

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, JANUARY 4, 2022**

CALL TO ORDER: President Aaron Banfield called the meeting to order at 7:00 p.m. via Zoom and noted there is quite a bit on the agenda. He reviewed general rules of Zoom m if you're not talking, try to keep yourself muted so there is no background noise and raise your hand or use the flag and he will do his best to get everyone in in the order they raised their hands.

SECRETARY'S REPORT: Lynda Coombs made a motion to accept the December 1, 2021 special board meeting minutes and December 7, 2021 monthly board meeting minutes as published. The motion was seconded by Aaron Banfield and passed unanimously.

TREASURER'S REPORT: On behalf of Treasurer, Jason Gregg, Lynda Coombs provided bank balances and noted that includes income received from Square, Incorporated for fees that were collected through the credit card machines. Banfield explained the funds sat in there as they were logged into the Swap Meet account as it got changed to not deposit every day and should not have sat there. He reported there were no exports and said we have good auditing ability. Don Boles asked if this is money we had not accounted for yet to which Banfield replied that is correct. Banfield discussed putting a check and balance in place moving forward and reviewed the amount in the Square account. Brian Schroeder asked if a reconciliation can be done at the end of each race day. Banfield replied right now there is reconciliation as Lynda Coombs balances down to the penny; he and Gary Gregg need to talk with the treasurer to see how we recognize the credit card transactions coming in and tie that all together. Lynda Coombs asked if there is a way to rename so she can have some sort of visual cue of what account those monies are going towards. Banfield said we need to make sure in the morning what account is signed in and it is not really practical to create separate Square accounts for all of that and if we needed to, we could select a product. Ray McKibben discussed security measures and asked if a financial report can be presented to the board in March. Banfield replied we can get that together and he may send it out ahead of time. Scott Golladay reported Gary Osterholt has built an Excel report where they can see all the registrations that come in with columns for mail-ins versus online; they can tell breakdowns to the dollar how much is associate to the Swap Meet this year. Bruce Wyke asked if Banfield's report will include how much in account balances is out there in motions already spent; he feels like we get the numbers every month and it really isn't telling the story. Banfield reported in 2021, he is showing we had \$35,681 in motions approved; that does not count the budget for the Swap Meet. He explained he has some data going back a few years broken down by marketing dollars, technology, track improvement, tech tools, track repair materials, and crash bags; he will get that up to date as best he can and share that with the board. Banfield said if anyone else wants to get involved in this stuff as it becomes a lot of work; he is a big fan of spreading that workload across the board. He further stated if someone has good financial acumen, let him know. Ted Cradlebaugh asked if the sponsorship money has been paid yet to which Banfield replied no and explained there will be discussion next week. Cradlebaugh asked for clarification of the Square funds. Josh Johnson explained when they found it, the majority of it was race day entries and very little was credit cards for the Swap Meet. Banfield said we can't go out there and treat it like a windfall and let's be responsible. Lynda Coombs reported she provided a spreadsheet to Banfield of financial motions from throughout the year but may have missed some as she went through all of the minutes from last year. She said her thought process is she can extract out financial motions as she does the minutes and copy/paste them into a spreadsheet; it is something she is trying out to see if it is workable. Banfield said as a board, we don't generally go back and say what we approved and what was spent as far as outstanding expenditures. McKibben added

there are times when the amount spent comes in under budget and explained he turns in receipts then is reimbursed if it was for items he paid for. Lynda Coombs stated she does the same thing and she is of the opinion that if there is a motion made to spend money all of us need to report that out and account for that on some kind of spreadsheet. McKibben said he could send an email to the board and officers about receipts he turned in. Lynda Coombs reported she had expenditures of \$1995.77 from the 2021 secretary's budget of \$2,500 and she will provide a financial reconciliation report. She made a motion to appropriate \$2,500 for the 2022 season secretary's budget. The motion was seconded by Ted Cradlebaugh and passed with ten in favor and one abstained (Lewis).

COMMITTEE REPORTS:

BANQUET: Jeanette Holliday reported everything is good for the banquet. The tires should be delivered on Thursday and other Hoosier items should arrive tomorrow. Help will be needed to get the tires to the banquet; Ray McKibben and Ted Cradlebaugh offered to assist.

SHOWS & PROMOTIONS: Brian Schroeder reported Dan Fiehrer is coordinating the Cincinnati Boat, Sport and Travel Show and volunteers are needed. Aaron Banfield asked Michael Lewis to coordinate with Fiehrer and make sure we get a post on the social media page to ask for volunteers. Lewis can assist with picking up and/or dropping off things if needed. Schroeder reported we will have a ten foot by ten-foot booth at the Boat Show and asked what we want to take. He noted we had talked about getting side pods for the adult kart. Banfield suggested taking something besides a kid kart and raised the question if the club has a full-size kart to take. Schroeder replied the club has a freshly powder coated one donated by the Vets as well as an engine and we had talked about buying side pods and re-stickering it; he does not think any of that has been done. Banfield said it is not going to get done in time for the Boat Show. Bruce Wyke suggested taking our best stuff and offered to take an adult kart that has Diabetes Research Association stickers on it. Banfield thanked Wyke and asked him to coordinate with Fiehrer. Following further discussion, Michael Lewis said we have got to make it work to which Ted Cradlebaugh agreed. Banfield thanked Fiehrer for stepping up to coordinate the show.

SPONSORSHIP / PIT SPOTS: Josh Johnson reminded everyone that we changed the deadline for pit spot fees to March 1st. He noted it seems this year we are pretty low for people paying for their pit spots. Johnson reported fifty Mychron stickers that were discussed last month came in and we need to figure out what to do with them. Ted Cradlebaugh suggested selling them and Aaron Banfield said to put a price on them.

TECH DEPARTMENT: Ted Cradlebaugh thanked Rex Griffin for providing the number for Digatron and reported he talked with them, got the forms filled out, and will be shipping it. It should take about two to three weeks and their estimate is \$160 until they see it. Aaron Banfield noted in November \$800 was set aside for Digatron repair or replacement. Michael Lewis asked Ted Cradlebaugh if we are in need of a tech director for this upcoming season which Cradlebaugh confirmed. Banfield discussed a person he spoke with last year who has AKRA tech experience; Banfield will follow up with him.

TECHNOLOGY: Aaron Banfield reported he and Josh Johnson have talked with Gary Osterholt who is happy to stay on for another year managing our website. An invoice was received for his website hosting, social media maintenance, and website maintenance. Banfield made a motion to approve \$1,500 for the invoice. The motion was seconded by Bruce Wyke and passed with ten in favor and one abstained (Schroeder). Johnson said the amount of work that goes on the last three months of the year getting ready for the Swap Meet, Osterholt is heavily involved and to replace

that is going to be very hard to do and he thinks we should do everything we can to retain Osterholt. Ted Cradlebaugh said Osterholt is very valuable to this club and he is glad he wants to stay on for another year. He further stated we should look for ways we can keep him on further. Bruce Wyke replied he agrees 100% and shared how helpful Osterholt has been on the Swap Meet committee. McKibben suggested providing a dinner card for Osterholt. Bruce Wyke made a motion to provide Gary Osterholt with four banquet tickets. The motion was seconded by Aaron Banfield seconded the motion and passed unanimously. Rainer Pansch raised the question if there is space to provide Osterholt with a billboard; Johnson will check into it. Johnson will contact Osterholt about the banquet tickets. Ray McKibben made a motion to appropriate \$70 to renew our domain name for five years. The motion was seconded by Aaron Banfield and passed unanimously.

TRACK IMPROVEMENT: Ray McKibben would like to discuss getting another golf kart; he is looking to spend about \$3,500 for a replacement golf cart. Dylan Cradlebaugh said he agrees and it needs to be done. Brian Schroeder asked if this is a new or used golf cart. McKibben replied it will be a used one and explained the old one be converted to a flatbed so we can use the old one for retrieval. The old blue one will probably go to Gary Gregg so we can have access to it. Aaron Banfield said let's get some pricing and figure out what we need to do. Ted Cradlebaugh added it needs to be done and change the other one to a retrieval vehicle. Schroeder asked if we can repair it. Dylan Cradlebaugh explained it is past repair and in converting it to a retrieval vehicle, it won't get used as much. Schroeder asked if we need to get two of them to which McKibben said we don't. Bruce Wyke asked if the companies we are looking at are golf cart companies. McKibben responded yes, they are and he is being very specific in what he is looking at getting. Wyke asked if there is any chance we could invite one these companies to be a part of it as a sponsorship and put their stickers on it. McKibben explained he has done that and will try again. He added golf carts have been a hot commodity for some reason the last two years. Banfield asked McKibben to provide him with information what he is looking for and he will reach out to a contact.

SWAP MEET: Scott Golladay noted he sent the board an update earlier today and reviewed table sales and armband sales through December 31, 2021. He reported he got a contract offer from Roberts Centre for 2023; they expect a three to four percent space rental increase, tables would be the same, and guest rooms would increase by \$1.00. Golladay explained we need to be prepared for committing \$1,000 to lock in for 2023. A volunteer list will be at the banquet collecting names so be sure to stop by the table that will be set up and put your name in. A walkthrough will take place on Saturday, January 22nd, at which time they will go through the final version of the map and show them where we want everything. Golladay explained the plan is to open the doors on Friday at 12:00 p.m. for anybody with trailers coming in; 1:00 p.m. for all other vendors then lock up at 9:00 p.m.; on Saturday start prepping at 6:00 a.m. with vendors coming in at 7:00 a.m. and shoppers at 8:00 a.m. Golladay explained how tables can be reconfigured if more space is needed for tables. Ray McKibben asked if we have any tool vendors; Golladay replied he has not heard from them. Lynda Coombs asked Don Boles if he can help transport the OVKA trailer on Friday which he can. Rainer Pansch asked who is coordinating the labor as the Vets will have two people who will help at the doors. Golladay said he can put their names down at the banquet.

MARKETING: Bruce Wyke explained the seminars for the Swap Meet, as well as preparing for the Swap Meet and involvement in Rules Committee have soaked up marketing time so we will keep plowing forward with those things.

RULES COMMITTEE: Dylan Cradlebaugh screenshared a draft of the 2022 rulebook and asked if there are questions from the board so far. Don Boles suggested there be something in there that if

it starts raining between practice and the first heat, he thinks if somebody is already entered in and decides not to go out in the rain, they should get a participation or something because if he doesn't make a lap, he doesn't get to count the day. Dylan replied he doesn't know how you word that and to him, they should look at the weather forecast. Aaron Banfield asked Boles if he is saying they should get last place finish points. Boles replied no, he is not saying points; he thinks they should get credit for being there for the day for the overall number of races they attended. Bruce Wyke asked what that looks like. Lynda Coombs asked if Boles is saying it is for their percentage toward year-end participation for the type of prize, they get at the banquet to which Boles confirmed he is. Coombs said if that were to proceed, she would need to figure out the logistical piece of that because she would normally put them in as a scratched entry if they didn't take a green flag then they are not going to show up that they were there; she can partner with our software provider to figure it out. Boles said this is not for a regular day; it is for a rain day. Ray McKibben raised the question of giving them one point, that way they aren't getting last place points and are still in the system. Wyke asked if this all about the awards that would come later in the year because you didn't race. Boles replied it is for at banquet. Dylan said you would be better off to take a zero and use that as a drop; you're going to drop the one point. Banfield said whether it is a zero or one point is irrelevant; if he's racing with the club and is going to be there every week but doesn't want to run in the race, it keeps him in the hunt for whatever prizes. He said he is not opposed to the suggestion at all; he thinks it is a fine suggestion; he thinks we've got to look and figure out how we do it without creating a very burdensome process on the tower and the banquet coordinator who has got to be able to look at that fairly easily. Boles said he thinks this is some way for if they normally wouldn't come to the track if the weather is iffy, they might come and that is another entry. McKibben added it keeps them in the participation levels. Ted Cradlebaugh asked if they pay their entry fee, aren't they automatically counted. Banfield and McKibben replied no and Wyke said they have to take a green. Banfield asked Lynda Coombs for her opinion that if we're going to do it for rain, is there a reason we would do it only in rain; if he wants to come pay his entry, why wouldn't the club take that money and let him count that as an entry. Wyke responded that isn't racing. Lynda Coombs said her thought is with rain it is different and she agrees with Wyke. She said could keep a list of who those people are and enter them manually at the end of the day. Coombs further stated her opinion is to not do that in any situation but only in a rain situation. McKibben said there are people that want to race but don't have the funds or want the expense of rain tires; they want to come and support the club and take the risk of showing up, going through the motions and paying their entry fee then it starts raining before we start qualifying or pea-pick, whichever it may be. He further stated we should still take care of them; it's a club, not a national or regional series. Matt Abel asked what the benefit would be of showing up if we don't plan on running in the rain. He reported he talked to about seven or eight people that run in the 206 Masters class when he heard of the possibility of us racing in the rain and all but two said they absolutely would not show for a rain race. Abel reported New Castle will give your money back if you don't want to race in the rain and said he doesn't think that is something we need to do but there needs to be some sort of benefit if this is what we're going to go with. Boles stated all you're talking about here is the first heat; if the guy doesn't get on the track the rest of the day, it's not. Wyke replied if he scratches for the day, he's done to which Boles agreed. Wyke said there are many times we get a sprinkle; people go out on intermediates or something because it is acceptable rain weather and then it dries up for the rest of the day and we've got two full heats. Abel said he is not saying that. Banfield replied if after warm-ups it starts to rain and heat one is a wet track and he chooses not to go out then it dries up for heat two, he could go out for heat two as long as he has his kart there and he registered and entered and he would start wherever; if it is a qualifying race, he would start in the back. Dylan noted they are all winner-take-alls. Boles stated you might get more people to come and try if it's an iffy day; it may make people a little more apt to do to. McKibben said in this club there is a portion that wants to race in the rain and a portion that

does not want to race in the rain; we need to recognize those people and respect their opinion on it; we're a club. He thinks what Boles is trying to come across with is a fair solution. McKibben added if he is going to run for his 100%, he's committed to the club but is not committed to racing in the rain; let's do something for them. Wyke said he appreciates exactly what Boles is saying and he also appreciates the fact that Boles could have sat in on one Rules Committee meeting and helped us out with this because crafting these rules with all of these variables is not easy. He stated it's easy to sit back and say this is how we ought to do it but help us out a little bit here; those are the kinds of things that make a lot of sense and here we are in the twelfth hour. Dylan noted we had eight meetings and just like Wyke said, this is twelfth-hour stuff and he did not receive a single email about this from anyone. Banfield said the reality is the rulebook is still in front of us; let's have a conversation about this; let's not get bent about how late it is in the game and take a few minutes to talk through it; it's a fair question to ask. Wyke said his point is Boles has great information and there were eight meetings and all we needed was a little help. He explained how much work the rulebook was and said it was a yeoman's task. Wyke added he is looking at the rule right now and we're going to try to craft a way to put this thing in; he totally agrees with Abel and Boles; we need to figure out how logistically it works. Abel explained this was the first he had heard about this rule and he talked with others who said it was the first any of them had heard about this. They specifically said they don't want to buy another set of rain tires and don't want to have a separate rain engine just to go run for it to be drizzling for a heat and then have to switch everything back over and all that stuff; they don't want to buy extra gear just in case we have rain because we're at the club level. Dylan explained the races that got cancelled last year that everyone was upset about would not be cancelled with this format. He added we're not going to be racing in torrential downpours. Boles replied all he is trying to say is you're not forcing anyone to do something and if he doesn't want to go out there, he's not being penalized. Dylan said we're not forcing him to do anything. Rainer Pansch said he thinks Boles' suggestion is a perfect way to bridge the gap for both views and we're going to put that in there so let's just move on. Abel responded there are a lot of people on the fence about this. McKibben said the last time the board discussed racing in the rain, it was a very contentious discussion and very split like the membership is on this. The board at that time decided to put it into the membership's hands and we gave them notice and we voted on it at the upcoming banquet. McKibben further stated the membership decided what they wanted to do but at least the membership was informed on this. He said it has not been very public about racing in the rain; there is a group that wants to race in the rain and that's great and a group that doesn't and that's good. Dylan replied it has absolutely been public; we have had public meetings for eight weeks. Abel explained he just heard about the rain thing two weeks ago. Dylan said he understands Abel had family concerns going on and extended his sympathy to Abel upon the loss of his dad. McKibben said it doesn't matter if they attended the meetings or not; these are our members and we have to listen to what they are saying. Dylan replied it matters to him. McKibben said he understands, Cradlebaugh put a lot of time in it; no one is taking away from that. Boles explained the idea is to not make a lot of people mad then they won't come; this way, you're giving them a little bit of leeway; you're not giving them everything. Wyke asked Boles for clarification of the process. Boles explained if they don't take the track all day, they get one point and go on. Wyke asked if they are registered but they never go on the track and what if they don't go out for a practice because it's raining in the morning. Boles replied that is a good point but if they already signed in and everything, are you going to give their money back? Banfield asked Lynda Coombs to weigh in on that because she has the expertise in the tower. Coombs replied she is of the opinion that this definitely could work logistically speaking. Her question is if they are going to choose to not race in the rain, can we specify that they need to report that or does she assume that anyone that shows up as a DNS/did not start is to be assigned one point if they did not start in all three heats. Banfield said he would prefer the latter if that's possible and Boles added that makes it a lot easier. Wyke asked if they

choose not to practice, they choose not to go out for the first heat, but they choose to go out because it dries up, are they on the tail for everything because they did not take a practice? Boles replied yes and Banfield said they would suffer the penalty because they did not warm up. Craig Moore asked what would happen with pre-registering online; what would happen with those people since they are paid, they wouldn't have to show up at the track, would we still award them the points or would we have to reimburse them; how would that be handled? Lynda Coombs explained how pre-registrations are noted in the software and said at the close of registration she will see anyone whose registration is not completed and can do a crosscheck because if they are not there, they should not be eligible for this. Banfield and Boles agreed they should not be eligible. Wyke asked if Coombs thinks this should be a note in the acceptable wet conditions section. Coombs replied she feels it needs to go in the paragraph about weather dates and the wording would have to be crafted to include all of the conditions that need to be met then they would get one point that would count toward their annual participation. Banfield said wording could be something along the lines if a driver chooses not to run in the rain but has completed registration, pre-tech, and is present at the track, they can choose to not take to the track and they will receive one point for the race day. He noted you can still take to the track for practice and still get one point. Banfield said if registration is still open and you want to scratch and be a true withdrawal, we have done that, we can give a refund but you don't get your point. McKibben said he likes it. Wyke asked what if we are breaking a tie with one of these deals. Dylan replied it's a participation and Boles said it's one point. Wyke noted you can get a point, never take to the track, and racers are out there battling; he said we have had ties. McKibben said you can put that the tiebreaker will not include that one point. Wyke said we get more complicated by the minute to which Banfield agreed. Ted Cradlebaugh asked why you have to give them a point. Banfield asked Lynda Coombs if she can put a zero instead of a one. Coombs will check.

Dylan explained across the board for the Mini Swift class, both IAME engine packages will use IAME East and we will go off the supplemental rules. He read from a technical bulletin, "The intent of the class is to run the engine as produced. The specifications are available to determine any modifications, not to allow blueprinting. No deviation from the as produced USA engine is allowed. All components must remain OEM." In the KA, it is the same on that first line. Wyke said it is for ROK also. Dylan said we are going to be consistent on which engine rules we follow and it coincides with other series as well. Pansch asked if that covers the whole spark plug crushed washer thing. Wyke said it is different in Swift than KA. Dylan replied according to IAME, the plug must be stock and unmodified; his idea is we get through the rulebook then as a tech update, we bring in to allow the nine-tooth driver and the copper squish washers for the spark plug as a tech update and that would differ from the supplemental package. Pansch asked if the copper indexing washer is in replacement or in addition to the crushed washer. Dylan replied you can run either or. Wyke explained right now in Swift they're showing that one has to be in place; you have to have something underneath it. His understanding is IAME is just looking out for the racer; if you don't run anything, you could have some real problems with the top of the piston and the bottom of the spark plug. Wyke said on KA, it is much the same thing; they want you to have that stock washer in place; you're welcome to add your indexing washer and/or your CHT head temp but they want the stock washer in place because it is different and again, they're looking for those guys that are running indexing washers only and are crashing the top of the piston into the bottom of the plug. Brian Schroeder said just for clarification, with the cylinder head temperature gauge, you still must run either the copper washer or the original factory washer. Wyke and Dylan replied no, because that would represent like the copper washer. Schroeder said so you have to run either a cylinder head temperature gauge, the copper washer, or the factory washer; one of those three. Dylan replied yes, it's got to have something in there; you can't just bolt the spark plug in there bare. McKibben asked Dylan if he is going to do a tech update, is there a way he can note it in the rulebook. Dylan replied no because it is going to be a tech update and will go on the website; he

doesn't want to have two separate things. McKibben said there are a lot of people who don't get on the internet and asked if he hands somebody this rulebook, will it say in there to go see tech updates? Banfield said that if it isn't in there, somewhere in the rulebook it needs to state that OVKA reserves the right to update this at any point in time; we post the updates to ovka.com. McKibben wants to make sure people are going out there to see tech updates. Dan Fiehrer asked if in the IAME book, does it say that there is a spacer required. Wyke replied absolutely it does in both Swift and KA. He further stated that in Swift he thinks it is a little ambiguous because it says the plug must be stock and unmodified but then they also go farther to say you may run indexing washer, temperature, or plug washer but in KA it's very specific that the stock washer has to be in place. Fiehrer said his point is if somebody is looking at the IAME book and it says there is a spacer needed, we're just giving them extra options. Wyke responded on the supplemental rules, it's very specific about what you're allowed to run and what you must run under that plug and IAME East is doing that on purpose. Our club seems to think there needs to be a lot of options around running indexing washers, head temperature gauges, and all these other things when IAME East is being very specific. Wyke went onto to say it would be like us changing the plug rule on a Briggs in his opinion; he doesn't think it makes a lot of sense adding hybrid rules into what are the accepted supplementals for the whole country; SKUSA, USPKS, Route 66, MCC; everybody's running on these same supplementals. Wyke added he finds it a little interesting that we're expert enough to make changes to that but it appears that is what we're doing with the plug. McKibben said he feels that with what we did with going to these rules was to simplify it and we should just follow it; it makes life easier and we're on board with everybody else. Pansch said last time we raced at MCC with the KA's, they ran no crush washer but they used the indexing washers. Wyke replied on a KA, that would be against the supplementals and that would be a DQ. Pansch replied he thought Wyke just said MCC were following the same thing. Wyke asked if they teched it; he didn't see anybody raising their hand saying we're illegal; we wouldn't see that at our club either. Wyke said the rule for KA with IAME East is, "Addition of indexing washer or head temp sensor is allowed. Stock spark plug washer must be in place". They're allowing teams to add those things if they want to but they want the stock washer in place and are basically saying the same thing in Swift so when you get the ting out of the box, don't tear the stock washer off of them. Michael Lewis wants to make sure he is clear; this year we had on the Mini Swift, a DQ that was reversed because WKA had a supplemental rule change in their tech update that said that the crush washer could be removed so long as an index washer or an EDT sensor probe was in its place. Wyke responded Lewis is absolutely 100% correct and explained when they did a side-by-side comparison of IAME and WKA, they found some of those types of things that were different and they had to make a decision to go one direction or the other. He stated in the Swift supplementals, that even resides today and it is an interpretation that tech is going to have to make; they start off saying the spark plug must be stock and unmodified; we'll assume that means the crush washer. They go on to say that spark plug washer, indexing washer or head temperature sensor sender must be in place; so now they're saying one of three; he thinks that's where WKA's rule went; that rule does not reside in KA, it only resides in Swift under the supplemental so there is some interpretation there as there is with any rule set. Wyke said if he was Tech Director, he would tell guys to leave the stock plug on the washer. Ted Cradlebaugh reported he told them the first four weeks that they had to have them at the driver's meetings. Wyke said at this club level, there is absolutely no performance whatsoever that can be measured on the track by anybody out there in the direction that that spark plug is facing on an IAME, KA, or IAME Swift product. Dylan Cradlebaugh reported for 100cc Junior, there was a change in the header size on the KA which was dropped down to 22mm slowing the Junior KA down a little bit. They eliminated the ROK VLR from the engine package that you can run in 100cc Junior because it puts the KA at a disadvantage and defeats the purpose of slowing with the Juniors down a little bit so when you move up, it is still a step up. Dylan added with eleven-year-olds being able to run the class, he

thinks it's a smart move. Wyke added they also identified weight for Yamaha at 300 and asked Ted Cradlebaugh if that is what he wanted. Ted agreed and replied they still won't be able to compete; we might want to lower it; he doesn't know how many Yamahas are going to try to run with them. Dylan said he doesn't think you're going to be able to get many kids to get down that low. Wyke noted we are slowing the Juniors down. Ted replied that will help. Dylan reported they raised the weight on the 206 Junior ten pounds. He said the C-52 engine is going to be allowed in the Kid Kart class; there are no specs out yet as far as tech goes and we are waiting for WKA to release those then we'll put out an update. Dylan reported the sponsorship page has been updated and the protest procedure wording was changed to try to have more transparency. He said it was added that OVKA staff will make all efforts to announce that a protest has been filed to increase transparency. The pets policy was updated as per language that was voted on in May. Dylan explained some rules were moved to where it made more sense and where they are in one spot. McKibben said there were some places where wording was changed from shall to may to provide more flexibility for the Race Director in assessing penalties. Dylan noted there were some renaming of appendices and said we are trying to make the rulebook look better. Lewis reported he was asked by some members if the weights were looked at for the 206 Senior class as he was told OVKA's are higher than other facilities and if there is a reason, we are keeping it the same and not considering the lower weight for that class. Schroeder reported he received two emails and one phone call about lowering the Senior weight to 360. McKibben added he also received information as well and reported we had a member join on the meeting and his statement said it quite well; he is 17-years-old and we force him to go run with the Masters. McKibben stated the Senior class is struggling right now. Lewis asked if he thinks that is because of the weight. McKibben replied no, we had forty-some karters at that weight; it's just to allow more people to have the ability to run. Wyke explained the direction we are trying to point to is to build this senior class to a kart count where we can have a Senior Lite and a Senior Heavy and also a Masters. He said we felt the only way we could do that was to also be able to attract some of these slightly heavier drivers from the Masters class back to Seniors and we thought we'd just distanced ourselves from that if we moved it down to 360. Wyke noted there are Buckeye and maybe one other that are at 365 and we just felt to keep our compass pointed towards the fact that he thinks the club would be healthier if there were two senior classes; one where the lighter Juniors can come in; lighter drivers that don't have to carry a bunch of weight but also have a landing spot for the bigger drivers that don't want to run Masters. Lewis said he was not being critical of the rule; he just wanted to know the reasoning and the reason is fine; he has no problem or issue with that. Wyke added Lewis was on the meetings and they totally appreciate that. He reported there was some spirited discussion about the weights and the exclusivity of one way over another; it was well discussed. Lewis thanked Wyke for the explanation and said it's completely fine. Dylan Cradlebaugh stated he thinks that should be the goal for 206 Senior; chances are you're going to get double entries out of that. Lewis said yes, grow the class then get to a point where you can split; it makes perfect sense. Lynda Coombs reported she reached out to our software provider who said we can do a zero and she will show her how to do it. Coombs explained currently a zero indicates a DQ but that zero has the letters DQ right next to it. Dylan said he doesn't have a problem and he appreciates you guys coming back to him. He explained we announced we were having Rules Committee meetings at MCC and when we were going to have them; the club was made aware of when this stuff was happening. He wants to hear the feedback but the twelfth hour, like Wyke said, we're wanting to change stuff. Dylan added you guys have the power to approve or disapprove anything and that's fine; he feels like he could have gotten more board participation even if you didn't have a vote. Dylan noted McKibben was at every meeting and he appreciate what he has to say. He wishes some of these things had been said at the meetings. Dylan said he wants to do what is best for OVKA when it comes to racing in the rain. He feels like he shorted the club a couple of times last year when he cancelled races and he didn't have the opportunity to

get the karts back on the racetrack. Dylan added this right here gives us the opportunity to please the majority of the racers; he understands some people don't want to race in the rain and he understands that; personally, he doesn't like racing in the rain, but for the good of the club and everybody, he thinks it needs to happen and in the right ways and he thinks what we have is the right way; we don't know until we try. He stated he does not agree with giving participation. Banfield said you're not giving them points for racing. Dylan replied he understands that; to him it is handing stuff out. Banfield noted it is costing them more than it is worth; the reality is they're not getting the money back and if it makes them happy, he doesn't think it is unreasonable. Boles added he thinks it might change some attitudes about this because you are giving them a little leeway there. Wyke said assuming we can craft that language, he asked if that is something we have to bring back to the board again for another review. Dylan responded he would prefer to get it done tonight. Banfield said he thinks we can come up with the language and he thinks we have done that in the past; that language can be quite easy and what he said before is pretty close to what we're trying to say. Wyke said from the Rules Committee side, we have no problem putting things together and asked if we can get board approval to add that language, run it past Banfield, and call it good. Dylan said he wants to have hard copies at the banquet. McKibben asked Wyke if he can make a motion giving a basic outline of the change then put it to a vote then you guys will have what you need to complete the rulebook. Dylan asked if McKibben is talking just this one specific thing or the whole thing to which McKibben replied this one specific thing. Ted Cradlebaugh suggested doing it all and just say we add it. Banfield asked if there are any questions that we need to talk about with this rulebook; the next motion that's going to be made will be to accept this rulebook with a revision. Schroeder asked for the definition of cold temperatures. Dylan said he was at the racetrack on Friday; it was 47 degrees, the track was damp, it was not raining, he would race that day 100%. He further stated you get karts on that track; it would have dried in an hour and we would get a day in so long as it's not downpouring. Wyke added under acceptable wet conditions, we wanted to guard against it not happening again and we all know what it was; that was a pretty miserable day and really torpedoed any rain racing for a good while thereafter. He said we wanted to make sure that the members knew we were only considering this to be acceptable conditions so how do we build a fence around that but still give latitude to Dylan, a Race Director, but also Race Directors in the future, where they have some guidelines to say no, it's just too wet and cold; we're not going to go out and race in this because it's not safe or it's not acceptable wet conditions. Wyke reported there were many discussions about let's set a temperature, let's set an amount of rain or let's set this, let's set that; every time we seemed to get into those concrete walls, we found ways to say what if it was something different. He said we want to give latitude but we want to make it clear that we're not going out there in terrible, cold, wet, rain conditions; that's not what the spirit or intent of the rule is if that helps Schroeder's question. Schroeder responded he doesn't know how somebody found out; they came to him saying it appears we're going to be racing in cold temperatures and asked that cold temperatures be defined. He said it was the same thing with the weights on the seniors. Dylan Cradlebaugh asked what if it's dry; are we not going to race in cold temperatures? Wyke said he does not know how they assumed that would be the case when we specifically say cold temperatures does not constitute acceptable wet conditions. Schroeder replied he was just sharing what he had heard and relaying it. Wyke asked Schroeder what his interpretation of the rule is and asked if it is doing what we think it should do. Schroeder responded personally, he is going to tell you it's up to Dylan's discretion because cold temperatures could constitute a fifty-degree, slight damp, rainy day but forty-degree winds, that would be cold. Dylan replied that's not acceptable; this is common sense. Schroeder said he wanted to share what he heard and asked if there is a cutoff on temperature. He added obviously you get forty-eight degrees, bright, sunny and it has just finished raining, that's going to feel a lot different. Wyke asked Schroeder if he thinks acceptable wet condition as it's defined in the rulebook is clear or is that something that needs to be addressed?

Schroeder replied he thinks you're fine. Boles said you're going to be setting the standards; we've never done this before. Dylan responded we have. Boles added you're going to have to come up with this on your own to get some kind of standards that we go by from here on; this is a learning year; you're going to have to say this is too bad or not too bad then go from there. He further stated you're going to set a precedent for years to come of how we run it; you won't know until the situation happens; we are learning as we go; it's something new just like bringing in a new motor; we've not been there. Pansch said he likes it as written and we have got to trust our Race Director. Boles said the more you define it, the harder it's going to be to do. Tyler Abel asked as far as acceptable wet conditions, how would you describe it; say he is coming from the trailer and he's soaking wet by the time he comes to the grid; is that too much? He asked if Dylan will go back to the pits and grab five random drivers and say is this raining too hard? Dylan replied no, it's going to be his call; he's not picking drivers; if it's raining, it's raining; if it's a torrential downpour and there's standing water on the racetrack with a higher chance of causing an accident then it's unacceptable; it's common sense. Ted Cradlebaugh added if it starts raining too hard, you can stop the race then restart it and continue racing throughout the day. Dylan said we've got it all; we tried to get all the situations but there's going to be a situation that's not specifically listed then we're going to have to use common sense. Tyler Abel replied he gets that; we're in Ohio; it goes from snowing to rain the next hour. Dylan added we start in April and we end in October. Boles said what is written here is great; it leaves a lot open so you can work it; you guys did a great job. Wyke added to Tyler's question, the WKA rulebook as far as their wet weather procedures, they only call for heavy rainfall; we were trying to be very specific in choosing our words in adding moderate in there because there is a difference; it could be moderate rain with cool temperatures and feel like a torrential downpour. Ted Cradlebaugh noted he can change the track configuration. Dylan said he is going to make a call on race day; he will base it on common sense. McKibben asked what the basic language is going to be to allow the one point if a guy chooses not to race. Banfield said it's going to be zero points and the language will say drivers who have completed the registration / pre-tech process and are present at the track that elect not to race in the rain will receive a zero for the day but that zero will be counted towards participation. Banfield stated that's the spirit and intent of what he hearing this group say. Wyke asked Lynda Coombs if she will be able to copy that out of the recoding and fire that to Dylan so we can add that. Coombs said she will. Wyke reported we still had the old pet policy in the rulebook so to the best of our ability, we pulled out Banfield's motion and asked if this language is what he would like to see in the rulebook. Banfield read, "For race days and practice days:

- All animals should be kept safely in their campers, trailers, trucks, vehicles, or pits.
- No walking animals to do their business elsewhere.
- Continue to clean up after your animal in your own pits.
- No animals allowed under the grid or at the race tower.
- All animals must be on a leash and remain on a leash at all times.
- Any animal that bites or attacks someone or another animal will no longer be welcome at the track."

Schroeder noted this is OVKA's rulebook and we can say if we travel, we don't want it at any OVKA race event to which Banfield and Wyke agreed. Boles asked if there is anything about volunteers to which Lynda Coombs said volunteer credits is in there. Brian Schroeder made a motion to accept this rulebook with modification to rule 710 and the weather policy. The motion was seconded by Bruce Wyke and passed with ten in favor and one absent (Gregg). Banfield extended a very big thank you to Dylan Cradlebaugh and anyone who helped with the rulebook. Dylan said he appreciates everyone who helped and tomorrow he will get it sent out so we can have copies at the banquet and Swap Meet. Lewis will check on the quantity that was ordered last year and get it to Dylan. Wyke asked if it comes out of Lynda Coombs's budget to which Coombs replied no. Color of the cover was discussed; Dylan will make the selection. Aaron Banfield made

a motion to set aside up to \$700 to print 250 rulebooks. The motion was seconded by Brian Schroeder and passed with ten in favor and one absent (Gregg). Lewis reported last year we ordered 250 rulebooks at a cost of \$521.44.

OLD BUSINESS:

TRANSPONDER REPAIRS: Ray McKibben reported he sent an email and copied Lynda Coombs on it asking for an update on the status of the transponders and he anticipates having an answer sometime this week. He will try to have an answer by the next board meeting.

2022 SCHEDULE: Aaron Banfield reported he spoke with Gary Gregg and Shelley Powers today and he will have that out to the board for final review hopefully tomorrow; he is waiting for them to weigh in on one thing. He said that will be published ahead of the Swap Meet.

REQUEST TO MOVE UP: Lynda Coombs reported she had submitted a request to move up for Edward Kloecker and Marie Borsuk with WKA responded that they will put a copy in the G & J file so that means that they have accepted it.

2022 OFFICER NOMINATIONS: Aaron Banfield reported 2022 officer nominations took place at the December 7th board meeting. Banfield was nominated for OVKA President, Michael Lewis for Vice-President, Lynda Coombs for Board Secretary and Track Secretary, and Jason Gregg for Treasurer. He noted that all are running unopposed.

NEW / OPEN DISCUSSION:

VINTAGE KARTING CALENDAR: Lynda Coombs reported Rolf Hill with the Vintage Karting Association sent us ten vintage calendars which are used as a fundraiser with proceeds going to an organization for a specific medical condition. She said the calendars are typically sold for \$15 each. Coombs showed the calendar and noted that our Swap Meet is listed on the first weekend of January showing it is on February 5th and the track is in the center of the calendar. Coombs said she would like to sell these; Hill is not asking for proceeds from them but she would like to donate all or half of the proceeds to the organization that Hill supports. Aaron Banfield suggested all of the proceeds be donated. Coombs said if it is okay with the board, she would like to start selling these at the Swap Meet. Ted Cradlebaugh said it is a great idea to which Don Boles agreed.

WORKERS: Ted Cradlebaugh said he believes the race workers who are on the track during a rain event suffer a lot because they are out there the whole time and never get dry. He suggested we look at their stipend to which Michael Lewis agreed. Aaron Banfield and Lynda Coombs discussed whether to handle this in an executive session; Coombs noted we have done it both ways. Ray McKibben reported the last time we discussed stipends, we did it in an open meeting. Don Boles suggested waiting until next month. Dylan Cradlebaugh said he feels it is important but he can wait another month. Banfield asked that it be placed on the February agenda.

SCHEDULE / CLASS STRUCTURE: Lynda Coombs discussed a one-page flyer to give out at events with the schedule on one side and the class structure on the other side. Bruce Wyke said you won't be able to get it on one page. Aaron Banfield asked what we want to hand out at the Boat Show; obviously the schedule. Wyke replied he thinks Swap Meet flyers with seminars. McKibben added we can point them to the website for class structure and rules. Ted Cradlebaugh reported we used to hand out business cards with the schedule on the back; those went over really well. Lynda Coombs added those were nice. Banfield will make copies of the schedule for

distribution and asked if there is something we want put on the back. Don Boles suggested putting the classes on the back to which Banfield said he can do a simplified list.

ADJOURNMENT: A motion to adjourn was made by Aaron Banfield, seconded by Ted Cradlebaugh, and passed unanimously at 9:44 p.m.

UPCOMING EVENTS & MEETINGS

- 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
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, February 1, 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
- 2022 OVKA Swap Meet – Saturday, February 5, 2022, The Roberts Centre, 123 Gano Road, Wilmington, OH 45177

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Follow up with person who has tech experience.
- Don Boles – Transport OVKA trailer to the Swap Meet.
- Lynda Coombs – Following board meeting, email Dylan Cradlebaugh language pertaining to animal policy.
- Josh Johnson – Check on billboard space, contact Gary Osterholt about banquet tickets.
- Michael Lewis – Contact Dan Fiehrer regarding what information to post on the social media page about the need for volunteers for the Cincinnati Boat, Sport & Travel Show, provide Dylan Cradlebaugh with the quantity of rulebooks that were ordered last year.
- Ray McKibben – Provide Aaron Banfield with golf cart information, report on status of transponder repairs.
- Bruce Wyke – Provide an adult kart for the Cincinnati Boat, Sports and Travel Show.

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: M. Abel, T. Abel, D. Boles, L. Coombs, D. Cradlebaugh, E. D’Agostino, D. Fiehrer, M. Kloecker, R. McKibben, C. Moore, R. Neuzel, R. Pansch, K. Schanie, and T. Wilkinson.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 1/26/2022