky had a lot of conversations about configurations and Rocky strongly recommended the long track backwards because they will be running that for practice and that's what they are running the night before; that's why he made that call. Ted Cradlebaugh said it would be great to send out a post and give information about the different classes and make everybody aware. He asked if Banfield was aware they had a race the night before when he scheduled with them. Banfield replied he can't remember back to them but he may have thought back to times when we had a race the night before at Circleville. Schroeder said what he voiced is what he heard from many of the members; well over ten, and their opinion was to not go. He said either way, nobody seconded it and he's okay with that; it was a board member sharing what membership brought to him to share at a meeting. He further stated nothing that he said ever had the word I in it or his family or anything of that nature. Banfield replied he appreciates Schroeder bringing it forward and we need to have conversation; we need to hear what we're thinking; there is nothing about this job, especially when it comes to scheduling that is easy; he thinks we need to have dialog about and there are good viewpoints expressed all around. McKibben said we are going to have several Whiteland members racing with and asked if we are going to allow them to run whatever tires they have but we're expected to run our spec tires for our race. Banfield responded that is correct and any driver that does not run the spec tire will be disqualified at the end of the event.

MOTORSPORTS COUNTRY CLUB: Aaron Banfield noted the MCC race will be October 10th and he has confirmed that practice is available the day before for \$30 which includes a pit pass; others that are in the pits will be expected to buy a pit pass for \$10. Practice on Saturday is from approximately 10:00 a.m. until 7:00 p.m. They will have approximately fifty pit spots up front available for rent for the event for \$15 each and there are lots of other pit spots that are free; his understanding from talking to Shawn Bayliff is all of them are wonderful pit spots; if you don't reserve a pit spot, those fifty spots will be available for free but you can reserve a spot in advance. They have two configurations currently; full course and short course. We will be running the full course in normal direction. Dylan Cradlebaugh asked if that is the configuration they are running for the Buckeye Series the following weekend. Bayfield replied that is his understanding. Cradlebaugh suggested we advertise to get some of those guys to come down and get more people. Ray McKibben said it is his understanding you're required to have an armband when you're in the hot pit zone but if you're on the outside part, an armband is not required. Banfield replied that is his understanding and Mark Heber added that is correct. McKibben said if you're not going up there to put your kid down on the grid, you don't need an armband and can go around most of the facility and watch the race; it may save some folks a few bucks. Dylan Cradlebaugh said Lynda Coombs is going to need volunteers to help get her stuff into the tower. Coombs reported she sent an email to Banfield following a visit to MCC this past Sunday. She explained we will be using the NKA insurance at MCC and for those who attended at New Castle a few years ago, it will be the same experience. All minors who have a parent or legal guardian in attendance with them will need to have an insurance release completed by a parent or legal guardian that they present at the track. This release is for NKA insurance, not WKA, so none of our forms can be used. Minors who do not have a parent or legal guardian with them will need to present an NKA insurance form with red ink on it that has been notarized. If this form is submitted electronically,

which Bayliff is talking about having available, the person submitting it will need to be sure they use the color setting when they scan it. MCC offers VP MS98 fuel with Elf oil at a cost of \$21.50 per gallon. It is also offered in five-gallon increments; that pricing will need to be confirmed with Bayliff. For 206 classes, they use pump one at the United Dairy Farmers that is 2 1/2 miles away. Their scoring tower was designed for two people so we will be somewhat crowded but she believes we can make it work. Help will be needed in getting our computers, printer, and supplies up into their tower as the ladder is straight up. It may be necessary for someone to spot Coombs me in case she needs help. The lineup board is located quite a distance away and Bayliff said he can set something up that is closer. We will need an adult to be at the bottom of the tower for all three heats, which Banfield is aware of, to assist with posting the sheets; the reason an adult is needed is because they will be in the hot grid area. Coombs would like to confirm that their staff will be selling the armbands. She wants to make sure we do an adequate job informing people about the two-sided document with red ink. Coombs has identified the racers who have non-attending parental releases on file with us so this coming weekend she wants to make a concerted effort to tell everybody about this and get with these folks who from time-to-time send their children with someone other than a parent or legal guardian. Coombs shared that she is a notary so she can assist with that. Heber asked if we are going to allow buying the pre-mixed fuel; he does not believe it is mixed eight ounces per gallon. Banfield replied no and asked Ted Cradlebaugh to confirm as that is outside our rule set. Ted Cradlebaugh said we are going to have to make some adjustments; you could buy their stock fuel that is not mixed. Pansch reported their Elf fuel is mixed one liter per five gallons. Ted Cradlebaugh noted he has run it at USPKS and Dylan Cradlebaugh reported quite a few people had a bad experience with it. Schroeder asked about purchasing the gasoline outside of the Elf; can you get 110 without any oil. Bruce Wyke reported he sells the VP in five-gallon pails and you can mix whatever oil with it you want and like has been stated, they have pre-mixed as well. Schroeder said obviously we can fill up at G & J and take it with us and asked about making sure we have enough for a double-header as we have two away races. Banfield asked Gary Gregg to make sure we have enough fuel at G & J; Gregg said he will make sure we have enough. McKibben said he will make himself available at the track to sell fuel before the away races and will make a post about it if Ted Cradlebaugh is going to allow both of our fuels. Ted Cradlebaugh said yes.

WEATHER DATE #1 & RACE #11: Gary Gregg asked for clarification about the schedule for weather date #1. Aaron Banfield reviewed the schedule as follows: On Saturday, September 11th, 2021 gates open at 1:00 p.m., sign-in at 2:00 p.m., warm-ups at 3:00 p.m., sign-in closes at 4:00 p.m., driver's meeting at 4:30 p.m. and racing starts at 5:00 p.m. On Sunday, September 12th, the gates and sign-in open at 8:00 a.m., warm-ups at 10:00 a.m. with a single round, sign-in closes at 10:30 a.m., driver's meeting at 11:30 a.m. then racing starts immediately after at noon. McKibben asked what the format is for Sunday. Dylan Cradlebaugh replied pea-pick. McKibben said since it is late in the points, can Dylan consider going to a qualify / pre-final / final. Ted Cradlebaugh said running three heats will not make a difference. Dylan Cradlebaugh asked if McKibben is concerned about time or what. McKibben said no, it's late in the season and points are on the line for some people; it doesn't matter to him; he'll race it.

WHITELAND & MCC (revisited): Brian Schroeder asked if for Whiteland and MCC, can we get a post out what time gates open on Sunday. Banfield said he has several good pieces of information he wants to gather and will get that stuff posted. He said he really appreciates the input because the gearing selections were not on his radar and he will ask the host tracks to give us some recommendations on that to get the best information we can. Rick Coombs stated you need to get tire sizes too. McKibben asked if the senior classes run 7.10s to which Heber replied it's open; they allow both. Wyke asked Heber if they are running nine drivers over there to try to reduce the rear gear size on the KA. Heber reported at the last race, they ran a nine and there has only been two configurations where he has run on nine all year. Schroeder reported the nine tooth is illegal by the IAME rulebook; in the IAME rulebook it states the Z10, Z11, and Z12 are the only legal drivers. Wyke responded that is not their supplementals to which Schroeder said he will have to look that up. Wyke said everybody needs to be sure they know we run the supplemental rules along with our rulebook and not their full rule set. Banfield asked Schroeder and Wyke to take a look at that so we can get clarity to the members. Pansch reported the nine-tooth driver is garbage; there's no meat there; he had one fall apart. Heber agreed and said he has to take it apart between every run and re-lube it. McKibben asked if the members from there in KA run with us, are they going to be required to run the gearing rules that we specify or are they going to be allowed to run their nine. Banfield replied before we answer that, we've got to find out what our rule set says and then he will go to Ted Cradlebaugh on that one. He would expect on a gearing, they probably need to run the same rule set as we are or clarify that ahead of time and be open for that DQ. McKibben added to let them know beforehand so that way they are prepared.

ADJOURNMENT: A motion to adjourn at 8:57 p.m. was made by Aaron Banfield, seconded by Ted Cradlebaugh, and passed unanimously.

UPCOMING EVENTS & MEETINGS

- Bylaws Workgroup #6 – 7:00 p.m., Tuesday, September 14, 2021, via Zoom (same link as board meetings)
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, October 5, 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 – Publish information about away races.
- Ted Cradlebaugh – Provide pricing for Swift and KA tools.
- Gary Gregg – Check on status of reallocated Charity Race donation; make sure there is an adequate fuel supply in preparation for two away races.

BOARD MEMBERS PRESENT: A. Banfield, 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, E. D'Agostino, R. Neuzel, and R. Pansch.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 9/29/2021