

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, DECEMBER 7, 2021**

CALL TO ORDER: President Aaron Banfield called the meeting to order at 7:00 p.m. via Zoom and welcomed everyone.

SECRETARY'S REPORT: Lynda Coombs made a motion to accept the November 2, 2021 board meeting minutes as published. The motion was seconded by Brian Schroeder and passed unanimously. Coombs reported the annual mailing was sent out on Wednesday, November 24, 2021 from the Hamilton, Ohio post office and the documents were sent to Gary Osterholt for posting. Dan Fiehrer discussed mail getting lost and asked if we reach out to those who we would expect to be attending the banquet but did not receive their reservation. Coombs replied we typically do not do this and said she would be happy to partner with Jeanette Holliday who is the banquet chairperson about this. She noted the cutoff date is January 7, 2022. Holliday said she does not mind reaching out to people. Fiehrer explained he is thinking of people who are high in the points who we do not hear from.

TREASURER'S REPORT: On behalf of Treasurer, Jason Gregg, Lynda Coombs provided bank balances.

COMMITTEE REPORTS:

BANQUET: Jeanette Holliday asked about two kid karters who had not met the level of participation and reported she received an inquiry about this from one who is going to be there. Aaron Banfield asked Michael Lewis if we have any trophies we can give them or do we need to order them. Lewis replied he thinks we have some that can be repurposed but there are not a lot. Brian Schroeder asked if they are going to receive first, second, third place or give everybody a large trophy. Holliday said it will be the same as the other classes and will be a sixth place and down size. Ray McKibben stated he thinks we should take care of the kids. Rick Coombs said he thought we put some stipulations on the Kid Karts. Lewis replied he thought it had been decided outside of the eagle, they got the same size. Rick Coombs asked if there is a jacket involved in this. Banfield explained the winner gets an entry for next season in lieu of a jacket as those kids grow so fast. Lewis added Banfield is correct; it is an eagle and an entry. Banfield made a motion we approve \$66 and change to buy these trophies if we do not have suitable trophies to give this year. Brian Schroeder seconded the motion which passed unanimously. Lynda Coombs reported there was a discrepancy in the sleeping room pricing when she called to make a reservation. Holliday explained the issue was worked out via emails that were exchanged with Coombs, the hotel, and herself. She said you need to let them know it is under OVKA and they will transfer you and give you the option of being sent a link or they will make the reservation for you.

SHOWS & PROMOTIONS: Brian Schroeder reported we are set for five days during the second weekend of January for the Cincinnati Boat, Sport and Travel Show. He discussed communication challenges for the Cavalcade Show. Schroeder reported he shared an email with the board containing a list of dates of everything we have going on and asked if we are biting off more than we can chew. Aaron Banfield screenshared Schroeder's list detailing the events OVKA is doing December into February. Schroeder said OVKA is going to be asking a lot of our members and asked if we want to scrap the Cavalcade Show. He discussed needing a lot of people for set up dates and the events themselves. Brian Schroeder made a motion that we do not attend the Cavalcade of Show due to the lack of communication from the staff at Cavalcade of Customs. The

motion was seconded by Michael Lewis. Ray McKibben said he is concerned about the wording of the motion and would like some more thought put into it. Schroeder said if their organization is not wanting to respond to us, we have to step away. The motion was voted on and passed unanimously.

SPONSORSHIP / PIT SPOTS: Josh Johnson explained he has to leave the meeting at 8:00 p.m. He presented proposed wording for billboards and said a billboard should be more than a banner. The proposal is a price change from \$50 to \$250 per year for a billboard and language was added that says sponsor supplied 4' by 8' board and graphics. Don Boles said it looks pretty good to him. Brian Schroeder asked if Johnson needs to make a motion to change that tonight. Dylan Cradlebaugh explained it is in the rulebook and that is why it was brought up tonight because they didn't want to make any changes pertaining to funding. Bruce Wyke said we want to know is the pulse about this then let it flow right through the Rules Committee and they vote on it all at once. Aaron Banfield said he thinks it makes sense and cost wise, he thinks it is fair. Dan Fiehrer noted some of the sponsorship packages include a billboard and asked if that price will go up. Johnson replied no, that was discussed last night. Dylan Cradlebaugh noted not many of the sponsors are taking advantage of that opportunity and raised the question if that will encourage more people to buy a billboard; he doesn't know. Johnson reached out to three local sign companies and has obtained pricing from one so far; for 4' by 8' vinyl graphics on an aluminum sheet, it is anywhere between \$300 and \$500 to build that but is on a case-by-case basis. He is awaiting pricing from two other companies so it can be shared with sponsors. Boles suggested making it \$200 for the billboard and \$150 for banners. Schroeder said maybe it could be \$150 for up to three banners. Ray McKibben asked Johnson if the pricing includes the graphics design. Johnson responded the sponsor would have to supply the graphics. McKibben said we will have to make that clear in whatever document we create. Lynda Coombs asked if we haven't had takers at \$50, do we think that by increasing it we will have takers? Wyke responded he thinks a bigger idea would be to push this to one of the committees and actively go out and work on selling those billboards filling them up with paying customers at \$250. He doesn't think a business is going to bat an eye between \$200 or \$250 for that kind of exposure with fourteen races and hundreds of people. Wyke said he thinks it's value added and to let a committee work on actively seeking people out. Banfield added he doesn't think the \$250 price is out of line and suggested leaving the banner price; three banners for \$200 is a really good value; the billboards are up year-round and the banners aren't. Johnson explained there was a small discussion at Rules Committee about OVKA swag and he came up with an OVKA sticker to go over the Mychron 4 and 5 that he purchased them at \$5.00 each. Schroeder made a motion to reimburse Josh Johnson in the amount of \$265 that does not get included in the banquet amount and the stickers are used in a way that OVKA determines. Ted Cradlebaugh asked what type of adhesive it is to which Mark Heber replied it's permanent. The motion was seconded by Bruce Wyke and passed unanimously.

TECH DEPARTMENT: Josh Johnson presented information about engine seals for next year and noted the engine seal number can be put on the pre-tech form. He discussed how the new carburetors have a hole already drilled into the KA where the wire would go and the older carburetors do not. Johnson explained there are two ways of getting around this; one by drilling your own hole which when measured on his carburetor is 2.5 mm from the side of the carburetor, 3.5 mm from the back of the carburetor. and the hole size is 1/8. He said he heard if you do have one of the carburetors that doesn't have a hole in it, the engine builder will do it; he has only seen one KA at the track that did not have a hole. Johnson added if you don't feel comfortable drilling a hole through the carburetor, you can use stand-offs to put the wire through the carburetor stand-offs. He explained you will also have to do that to the Swift; there is no hole on the Swift and there is not enough meat there on the aluminum carburetor to drill a hole so the stand-offs will be

necessary for the Swift. Johnson reviewed a picture showing the wire going through the top of the head bolt, through the exhaust bolt, and through the hole on the carburetor then sealed together. Dylan Cradlebaugh asked what that is preventing anybody from doing something to the carburetor. Johnson explained you can still maintenance your carburetor throughout the day if needed and you'll still have the same original carburetor you got teched in the original time. Dylan Cradlebaugh replied you can pull everything apart now. Wyke stated you always could; you can pull a reed block out of it and maintain reeds if you have to. Dylan Cradlebaugh stated you're not allowed to pull your carburetor apart and rebuild it during the day; that's why we paint it. Bruce Wyke said as long as we know the carburetor started the day on the motor, putting a kit in it because you have a diaphragm that goes bad after the second heat, you can do that. He further stated; you can pull the reed block out and put new reed petals on it if you want. Dylan Cradlebaugh said the reed cage is different; he doesn't see what that is preventing. Wyke raised the question what the tech is. Ted Cradlebaugh responded he is not testing the inside of the carburetor as far as the gaskets and so forth but they do tech the carburetor if they want to but you're not changing that anyway; you can't take the carburetor off and change the carburetor. Wyke said in other series, all they want is to make sure that thing stays on the engine and it can be teched and measure accordingly but tech doesn't include a diaphragm kit or reed petals or anything like that. Schroeder noted one thing he saw in the picture was on the KA, the cable was on top of the engine and on the side of the engine; he thinks there is too much slack in that cable. He said if we do something like that it obviously needs to be fed through the head; the secondary cable, the return of that cable needs to also go through the head; there was a lot of slack there that you could pretty much disassemble that entire engine. Schroeder stated second for all the Swift engine and the KA if they do not have the drilled hole, the cable needs to go through both of the bolts; if it only goes through one, you could actually unscrew the one bolt and twist the cable. Banfield said Schroeder has a valid point. Wyke said you have to go through both of them, absolutely. Dylan Cradlebaugh stated now he is at a competitive disadvantage because his carburetor doesn't have a hole; he can't take the bolts out if he has stand-offs and do the work you can do if you have a hole; somebody might not have the capability to drill a hole; that's not fair. Schroeder said he agrees and understands 100%; he thinks we as a board or club we just have to say there's two options; if the carburetor has the hole, feed it through that; if you want to drill a hole there, that's fine; if you do not want to drill a hole and if you do not want to go through your engine manufacturer to have that hole drilled, your other option is the two stand-off bolts; we're giving options. Dylan Cradlebaugh responded don't give options; make it black and white; you have to have the hole; that way, nobody is at a disadvantage. Mark Heber asked if it is just like with paint, if they have something legal that they need to do, they just have to get permission. Ted Cradlebaugh responded correct. Dylan Cradlebaugh added and run the risk of going to the tail depending on what you're changing. Heber asked if it is only if you're changing something that would not be allowed anywhere else. Wyke said you can cut that seal off, take those stand-offs off, replace your kit, come back to tech, and have it resealed because there's nothing illegal about maintaining the carburetor or the reeds. Dylan Cradlebaugh said you can't drill a hole in the Mini Swift; those guys are going to have to go back to the tech guy every time they want to make an adjustment. Wyke replied actually there are Swifts out there with holes and there is enough meat; that's not probably a job for a hand drill on a Sunday morning but engine builders are also drilling those and IAME supplementals even say it's okay because you're actually modifying the carburetor to some extent but they want to give you clearance to do that. He added you're right, the way it looks right now, none of the Swifts will have OEM holes albeit they are allowed; all the Swifts will if they have a diaphragm or something that goes bad, have to go to Ted Cradlebaugh first, say this is what they want to do, cut the seal off, replace the diaphragm kit, put the carb back together, get another seal and seal it up and that would go on their registration form. Craig Moore asked what it is that OVKA is wanting to accomplish with the engine seals; is it to eliminate the wait

in lines to get painted because to him, he doesn't see what the seal really changes over the paint. Ted Cradlebaugh discussed painting and explained with the seal you don't have to get painted every race; that's one of the reasons; it's sealed; he knows it's been checked or legal and if we want to check something, we've got to cut it. Moore asked about someone who takes it home every weekend and checks over the engine, when they arrive to the track, will OVKA provide a new seal each weekend. Ted Cradlebaugh explained there is enough to take the reed box off and pull the head off; there is enough room. Wyke added any Junior that is going to be working on restrictors, is going to have to cut the thing off; depending on how tight we anticipate these things being. Rob Neuzel asked who will put the seal on. Ted Cradlebaugh said tech will have to check your seal to see if it is on correctly. Schroeder said he thinks the racer should be obligated to put their own tag on; if it were super loose, that would be something that should be very highly considered by our tech department. He noted it's a steel cable; if you twist it so many times, he can only assume it's going to twist and bend; when it goes to post-tech and you see a cable that's on a KA that's tweaked like crazy; that's going to be a tip off. Schroeder explained he and Johnson have talked about putting a cable on the LO206 from the valve cover bolt to a bolt on the carburetor which would have to be replaced; the current bolt isn't long enough. He noted we have numerous tags to get us well started through the year and if we have to purchase more, we will. Schroeder added if racers need to cut them off and do stuff throughout the week then do so; he does not think a majority of people will be cutting off the tags. Johnson explained from the original time we that thought about putting these engine seals on, it was to reduce the time of painting and probably eliminate the painting for the KA and probably the Swifts; that's why he wanted to do this presentation because it was so unclear what was going on with these engine seals. He said we were going to write the number down on the paper, pre-tech gives the racer the seal, and the racer puts the seal on the kart. Banfield noted as long as it is sealed and you can't pull it off, you can't take the carburetor away from the engine; the intent is to hold the engine and the carburetor all together. Ted Cradlebaugh asked who's the police that's going to go around and make sure they put them on. Wyke said there is not enough slack to do what most like to do and that's keep the steel cable away from the spark plug wire and spark plug and also not have it roll back behind the ignition. He said with Juniors, it's never going to be an issue in anyplace we're picking up the header bolt; there's just barely enough cable; there's not going to be enough cable to twist the head bolt off. Wyke added there's been series that have required you pick up two head bolts and run it that way which makes it more difficult to get one head bolt to turn off. He said you can take the carburetor six inches away or a foot away; depending on the slack of the band, it would make no difference but the head bolt where they could actually scrape carbon and change squish and stuff like that, that's a bigger deal, and so is making sure we tag the restricted headers to the restricted classes. Johnson said what we should do if they don't have the engine seal would be the same thing if they weren't painted. McKibben said there is going to be a little bit of a learning curve at the start of the season but the seal idea is a good one to start; he is sure the tech team and others that are involved in this will figure out any bugs. He added the presentation Johnson gave us is a good visual layout; he thinks we need to make it available for the members to see it and be prepared to educate them how to put them on. McKibben added we just need to go forward with it and we have already invested in the seals. Schroeder suggested creating a small video to post on our website and Facebook stating roughly the tension we're looking for. He said obviously we can't have a one-foot gap and it needs to state where it needs to go through. Schroeder added we can also share it at our banquet and he is more than happy to get a KA to the banquet and walk people through. He feels strongly we can also do the LO206. Wyke asked if OVKA will be providing the drilled bolts to which Schroeder replied he does not know that; if we want to do that, that is something we would have to make a motion for but that is something that we could do; he does not know the cost of that right now. He said he and Wyke can talk about this and bring back to the next meeting. Wyke asked Johnson about the availability of the stand-offs.

Johnson reported he talked with a guy who makes them and he doesn't want twenty people calling him for two stand-offs and wants us to order a lump sum. Wyke said IAME used to provide those and they don't make them anymore. He said once the carbs started being drilled, there obviously was no need for stand-offs. Wyke asked if we plan on providing a supply of stand-offs for those people that do not have them when they show up on race day or for those karts that aren't going to race with us, are they simply just painted? Johnson replied he thinks painting is still going to be there for the 206. Ted Cradlebaugh stated hopefully not; it will definitely speed up the paint line. Wyke said if we assume that the club needs to make these available, we'll probably have to order a supply of stand-offs and a supply of drilled bolts. Rex Griffin shared he made bolt kits and they're for sale at Comet Kart Sales for the 206 engine; he believes the cost is \$9.95 and comes with the three drilled bolts so a racer can buy them along with tires, oil, and whatever else they need. He does not have a solution for the Swift at this point Johnson stated he doesn't think this is going to be complicated, that it is going to go relatively smooth, and will be something to get used to and will not be a major production. Randy Landes reported in the not so old days when we ran the alcohol Animals and went to a WKA event, you had to have your bolts drilled and they gave you a wire; you ran the wire through, when you went through pre-tech, they put a lead seal on it; that's the way it was done. Banfield replied that's very similar to what we're going to do here; we're still going to have paint as an option so if we find we run into problems as we go, we've got the paint as a fall back on or if we have a visitor that shows up that has a carburetor with no holes and they don't have the stand-offs, we will be able to paint them; correct, Josh? Johnson replied that is correct and raised the question if for every visitor that comes to the track, are we going to give away our stand-offs? Banfield responded as long as we have an alternative option, we should be able to do this; it's a change. He asks that we have an engine for display with a seal and be able to answer questions at the banquet and the Swap Meet; it sounds like progress to him. Johnson added the engine seal if cut, seems nearly impossible to get back into the barrel. Another thing he tested is the wire which will feed through the barrel in both directions. Ted Cradlebaugh reported discussed repair of the Digatron and said it is \$689 for a new unit; he wants to see if we can just buy the sensor or try to get the wire fixed as it would be a lot cheaper. Griffin can provide contact information for Digatron and said they will fix the gauge; they will recalibrate and tell you what you need and get it back to you. Schroeder asked if a motion needs to be made; Cradlebaugh said we already have.

TECHNOLOGY: Bruce Wyke asked when our current webmaster will be ending his duties. Michael Lewis reported he had a call with him a few weeks ago and he was going to set aside some time to scratch the surface for web hosting as to where he thinks would be a good landing spot for our website. Aaron Banfield added he said he will stay on through February when he last talked with him; he will also be happy to give us recommendations and skill sets for what he has been doing for us for so long.

TRACK IMPROVEMENT: Ted Cradlebaugh said he believes we should schedule a time to seal the track for next summer of early fall. Ray McKibben added he agrees with that and it should be put on the schedule either before or after a race day when the weather is in the 60s or 70s.

SWAP MEET: Scott Golladay discussed an email he sent to the board earlier today with registration updates. He said we are 43 tables ahead of where we were as December 31, 2020; things are progressing well. Golladay shared donations that have been provided that can be used for door prizes or raffles. He explained Josh Johnson would like to purchase a Mychron to raffle. Lynda Coombs reported on proceeds from the previous Mychron raffle. Mark Heber is helping with vendor calls to sign people up for the Swap Meet. Golladay will have a volunteer sign-up sheet at banquet registration. He noted he sent a PowerPoint presentation about potential 2023 sites

because he anticipates we will be asked to commit after the upcoming Swap Meet and he thinks we need to have a plan. Golladay shared he will not be running the Swap Meet for 2023. Banfield asked Golladay to reach out to our present location about a contract for 2023 to have that conversation. Golladay reported we will be utilizing SignUp Genius for registering for seminars and there will be a digital flyer which Banfield will help with distributing via emails. Golladay reviewed the different classes that Bruce Wyke has put together and reported Louis Stout wants to do a Clone motor tech seminar that he did the previous year; Stout will handle the sign-up for people who want to get certified for the first time or re-certified. It would be offered later in the day, probably around 1:00 p.m. or 2:00 p.m. after our classes. Scott Golladay made a motion to appropriate funds to purchase a Mychron 5 for the purpose of doing a raffle. The motion was seconded by Aaron Banfield and passed unanimously. Johnson discussed having a drawing for one of two Hillard Flame 206 clutches he acquired. He said we could put the names of any new member who signs up at the Swap Meet, not a renewal, in a drawing. Banfield said he is okay with that. Wyke raised the question wouldn't that be something the Swap Meet Committee would handle; Banfield replied yes. Golladay said he will talk with Johnson about an idea for the second clutch. Banfield asked who all is working on the committee with Golladay. Golladay replied Johnson, Osterholt, Wyke, Heber, and Schroeder. Banfield said he thinks they have been doing really great work and are absolutely on the right track and he anticipates one of the best Swap Meets we've had so keep up the great work. Lynda Coombs asked Golladay to let her know how many raffles he plans on having so she can make sure we have the necessary supplies.

MARKETING: Bruce Wyke explained we are heavily involved in Rules Committee and the Swap Meet right now so there is no report.

RULES COMMITTEE: Dylan Cradlebaugh reported the Rules Committee is going well and we have had five meetings so far. He said right now he is putting out a feeler from the board about the weather policy before the committee writes a policy and asked what everybody's feeling is about racing in the rain. Michael Lewis replied if the policy is well written, he would certainly consider it. He said the last time we went rain racing, it wasn't an ideal situation to break that out; it was the first race and was cold, wet, and rainy; having a policy available to utilize would be good. Scott Golladay added he likes giving the Race Director the ability to make that call based on temperature and how bad it's raining. Brian Schroeder asked if Cradlebaugh is referring to a determination between a downpour, a steady rain throughout the day, or a slight rain in the morning or during the day which dampens the track. Cradlebaugh responded he is trying to get a feel from the board on whether or not proceeding on racing in the rain in Rules Committee is a good idea or not. He reported Mark Heber and Bruce Wyke took the lead on coming up with some wording; personally, he thinks it looks pretty good; it includes two options within the policy. Cradlebaugh said the question is on qualifying races about what Lewis was saying with the first race where it was freezing cold, poured down rain all day, everybody was miserable, and it was forty degrees. He gave the example we don't get through qualifying and it gets cancelled and asked where we start counting for points. Wyke said crafting that rule is going to be so determined on the pulse of the board, in his opinion, and asked if we think the membership would be receptive to racing in acceptable wet conditions; we don't have a definition exactly. He further stated the crux of Heber's start on that rule was to give the Race Director the ability to call it on unsafe conditions, such as standing water, lightening, and heavy downpour and said it is unsafe conditions for corner workers as well. He thinks what the Rules Committee was hoping to obtain is does it makes sense for us to go forward with crafting rules for racing in acceptable weather conditions; his opinion is we do move forward with that. Dylan Cradlebaugh replied he feels exactly the same way and there were times we could have gotten the race in. Brian Huntsbarger said he does kind of agree with racing in the rain; it was his son's first year and he was kind of glad

he didn't have to race in the rain. There are a couple of things that concern him; it is definitely dependent on the weather as to it being colder or warmer. Huntsbarger stated another thing is not everybody's pit spots are created equal; some people are standing there trying to work in a giant puddle and some are on asphalt; his spot fills up with water and he would be standing there with his tire scrapper in the rain with 110 volts even though there's tents and things like that. He added some of those things he would consider but it would be great to have the experience. Ray McKibben stated the devil's in the details; he thinks if racers know beforehand the types of temperatures we're going to be racing in the rain will help and some of things that Cradlebaugh Huntsbarger have mentioned already; the whole goal is to make it a pleasant experience. He further stated if we do this, we just need to iron out the details so racers will know exactly what to expect. McKibben noted it is an additional cost and the membership did speak up about this previously; he doesn't know if reaching out to the membership is something that should be considered in all of this. McKibben said being an older racer, when it gets cold, he's not going to want to race and it's the same thing with ninety-degree weather and twenty-five lap sessions; his decision to race in the rain will be based on how cold it is and how windy it is. Randy Landes agreed. Banfield explained all of the recommendations come back to the board for approval or not to be approved; everything they change comes back to this board and the board has an opportunity to read the revised rulebook and accept it as a whole or go through line-by-line and make those changes. Dylan Cradlebaugh said they are strictly recommendations and the committee is going through the process and rules changing things or taking away things they think will be better; he wanted to put out a feeler out to the board before they got too deep in the weather policy. Don Boles stated 25% of our club is new members that haven't raced in the rain and our track is not designed for racing in the rain; it can possibly be done if done in the right way. Ted Cradlebaugh added if you have a rain policy and you don't want to race in the rain, don't race; it's very simple; that way, the race goes on. He said you can make stipulations on how hard it is raining and what are the conditions and things like that and not blame for cancelling the race. Dylan Cradlebaugh said we want to make it better for the club; if you do it in a smart, responsible way and you don't put anybody in danger; he thinks it's feasible and thinks at least two of our rainouts we could have gotten in. Dylan Cradlebaugh added if there's standing water, nothing says we can't change the configuration to run a shorter track and get away from standing water; he still recommends keeping rain dates and add in weather racing. Banfield asked when the next Rules Committee meeting will be to which Dylan replied next Tuesday at 7:00 p.m. Wyke said Lynda Coombs looked and it is our understanding wet weather tires would have to be Hoosiers; Banfield replied correct. Dylan Cradlebaugh explained there was some discussion about oil and last year we decided we would eliminate the Burris oil due to inventory purposes of people not being able to get it. He said he is fine with that and doesn't see many people running it; there have been a couple of people come to him regarding the Elf oil; he doesn't know if that is the Rules Committee or board decision; that would be adding an oil and he feels board should have some dialog about it beforehand. Michael Lewis responded he thinks it is up to the Rules Committee to add it then the board approves it. He reported somebody found the exact formula made by the same company that was supplying Burris and is called something different; he can get details about it. He further stated he doesn't think the Elf oil is a bad option but he knows in cold racing, there are issues with separation. Dylan Cradlebaugh replied if we did choose to go to that, it would be on the racers to deal with it. Lewis said he knows of another race organization doing away with using it for that reason. Dylan explained he thinks the main reason people brought it up is because Motorsports County Club uses it and it could be interchangeable between the two tracks, Also, USPKS uses it and IAME recommends the oil in the homologation apers. He said he wanted to bring it to the board as he didn't know if the Rules Committee was allowed to add oils. Lewis responded he thinks you are and reported MCC is questioning the use of Elf oil; it was brought up

at the last race about a new oil for next year. Banfield highly encouraged people to attend the Rules Committee meeting next Tuesday.

OLD BUSINESS:

TRANSPONDERS: Aaron Banfield noted we have transponders out for service. Ray McKibben said there is no update as of this time but he should be hearing something hopefully before the next board meeting. He will send the board an email when he hears something.

BYLAWS: Aaron Banfield said he is going to hold off scheduling a bylaws meeting because there's a lot of meetings going on right now taking a lot of time and we are all volunteers and he wants to be respectful of that.

2022 SCHEDULE: Aaron Banfield explained he is waiting for one piece of feedback from a track and once he has that, he will be publishing a schedule; he is hoping it will be this week.

DARF BANQUET OF CHAMPIONS: Aaron Banfield reported Cash Wyke was recognized as the DARF Asphalt Kart Driver of the Year and asked Bruce Wyke how the banquet went. Wyke said the banquet went great, there was a nice dinner and awards ceremony, and they got to visit with some of the racers from the other divisions. He stated he thinks we can do better with the DARF banquet and what Brian Schroeder has always said to us about everybody being welcome is true; we could have had two whole tables of OVKA champions if we so desired. Wyke would like to see us do a better job of selecting our drivers and inviting our drivers and families and see if we can do a little better job representing karting. He noted there were some other young men from dirt racing, midgets, and open wheel and said it was cool. Ted Cradlebaugh asked where the banquet was held. Wyke reported they moved it this year to a fairground in Troy and it was a real big building. He said they were the only family there representing OVKA and noted they were also honoring champions from 2020 due to the COVID situation. Schroeder reported he has been present for the last two prior years and would like the board to consider for next year that we send every winner to that; they have told him they want every winner of every class. He stated we also need to have a representative of the club speaking on behalf of OVKA to tell what OVKA is like, what we have to offer, and that person then calls up our winners. Wyke reported his son had a prepared speech and took the mic and gave his speech. Schroeder reported a year ago his son took it upon himself to do everything; he called up the winners and even offered the donation check to DARF. He said folks there were uncertain how on how to handle that because they were expecting someone from OVKA, such as a board member, to walk up and talk about OVKA and then call their race winners up. Wyke said he likes Schroeder's suggestion and knows we can do better. Schroeder said Wyke, Banfield, and himself can tackle that near the end of next year. Banfield said we should just know every race winner should be invited and get ahead of that for next year. Lynda Coombs explained we have done that in previous years where there has been an adult OVKA representative, oftentimes the president or vice-president, who has done exactly what you mentioned and talked about OVKA and called up our champions. She further stated we have also presented at DARF meetings as well. Ted Cradlebaugh reported he did that four years in a row and introduced the champions, gave the check, and told them all about our club. Schroeder said last year they came up to them with shock that there was nobody from OVKA to speak on behalf of the winners. He told them to hand the mic over to Wes Schroeder and he will take care of it. Wes had a speech both appreciating OVKA and explaining what OVKA was, handed out the awards, and presented what he believes was a \$1,500 donation; the crowd erupted. Schroeder said it is great for a child to be able to offer a donation check up to that club because that is much more unexpected than an adult. Ray McKibben reported he was there when

Wes Schroeder took to the podium and he did a very outstanding job speaking on behalf of the club and how he accepted the awards.

REQUEST TO MOVE UP: Lynda Coombs reported the request to move up was submitted to WKA last week and she is awaiting a reply.

NEW BUSINESS / OPEN DISCUSSION:

2022 OFFICER NOMINATIONS:

TREASURER: Ted Cradlebaugh, seconded by Aaron Banfield, nominated Jason Gregg for position of OVKA Treasurer.

BOARD SECRETARY: Aaron Banfield, seconded by Ted Cradlebaugh, nominated Lynda Coombs for the position of OVKA Board Secretary.

TRACK SECRETARY: Aaron Banfield, seconded by Ted Cradlebaugh, nominated Lynda Coombs for the position of OVKA Track Secretary.

VICE-PRESIDENT: Ted Cradlebaugh, seconded by Aaron Banfield, nominated Michael Lewis for the position of OVKA Vice-President.

PRESIDENT: Ted Cradlebaugh, seconded by Scott Golladay, nominated Aaron Banfield for the position of OVKA President.

206 SENIOR WEIGHT: Josh Johnson reported he received an email from a racer who would like to change the 206 Senior weight from 370 pounds to 360 pounds. Brian Schroeder said he has two other people that would like the same. Aaron Banfield asked that those emails be forwarded to Dylan Cradlebaugh. He also asked that the emails be responded to in order to advise the senders that the emails are being forwarded to Dylan Cradlebaugh and that there is another Rules Committee meeting on Tuesday and encourage them to attend. Schroeder will send the emails he has received to Dylan Cradlebaugh.

ADJOURNMENT TO EXECUTIVE SESSION: A motion to adjourn to executive session was made at 9:01 p.m. by Aaron Banfield, seconded by Rick Coombs, and passed unanimously.

EXECUTIVE SESSION: Aaron Banfield explained the purpose of the meeting is to provide an opportunity for a board member to discuss the situation and the consequence that was issued on December 1, 2021. Following discussion, disciplinary action was modified.

ADJOURNMENT OF EXECUTIVE SESSION: A motion to adjourn the executive session was made by Aaron Banfield, seconded by Brian Schroeder, and passed unanimously at 10:03 p.m.

UPCOMING EVENTS & MEETINGS

- OVKA Rules Committee Meetings – 7:00 p.m., Tuesday, December 14, 21, and 28, 2021 via Zoom: PC / smart phone: <https://zoom.us/j/6495878039> / Password: 2020
 - Dial in: (312) 626-6799
 - Meeting ID: 649 587 8039
 - Password: 2020
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, January 4, 2022, in person at Full Throttle Adrenaline Park, 11725 Commons Drive, Cincinnati, 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

- OVKA Annual Meeting & 2021 Banquet – Saturday, January 15, 2022, Cincinnati Marriott North at Union Centre, 6189 Mulhauser Road, West Chester, OH 45069
 - 2:00 p.m. – Annual Meeting
 - 4:00 p.m. – Banquet registration
- Cincinnati Boat, Sport and Travel Show – Wednesday, January 19, through Sunday, January 23, 2022, Duke Energy Center, 525 Elm Street, Cincinnati, OH, 45202
- 2022 OVKA Swap Meet – Saturday, February 5, 2022, The Roberts Centre, 123 Gano Road, Wilmington, OH 45177

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Publish 2022 schedule when it becomes available.
- Josh Johnson – Forward emails pertaining to the 206 Senior class weight to Dylan Cradlebaugh; reply to emails to let people know their suggestion is being forwarded to Dylan Cradlebaugh and advise them of the next Rules Committee meeting on Tuesday, December 14, 2021 asking them to attend.
- Ray McKibben – Follow up and report about transponder repairs.
- Brian Schroeder – Forward emails pertaining to the 206 Senior class weight to Dylan Cradlebaugh; reply to emails to let people know their suggestion is being forwarded to Dylan Cradlebaugh and advise them of the next Rules Committee meeting on Tuesday, December 14, 2021 asking them to attend.

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

MEMBERS / VISITORS PRESENT: R. Beaman, D. Boles, M. Brown, L. Coombs, D. Cradlebaugh, E. D’Agostino, D. Fiehrer, R. Griffin, B. Huntsbarger, R. McKibben, C. Moore, R. Neuzel, R. Pansch, K. Schanie, E. Smith, and S. Streidl.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 12/30/2021