

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, DECEMBER 6, 2022**

CALL TO ORDER: President Aaron Banfield called the meeting to order at 7:01 p.m. and welcomed everyone.

SECRETARY'S REPORT: Lynda Coombs, seconded by Aaron Banfield, made a motion to accept the November 1, 2022 monthly board meeting minutes as published. The motion passed unanimously. Coombs explained board members need to have their 2023 membership fee paid by the January 3, 2023 board meeting in order to be considered a member in good standing which entitles you as a member to make motions and as a board member to vote on motions.

TREASURER'S REPORT: No report.

COMMITTEE REPORTS:

RULES COMMITTEE: Dylan Cradlebaugh reported the plan is for the 2023 rulebook to be presented at the January 3, 2023 board meeting and to have it ready by the banquet. Aaron Banfield explained the rulebook will not be printed this year and will be available electronically for download. He noted there will be a few printed for use in the tower.

BANQUET: Jeanette Holliday reported banquet preparations are going fine and said online registration is up and working. She explained she needs to place a tire order this week.

TRACK IMPROVEMENT: Gary Gregg explained he is waiting for the paving contractor to return. Ray McKibben reported Racing4Vets will be removing some of the bags on December 17, 2022.

SHOWS & PROMOTIONS: Brian Schroeder reported the Cincinnati Boat, Sport and Travel Show fee has been paid. He explained someone is needed to coordinate OVKA's participation in the event which is being held Wednesday, January 25, through Sunday, January 29, 2023, at the Duke Energy Center, 525 Elm Street, Cincinnati, OH, 45202. Schroeder noted that move in is on Wednesday, January 25, 2023, from 10:00 a.m. to 2:00 p.m. then the show opens at 3:00 p.m. Elliott Bokeno will check on his availability to serve as coordinator. Ray McKibben inquired about a new kart for the event. Brian Schroeder explained we have a kid kart and senior 206. Ethan Bokeno asked what kind of success we have seen with this show and asked if we get a lot of new members. Schroeder said he has heard from members that people seemed the most interested at this show.

SWAP MEET: Bruce Wyke said he and Josh Johnson are working the plan and reported people have signed up for booths.

SPONSORSHIP / PIT SPOTS: Josh Johnson said things have been pretty quiet with sponsorships and pit spots. Aaron Banfield reported Michael Lewis will be filling the role of chairperson for sponsorships and pit spots.

MARKETING: No report.

TECH DEPARTMENT: No report.

OLD BUSINESS:

BYLAWS: Lynda Coombs reported an invoice was received and has been paid in the amount of \$332.50 for legal review of the bylaws. She added this was below the \$500 that was approved.

TIRE COMPOUND: In follow-up to conversation last month, Aaron Banfield noted we tabled until tonight looking at the Hoosier R70s for the KA100 Masters class and possibly all the two-stroke to allow board members time to talk with members. Banfield spoke with Keith Freber who said he has no issues if we want to run the R70s and KA Masters should get more longevity, but with a bit less grip. Freber said it is a very good tire and has been well received in California; it's the second most popular compound behind the R60-Bs. Freber also stated there is no problem with supplies; it's a club decision; he fully supports us and we make the call and we roll with it. Ray McKibben reported he talked with Freber about the carcass and he would like to clarify previous information. He said Freber informed him the R60-B and the A's have a much stiffer sidewall and the compound is different with the A being softer and the B a little harder. McKibben shared his experience with trying R70s at the track. He said his concern is we run on a cooler track for the start of our season and toward the end of the season and raised the question about the amount of grip at the start of a race being that we don't take full-track warm-ups. Josh Johnson asked if McKibben tried the tires on a 206 or a KA to which McKibben replied a 206; low horsepower. Johnson noted we're considering this for KA. McKibben replied he understands and discussed grip being key when you're laying down horsepower. He shared his experience this past Saturday with cold temperatures and reported with the grip of the tire, it was two or three laps before the KA could really start being pushed. Matt Abel reported he has been doing some more research on the R60s and said they're very comparable to the MG Reds everybody else runs and that was also the biggest thing everybody said about the MG Reds is that initially you don't have the grip right away. Once you run that first heat cycle on a race day, they maintain their grip the rest of the day so once you take them out for the first warm-up session, then you're good the rest of the day. Abel added he thinks especially since they recommend that for the KA, it would be a good idea to consider that for even just the KAs, maybe not necessarily switching the whole club, since on the 206 it didn't seem like it was that great of an option. Zach Furnish raised the question if we are going to a harder compound, when is track surface going to be factored. Banfield asked Gary Gregg about resurfacing the track before the season to which Gregg does not see any way of doing so unless we have an early spring. Banfield added he is not sure how we factor the track surface in there. Rainer Pansch shared about a conversation he had with Freber about how Pansch uses the tires in the KA class by sacrificing a qualifying pop on sticker tires by doing two light heat cycles and he can get three decent races out of them. Pansch reported Freber said it if we went to the 70s, we wouldn't have to do that; they're not as sensitive to needing the heat cycles. If they are taken care of, Pansch should be able to definitely get four solid races and for guys that don't treat them as well, Freber's opinion is they should be able to get three good reliable races out of them. Michael Lewis asked wasn't the goal to be more competitive on older tires. Pansch replied that's what he's saying; he's like the drop off isn't as significant so if we move to the 70s, the qualifying pop isn't as great so it's not as beneficial to go out on stickers every race day. He further stated if the gain difference is minimal and the tire drop-off is less significant over several races, three to four races, then the budget-oriented people in our club won't be as disadvantaged to not putting tires on; there's still going to be people who want to put new tires on but it's not going to be as advantageous. Dan Fiehrer said as a KA participant, he would like

to run the harder compound just on the KA as he would like to get more life out of that tire. He added he also runs 206 and you could run those tires almost forever. Fiehrer stated we're all on the same tires and we all deal with the same thing; we're all racers and we can adjust to it; that's what he would like. Elliot Bokeno said if we're not going to pave the track for the start of the season, he'd rather take a shot and try something than sit on it to which Pansch agreed. Don Boles stated he thinks you're going to find they'll be pretty close on performance but the 70s, with the softer sidewall, the rubber will not go away but the sidewall will go away. He added it's just giving up one for the other and he doesn't think you'll see a whole lot of difference. McKibben replied we already proved with another driver in KA that there is significant lap time difference but that doesn't matter if everybody is on the same tire in that class. Boles responded he is talking about the longevity of the tire. McKibben said you can always start out trying the 70s; if the class doesn't like it then come back to the board. Banfield responded it's really tough to change mid-season because what if he bought four sets of tires and has three of them left. He further stated we absolutely have an opportunity now to look at this in his opinion. Tyler Abel reported they have a group chat between the KA Masters class and they are pretty much for the 70s and could be a guinea pig. Boles said that's the only way you're going to know; you're going to have to try them. Brian Schroder asked what tires are wanted for giving out at the banquet and asked do we not want to give out tires. He said that's the issue we are at tonight; we need to know what compound we're running next year so the club can purchase tires for the banquet as we probably have just a few days. Banfield added we need to get the tire order in. Lewis offered to calculate how many rear and front tires are needed. Schroeder, Lewis, Matt Abel, and Banfield discussed tech procedures for more than one tire compound. Doug Cook said we can probably work something out if another tire is needed before the season to do an exchange. Ethan Bokeno reported he has heard a lot of people say they want to do the 70s. Dylan Cradlebaugh agreed and suggested it be for KA across the board and not just one class. Bruce Wyke inquired where he would get R70s from on race day to which Banfield replied Pat Slattery or Doug Cook. Wyke asked if the vendors are going to carry the three types of compounds; rains, R60s, and R70s. Banfield replied Wyke is bringing up a valid point and asked Cook if he would carry both sets. Cook responded it is a bit of a hardship; it helps if there's more than just one class but if that's what needs to be done to support the club, he'll do his best to have both of those there. Wyke asked if Comet or anybody else sells the 70s to which Cook replied they may. Pansch reported today he asked Freber about the availability of the R70 and was told it is the second most common popular tire. Wyke asked if we are discussing Masters or are we considering all 100cc two-cycle classes. Elliot Bokeno responded at one point they were considering doing it for the Mini Swifts as well; there were some Mini Swift parents who said they eat through tires too. He asked if any parents on this meeting might have something to say about this. Boles said this is going to be a test situation; we don't want to get a whole lot involved in this and we need to test them first with one or two classes. Dylan Cradlebaugh replied there's only three classes. Following discussion of some racers experiences, Rick Coombs said he thinks the simplest thing to do would be to go with the harder compound tire across the board for every class. McKibben replied that is something we should put out to the membership to let them know we're considering this because from his understanding, this has been heavily discussed in the KA's private chat channel and there's a lot of us that like the R60-Bs in the 206; they're not having problems with those tires and like the grip on the start of the race which is a big thing. Wyke ask if McKibben is speaking for all 206's or just Masters. McKibben replied he has run Seniors, Masters, and Yamahas over the years and said they're not having the issues once they figured out the tire a couple of years ago on the setup; they're getting good wear. He said they're not cooking the tires because they don't have the horsepower and he agrees with Boles that we should test with the tire because the sidewalls

are going to have a problem. McKibben noted we went through that with the Bridgestones and this is a softer sidewall; he thinks they'll know by race three. Rob Neuzel responded he thinks if the KA Masters bite the bullet, they bite the bullet for the whole season. He said he is for it but we don't change mid-season to which Matt Abel concurred and said he does not think it will be any worse than where we are now. Furnish stated if we run R70s, he thinks the IAME classes should run them. Coming from somebody that runs Cadet karts, he doesn't think it would be beneficial to run R70s across the board considering Kid Karts, Sportsman, and Juniors not having the weight and the mile an hour and just the gravitational force and corners, they're not generating as much heat. Furnish thinks maybe for Seniors and Masters, he would lean toward 70s on two-stroke karts and 60s on 206 and see what happens. Banfield discussed how this was talked about last month and it was said to go out and talk to people in the affected classes. He added we talked about two-stroke classes last month and Mini Swift was mentioned. Banfield said he does not personally think he would like to see it change across the board without having more deliberation. Furnish agreed and said he thinks the four-stroke classes are sufficient with the R60s but he doesn't see a negative effect with trying 70s in the two-stroke classes because there is significantly higher tire wear. Pansch stated he is fine with the 60s on the four-stroke and shared his experience that included going eight races on a set of tires. Kurt Schanie explained he has never tried R70s so he doesn't know what it's like on the first lap, but if they're saying it's going to be a considerable lack of grip on the first start of the race, then maybe some consideration for staying with the 60s for the Swift class just for the younger kids. Schroeder stated what he is hearing right now is R70s in the IAME classes and R60s in the 206 classes. He raised the question how we decipher what the tire of choice is going to be for next year. Schroeder asked if we need to take a couple of votes with our members and board members that are on this meeting or do we take votes from board members and just go from there. Banfield responded once a motion is made, the board will vote. He said he genuinely and sincerely appreciates the members that jump on these meetings all the time but it's a small subset of the club and he doesn't think that's a fair view. Banfield added we don't have enough time to do another survey to get this done and ordered before the banquet and noted we talked about it about it last month and it was mentioned last month about the 206 and thinks we said we were looking specifically at the two-stroke; we've had that time; we need to make a decision tonight. Wyke asked Schroeder if he is including Swift when he says IAME classes to which Schroeder replied absolutely. Banfield said right now anything can be on the table; the board has the ability to make those decisions. Following discussion of scrubbing of tires by McKibben and Furnish, Josh Johnson made a motion that all two-stroke classes go to the R70s, to exclude Kid Karts. The motion was seconded by Brian Schroeder. Banfield said to be sure everyone knows the process, we have a motion on the table that has been seconded; if anyone would like to make an amendment, we vote on the amendment first and if it is seconded and the amendment carries, that's the rule; if it fails then we go back to the original motion and vote on that. The motion was voted on and passed with seven in favor and four opposed (roll call: Golladay-yes, Gregg-yes, Holliday-yes, Johnson-yes, Landes-yes, Lewis-no, McKibben-no, Schroeder-yes, Wyke-no, Boles-no, Coombs-yes). Banfield noted we are now a two-tire club and will run the R60 Bs for our four-stroke and Kid Kart classes and the R70s for our 100cc classes and Mini Swift class.

CLASS STRUCTURE / MICRO SWIFT PROPOSAL: Rick Coombs asked if the Micro Swift is faster or slower than the Mini Swift. Aaron Banfield replied it is slower with Micro starting at seven and Mini Swift starting at eight-years-old. Brian Schroeder asked if the Micro and Mini will be run at the same time. Banfield responded depending on the number of entries, yes. Josh Johnson asked how many entries we know of. Ray McKibben shared he only knows of one person and said they do not run this club. He asked whether the only difference between

the two engines is the exhaust being smaller for the Micro. Zach Furnish replied Micro Swift has a restrictor in the pipe and they cut the fuel back and that's about it. McKibben asked how they are cutting the fuel. Furnish explained they are running different needle heights in the Tillotson's and diameters and rate air fuel to that. McKibben asked if a racer runs Micro and then moves up, are there minimal changes to convert it to a Swift. Furnish replied the engine is the same but timing is off, the pipe is different and the carburetor adjustments. Bruce Wyke said it's the same carburetor and same exhaust pipe; the difference is they restrict with the header. He explained builders do change timing; there will be different fuel; the needles will be set differently for the different size restrictor, but just like the KA, the only difference between the two motors is the size of the exhaust head; that's the same way as with the Swifts. McKibben asked if it's minimal cost to go between the two. Wyke responded completely and shared they just took their Junior motor and just bolted a Senior header on it and raced the Charity Race; it's the same carburetor. Wyke added it's no different and explained what we're looking at here with some of the Kid Kart families that want to have a place for their kid to go after Kid Karts in two-cycle; the gap we're faced with is we don't have a place for Kid Karts to graduate out of Kid Karts at their seven-year-old age; they have to run 206 according to our rule set. He added we don't allow seven-year-olds in the Swift class not and the argument could be why not and that's certainly up for discussion because he thinks we've seen the day when we always sit back here and talk about what these kids can't handle and they always prove us wrong. Wyke said there's a gap in our classes and raised the question if we fill that gap with Micro or move the age in Mini. McKibben said moving the age is definitely something to consider. Michael Lewis asked if we would have to get approval for anyone not eight-years-old. Banfield responded yes, or if as a club, we said we want to lower the age to seven, we would have to get that approved by WKA as the insuring governing body. Don Boles asked if there is only one year as the age difference in the two classes to which Banfield responded yes. Michael Lewis said either direction is fine with him, not that it needs his approval, but you run the risk of parents deciding what to run with their drivers and diluting a field to the point where if they don't get the average, they're not a championship class at the end of the year; that's something to consider. Banfield said his concern is how much interest do we have; if we approve this as a championship class, we've got a four average to meet; he echoes what was just said about potentially taking some of those drivers down. He stated if someone shows up with a Micro Swift, we're going to do our best; he can't think of a single driver that's shown up with an engine package that we haven't allowed to run with us as long as it was a safe and approved engine package. Banfield added if someone shows up with a Micro, we're going to run them. He said he gets concerned if we create a Micro Swift class and we take a class that he thinks was five to seven entries and you pull a couple of those out, you run the risk of damaging both classes. McKibben asked if he were to make a motion to lower the age to fill that gap as mentioned, would that motion be based upon WKA's approval. Banfield replied yes, it would; we would have to put a clause in there if WKA says no, then it's no go. McKibben made a motion to lower the age in Mini Swift to seven-years-old instead of eight as it is currently pending WKA approval. Cradlebaugh asked which class Banfield is worried about. Banfield replied he would be worried about pulling a couple of drivers out of Mini Swift potentially and the go back to Micro. Boles suggested we put a stipulation they have a year of Kid Kart experience first because a racer could come in at seven-years-old and go straight into that class with no experience. Lewis responded that is kind of the point of the Micro class to separate ability and allow a younger driver coming out of Kid Karts for the first year to get their feet wet. Calvin Shappard said he would like to point out that if either the Micro or age was lowered, there's potential they would leave the Kid Kart class. Wyke noted that the rule book is already built to do exactly that; Dylan Cradlebaugh has authority if a child shows up and Dylan doesn't think it's safe; that's the way it is.

Schanie asked if anyone has seen what CKNA released for 2023 Cadet classes and said we're not the only club trying to bridge that gap; he thinks it's going on nationwide. He said there are pros and cons to the Micro and the Mini and discussed what CKNA is doing with classes. Wyke added much of that from the CKNA side was the uproar going on in Juniors because the green slide Cadets were quicker than they were so what they did is created basically a Micro Swift, which is now going to be red slide Cadet chassis at 245 pounds and a green slide chassis, either full-size or Cadet chassis, at 275 pounds. He explained they are slowing down the green slide and carving that class up a little bit because it's so big; giving the starters the red slide, smaller chassis a chance to get the kart underneath them before they're out there with what was one of the fastest classes at CKNA. Wyke added that's kind of the intent; it wasn't so much a gap as them just adding a class and expanding on their race day. Lewis said they did have the benefit of having fifty plus kids in their Sportsman class so you're diluting possibly but the numbers will still be decent. Wyke noted we don't have that; you can't take six karts and divide them in half. Banfield noted we have a motion on the table and he opens up the floor to seconds. Johnson asked if it gets denied, then what; do we go back to our original rule or do we make another motion? Banfield explained we would fall back to the original rule set and another motion could be made. He noted that if WKA says from an insurance perspective, they're not willing to cover that then so be it. Lewis asked if the rules are set by IAME East or can it be amended. Banfield replied WKA is the one who has to approve our rule book per the insurance; it's an insurance thing, not a rules set, as he understands it. McKibben's motion was seconded by Banfield. Wyke said we 100% have the ability to do this today and we've always done it; if there's a kid that's coming out of Kid Karts and wants to run two-cycle and we feel is a good racer and will be fine in the class, we vote them in. He said we at least have some control over how many seven-year-olds go into this class; normally, it's not about how quick they are, it's about the difference in the closing rates from our 11 or 12-year-olds still in that class that are just flying. Wyke explained he is concerned this is going to come back to haunt us and we're giving up something that we have today; we can put any 7-year-old we want in the class pretty much but at least it will be our decision to make and we'll base it on their abilities rather than just opening up the class to what could be really new racers coming out of Kid Karts. Wyke raised the question do we allow move-up or do we say that there would be no younger than seven-years attained age; just some things to consider. McKibben thanked Wyke and said this gave him food for thought on his motion; he thinks Wyke is absolutely correct on the couple of points he brought up, especially the hard line on the age because if we put this in, it doesn't mean someone can't petition to move up at six-years-old. McKibben said there were valid points about how quick the kids learn and he is trying to fill the gap without creating another class. Dylan Cradlebaugh said he is of the opinion you may add the Micro class and said you're giving the people the opportunity to run if they want to and it might draw some more people from outside OVKA to come race with us. Cradlebaugh added based on the numbers we have right now, he doesn't think it will interfere with the Mini itself. He further stated he doesn't think it best to lower the age. McKibben rescinded his motion. Calvin Shappard made a motion to add Micro Swift in the rule book as a potential championship points class. Following discussion of what other organizations do for age specifications, Wyke said we're not USPKS, we're not IAME; we're not MCC; he thinks we have to do what's best for our racers and how other people do it is their business. Banfield stated the motion as he understood would be for a Micro Swift age group range of seven to ten and it would be a potential championship class if it had a four or more average. Shappard replied correct. McKibben seconded the motion. Cradlebaugh said he would make it that if they've already established themselves in the Mini Swift class, they cannot go back. Shappard noted the rules point out you can't go back in an age class. Cradlebaugh explained there could be an eight-year-old that raced this year that will be nine next year who technically would be within the age group of Mini Swift unless they get a special

request. Boles asked what would stop somebody from running both classes to which Banfield replied they can't because they will be on the track at the same time. Cradlebaugh confirmed what he is saying is that if you're a current Mini Swift driver, you cannot go back. Rick Coombs asked if it is without asking permission to drop back down to which Cradlebaugh said correct. Cradlebaugh further stated the goal here is not to diminish classes if we're adding classes and raised the question why a kid would want to go slower. Lewis said it's not fair to not let them go back because it was not an existing class; he agrees with what Cradlebaugh is saying but at the same time, you're making them stay in a class when they have an option. McKibben asked if we can give them a one-year option. Lewis replied now it's getting convoluted and his belief is it's going to segment a class to where either of them may not have a championship at the end of the year; he thinks parents would be more upset about that than anything. Wyke replied he agrees 100% and said that's where the problem is going to lie when you've diluted these classes down to where neither of them run for a championship. Banfield said we have never turned a Micro Swift racer away and we don't turn drivers away. He stated he understands there is a gap there and if we knew there were three, four, or five people saying they're going to race Micro Swift, then it would be a lot easier conversation for him. McKibben asked if we have to make this decision tonight and whether we can possibly get some input. Banfield replied yes, we can table this until the next meeting as the current rules set requires it to be brought up by the November board meeting, which it was. He further stated unless someone disagrees with him, it could stay on the agenda and we could table this until the January board meeting; that way, it will give people time to reach out to see if we can raise the numbers up. Lewis asked that if we're going to table it, please reach out; it would be nice to know as close to concrete numbers as we can get to make a decision that they'll both have enough entries to maintain championship status. McKibben inquired about making a Facebook post to which Lewis suggested people on the call reach out to their network and explained we have been inundated with updates to the Facebook page and we're burying some Swap Meet items that we would hate for someone to miss. Wyke stated he's not sure throwing it out there on Facebook to the masses is really going to get us the answers back that we that we want; he thinks everybody just has to pick up the phone and give those guys a call. Boles noted a seven-year-old could come before the board and ask to move up and said we have control over that but the other way, we have no control. Wyke and Lewis replied correct. Banfield asked Lynda Coombs for point of order. Lynda Coombs explained an amendment with a second would need to be made and if passed, would table it. Banfield amended Shappard's motion to table this matter until the next board meeting. The amendment was seconded by Josh Johnson and passed unanimously.

2023 SCHEDULE: Aaron Banfield shared his screen with information from a poll he conducted and explained of the 76 respondents, 65 contained names we could verify. The poll provided the following data from the named responses: Reduce races=46.2%; keep the same=50.8%, and add races=3.1%. Brian Schroeder reported he heard from numerous people that they tried to go to OVKA's website to get the link and couldn't find it; he knows it was posted on Facebook. He said he is going to hammer on this and asked that nobody take it the wrong way; OVKA.com is the official method of communicating to our club members; Facebook is a reference. He said at this time we have used Facebook as an official member way of communicating in the past year and it has failed us several times. Schroeder wants to share that in the future, this information, such as posting this survey and other information, needs to go to OVKA.com; that is our lifeline; Facebook points to OVKA; that's what it's been and if he's wrong then we need to share that with the club and say Facebook is our lifeline and OVKA is a reference to Facebook. Schroeder shared he went out to Facebook and had to sit there and search and search. He reported several other members reached out at 2:41 p.m. on a Sunday afternoon asking where

they can vote on the tire contract. He said it's those that responded via Facebook, not those that responded via the OVKA, and he wants to hammer on that as a club, we need to decide if it's OVKA.com or Facebook as our main point of communication. Lewis replied he thought that was communicated in an email. Banfield said it was; he sent an email to everyone in our database that we had an email address for, as well as Facebook. Banfield stated he agrees with Schroeder that he should have put it on the website; if someone is reaching out at 2:41 p.m. on a Sunday to find that; he cut it off at noon. He said he is doing his best; he is not taking it personally as it is valid feedback. Schroeder asked that from this point forward, it we could, let's make OVKA.com the main point, such as rainouts and what we need to get it out there; not everybody has Facebook; not everybody follows Facebook and from he has seen in recent weeks, people do go out to OVKA when looking at updates. McKibben inquired if these responses were from active racing members or members who paid their membership fee but do not race. Banfield replied the names were people he recognized as active racers. He stated there were very tight margins as far as this goes; on the number of drops it was a little bit clearer; 57.8% of the named respondents said one or two and 64.5% of all with nine who did not put names. Banfield explained the question that prompted this is fourteen points races the right number of races for our club. McKibben reported some of the comments he heard in regard to the survey and the number of races was concerns about the number of doubleheaders; they like the number of races at fourteen but not the number of doubleheaders in a row. Banfield replied there are weeks between those doubleheaders just to be clear; there's a doubleheader, a weekend off, a doubleheader, a weekend off, a doubleheader. Lewis noted unfortunately, that was not a part of the survey. Schroeder reported what he heard in negative comments in 2022 and 2021 was people would show up for a practice and somebody was practicing the Saturday configuration and they wanted to practice Sunday's configuration, so by doing a doubleheader, we kind of eliminate practice for the Sunday race until after the race on Saturday. Banfield stated writing the schedule is the worst part of this job; it's difficult; this year was no easier than the rest; he listened to the feedback that the season's too long from start to end, there's too many weekends in a row; it's tough it and he is doing the best he can with dates that are available for us to race on with holidays and graduation parties. He reported in the comment field people said less Sunday races and more Saturday races and other people said less Saturday races and more Sunday races. Banfield explained the two questions that we have at hand as the board tonight are, do we change the length of our race season and do we change the number of drops? Tyler Abel asked if we could potentially keep the races close together at the beginning of the season then break them up toward the end with other sports coming on. Banfield replied he doesn't have a better schedule to write this year in his opinion, factoring all the other things, the holidays, and the other things going on at the track. Tyler Abel asked if for future reference, could we potentially do that to which Banfield explained the earlier we get the schedule written and lock in dates, the more opportunity we have to do that stuff. Banfield explained we changed the bylaws so now the outgoing president picks the dates; we should be able to get this done far enough ahead. Schroeder reported one thing he heard this weekend from one individual was if we kept fourteen races and went with four drops, actually increasing drops, that would close up the championship and races ten, eleven, and twelve would actually be a tighter championship; it would also be tighter in points for every racer such as from third through seventh and fourth through ninth. Lynda Coombs shared she just sent Banfield an email with the number of races and the number of races that had to be counted back to 2003. She said there were years with a formula that had to do with travelling and the dominant numbers are fourteen races with having to count twelve that started in 2006 and went through 2019. Lewis noted four drops of a fourteen-race season is 29% of the total races that will be dropped. Don Boles noted originally when they started drops, we were running eighteen races and took four drops; that way, you had drops to go to the Nationals, then we went to sixteen

races then fourteen races. He said he does not think four drops helps the guy that comes there every week; he gets penalized because of the drops; he thinks two drops is sufficient. Lewis thanked Banfield for sending out the data and said as a board member and tuner, it's hard for him to make a decision about the race length because it's pretty close. He said since we want to try to tie the drops to the number of races that we have in the season and because he can't make a decision based on question two, it affects question three. Banfield said it's a tough call for the board and asked if anyone wants to make a motion to make any changes to our current number of races. McKibben noted there is 48% showing two drops. Banfield stated the first question is the number of races. McKibben responded he understands but it's tied directly to that. Boles suggested we find out how many races we're going to have. McKibben asked if we go to twelve and two, would we reduce the number of doubleheaders? Banfield replied yes, he would probably strike two of the Saturday day races off the schedule. Boles stated when we shorten races, that means we're going to have less money for the track; that's another thing to think about. Banfield replied Boles is right but there's also less expense and what was discussed at the previous board meeting was potentially doing non-points races but we would have to really figure out how we do that. He would have to talk to the staff and make sure they're there; we can have some fun but he thinks we will have a lighter turnout so there's a financial impact there that we wouldn't know until we do it. McKibben asked if we are moving the Charity Race to earlier in the season. Banfield replied we have got to get this decision then he would like to move it to the front of the season; he has to get with the track. He would like to move Karting 101 up a week and do it on Saturday before the Charity Race on Sunday then the following weekend on the 23rd, do race one. Gary Gregg said he likes a fourteen-race schedule and maybe have more drops; you never know when something happens or somebody gets sick and you have to take a weekend off and they've already planned two drops for their vacation. He does not think the Charity Race should be at the beginning of the year; that's a bad thing there. Banfield replied the thought about having the Charity Race then is you might get more participation of people coming out to shake the kart down to get back in the groove; he's trying to get above that 47, 50 entry mark. Boles stated we have got to figure out something to get people to want to come to that and look at what we're giving away to make it more exciting. Schroeder discussed allocating dollars for that race and dedicate prizes for first, second, third, and decipher what the funds would be for. Josh Johnson made a motion to go to twelve races and two drops next year. He said if anyone wants to make an amendment or vote no, it's fine; let's get it started. The motion was seconded by Aaron Banfield. Rick Coombs amended the motion to have fourteen races and two drops. Don Boles seconded the amendment which was voted on and passed with six in favor and five opposed (roll call: Johnson-yes, Landes-yes, Lewis-no, McKibben-yes, Schroeder-no, Wyke-no, Boles-yes, Coombs-yes, Golladay-no, Gregg-yes, Holliday-no). Banfield noted the amendment passed so our season will be fourteen races and two drops.

TECHNOLOGY / COMPUTERS: Aaron Banfield noted we previously made a motion to acquire new devices and Brian Schroeder was kind enough to be volunteered to search for them. Schroeder reported Lynda Coombs shared information from Lightning with him what the minimum recommendations are and he has been talking with people in the technology field. He has been watching the sales and although there are sales out there, he hasn't been happy with what he has seen so far. Schroeder is looking at laptops with seventeen-inch screens and keypads on the side, as well as a bit higher memory for computer one. He shared information about Microsoft Pro verses Microsoft Home. Schroeder said he hasn't found anything in his opinion that we absolutely have to buy right now and he will continue to follow up on this. He added he would like to get five computers of the highest quality that are going to be able to carry the club through five to seven years.

REQUEST TO MOVE UP: Lynda Coombs reported that WKA approved the request to move up and Chad Swindling has been informed.

CHARITY RACE: Aaron Banfield explained we had some misinformation that the Camden Food Bank had been closed from two years ago; they may have been closed at that time but they are open. He said historically, the club has given a donation to that organization from the Charity Race but with the misinformation we had, we did not include that. Banfield shared that Shelley Powers asked that the board go back and reconsider that so he would like to discuss the allocation. Brian Schroeder asked how much proceeds were from the Charity Race to donate. Lynda Coombs reported the previous motion was to donate \$650 each to DARF, Camden Police Department, Gratis Fire Department, and an organization of the Gregg family's choice. Banfield responded that \$650 could go to the food bank if the Gregg's chose. Brian Schroeder reported several of our members attended the DARF banquet last weekend and noted DARF covered twelve who attended at a cost of \$28 per person; two of our racers paid for an additional attendee. He said of the \$650 donation to DARF, they're only receiving \$150 but it is well worth going; we need to go again next year; it's worth it. Schroeder said he doesn't know that we want to speak on behalf of the Greggs about the Camden Food Bank; that's where our issue lies now. Banfield said as he went back and looked at the motion, there's \$650 that is set for the Gregg family to decide where it goes and said that money can be directed to the food bank. Gary Gregg said it could be directed to the food bank or Gratis EMS. Banfield explained we have allocated a donation to the Gratis Fire Department and \$650 can be directed to a charity of the Gregg family's choice. Gregg replied that is fine.

NEW BUSINESS / OPEN DISCUSSION:

2023 OFFICER NOMINATIONS: The following people were nominated for 2023 officer positions:

President – Aaron Banfield

Vice-President – Michael Lewis

Secretary – Lynda Coombs

Treasurer – Jason Gregg

BOARD MEMBER RESIGNATION: Aaron Banfield reported Mark Heber has resigned from the OVKA Board of Directors. Banfield extended his appreciation to Heber for his time on the Board.

RAFFLE: Aaron Banfield discussed utilizing an item from sponsorship for a raffle. There was discussion about what venues a raffle could take place at. Banfield received confirmation that the item can be used for this purpose. Gary Gregg said he is pretty sure we can conduct a raffle and ought to look into it. Calvin Shappard and Lynda Coombs discussed options for selling tickets. Bruce Wyke said they would sell them a table at the Swap Meet where the item can be put and raffle tickets sold. Banfield stated he would take responsibility for making sure the booth is staffed at the Swap Meet. Banfield made a motion we confirm we don't have any legal or tax implications, set up a raffle selling 1,500 tickets at \$10 a ticket to give away the item and within about two weeks of the last ticket being sold, hold a live drawing. The motion was seconded by Scott Golladay and passed with nine in favor and two abstained (Lewis and Coombs).

BOARD MEMBER NOMINATION: Ray McKibben nominated Travis Myers to the OVKA Board of Directors and said Myers has been around for quite a while, has done volunteer work, and been active on the Rules Committee and at board meetings; he thinks he would be a good asset to the club. Aaron Banfield explained the process is at the next meeting, the Board will speak with Myers in executive session and conduct a vote.

SATURDAY NIGHT SERIES: Josh Johnson reported he talked with a few board members and he thinks the idea of a night series race was to generate interest from other clubs to gain more kart count. He thinks for the past two seasons, he has not seen that and thinks the only thing that it's actually doing is causing more cost to the banquet for plaques. Johnson further stated that it seems like the racers that won their class series also won the night series. Johnson made a motion to terminate the Night Series Race Championship based on he doesn't see results and it costs us money. The motion was seconded by Ray McKibben and passed unanimously. McKibben thanked Johnson for his efforts and said he thinks it had very good intentions; it just didn't pull in others like we thought it was going to.

ADJOURNMENT TO EXECUTIVE SESSION: A motion to adjourn to executive session at 9:55 p.m. was made by Aaron Banfield with consensus of the board.

BOARD MEMBER VOTE: Having been nominated last month, Kurt Schanie was unanimously voted to the OVKA Board of Directors. Bruce Wyke shared that Schanie has accepted a key role with the Swap Meet team and will be handling our seminar lead. Wyke thanked Schanie and said he really appreciates him taking on that role.

ADJOURNMENT OF EXECUTIVE SESSION: A motion to adjourn the executive session at 10:01 p.m. was made by Aaron Banfield with consensus of the board.

UPCOMING EVENTS & MEETINGS:

- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, January 3, 2023, virtually via Microsoft Teams.
- OVKA Annual Meeting & 2022 Banquet – Saturday, January 21, 2023, Cincinnati Marriott North at Union Centre, 6189 Mulhauser Road, West Chester, OH 45069 – Annual meeting at 2:00 p.m.; banquet registration at 4:00 p.m.
- Cincinnati Boat, Sport and Travel Show – Wednesday, January 25, through Sunday, January 29, 2023, Duke Energy Center, 525 Elm Street, Cincinnati, OH, 45202
- OVKA 2023 Swap Meet – Saturday, February 4, 2023, The Roberts Centre, 123 Gano Road, Wilmington, OH 45177

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Check into raffles; have raffle tickets made up; provide staffing at Swap Meet for raffle.
- Elliot Bokeno – Check on availability to serve as coordinator for the Cincinnati Boat, Sport and Travel Show.

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

MEMBERS / VISITORS PRESENT: M. Abel, T. Abel, R. Beaman, Elliot Bokeno, Ethan Bokeno, D. Cook, L. Coombs, D. Cradlebaugh, E. D'Agostino, D. Fiehrer, Z. Furnish, C. Moore, T. Myers, R. Neuzel, R. Pansch, K. Schanie, D. Shappard, and S. Smith.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 12/27/2022