

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, JANUARY 3, 2023**

CALL TO ORDER: President Aaron Banfield called the meeting to order at 7:00 p.m. and wished everyone a Happy New Year.

SECRETARY'S REPORT: Lynda Coombs, seconded by Ray McKibben, made a motion to accept the December 6, 2022 monthly board meeting minutes as published. The motion passed unanimously. Lynda Coombs reported the 2022 secretary's budget was over by \$60.72 as it was necessary to purchase a battery backup, as well as transponder holders which added to the typical expenses. She said she would like to have funding in place for the 2023 budget and made a motion to appropriate an additional \$60.72 for 2022 and \$2,500 for the 2023 secretary's budget. The motion was seconded by Aaron Banfield. Rick Coombs amended the motion to appropriate \$60.72 for 2022 and \$3,000 for the 2023 secretary's budget. The motion was seconded by Aaron Banfield and passed with nine who were present at the time in favor and one abstained (Boles).

TREASURER'S REPORT: On behalf of treasurer, Jason Gregg, Aaron Banfield provided the treasurer's report. There are outstanding payments to Motorsports Country Club and G & J Kartway pending information from them. Josh Johnson asked if 20% is still put in the savings account to which Banfield replied yes and explained a motion was made several years ago to rename that account to the track improvement fund. Ray McKibben said it would be nice to know the operating costs year-to-year including the banquet. Banfield replied he will work with the Greggs to see about getting a profit and loss report. Lynda Coombs shared she had been in communication with Elaine Gregg today and an annual statement is being worked on.

COMMITTEE REPORTS:

RULES COMMITTEE: Dylan Cradlebaugh reported the rulebook is not complete and is waiting on a couple of things. He reviewed specific areas that need to be addressed and noted he had some conversation with Brian Schroeder about kid karts. Additionally, approved helmets need to be specified. Aaron Banfield asked that Cradlebaugh provide him with the helmet information that is needed and Banfield will follow up with Mike Tetrault with WKA. Banfield asked about a requirement for chest and rib protectors to be SFI certified. Cradlebaugh responded it is in there as required for kid karts, sportsman, and juniors optional for Seniors. Banfield said he would like to figure out the right way to communicate this before the Swap Meet to make sure all our drivers know so they can get them. He raised the question what the best way to do that is besides word of mouth and putting it on the website and Facebook page. Cradlebaugh explained what he has the needed information, he will send what will be finalized to the board. He said there will be a version that can be printed and one for online. Banfield extended thanks to Cradlebaugh and everyone who served on the Rules Committee. Cradlebaugh said as soon as he gets the helmet information, he will get it updated and sent out for review so hopefully, the board can vote on it at the banquet meeting.

BANQUET: Jeanette Holliday shared she has not heard about shipment of tires and plans to reach out again tomorrow.

SWAP MEET: Bruce Wyke reviewed Swap Meet details including booth registrations, estimated income, expenses, marketing, and a general liability policy. He reported there have been increases to the audiovisual expenses and security. Wyke explained we no longer do armband

sales with booth registration so volunteers will be available for vendors Friday and Saturday morning when they load in. He discussed the various seminars and said they will start filling up with the January promos. Wyke reported on hotel rooms that are booked and said the electronic sign will be turned on this weekend advertising the Swap Meet. He explained a change this year is there will be no loading through the front doors as the Roberts Center has replaced those doors and they are adamant about it. He said there will be forty freight carts available for vendors, independents, and anybody. Wyke asked for advice about when we should start negotiating the 2024 contract and whether that starts right after our event. Scott Golladay replied he did it shortly after; they start looking for an answer within a week or two after the close of the event and are going to want some type of commitment. He said that's when they tell you what the price increase is going to be for the following year and will be looking for some kind of deposit within a week or two of that; they're pretty quick. At the event on Friday, Golladay told them he wanted to hold the date but the minute somebody comes in and wants the date, a security deposit has to be put down; he recalls it happening within about four or five days. Wyke will reach out to the contact person and start that conversation. Banfield said once we have that offer, he would like to review it and take a look at the contract. Wyke reviewed volunteer commitments and needs and said volunteer recruitment will take place at the banquet. Brian Schroeder discussed reaching out to members regarding the various volunteer opportunities that need to be filled. Don Boles will assist in having the trailer prepared for the event. Wyke discussed the promotions that Elliot and Ethan Bokeno have been doing reaching 30,000 through social media. Ted Cradlebaugh said the promotions are the best we've ever seen. Elliot Bokeno explained they have done ads across different groups to see what would hit more as far as trying to get people to sign up as vendors. He said they are going to focus more on getting the word out to people to come to the Swap Meet who are looking to buy and sign up for seminars. Elliot shared about targeting ads and videos demographically through Meta/Facebook, Instagram, TikTok, and YouTube. He said if we even put a hundred dollars on Meta for the next month, he thinks we could get several hundred interested people attending the Swap Meet. He also looked at Reddit but it is more expensive; it depends on who you are trying to target. Wyke shared that Elliot is going to be leading the Mychron seminar and then he's going to start building some content for us for other ad promotions. Elliot discussed YouTube videos being a really good opportunity to reach the younger crowd with either a series of videos or a longer video. He said these could be how to get started into karting, recording the Intro to Karting seminar, recording at the track, teaching what karting looks like at this level, how to get started, and all the things that you stumble around learning when you're brand new. Elliot added he thinks making some cool karting videos could be huge way to attract the kids and teach people how to get into karting and help them get started. He added not a lot of other clubs are producing a lot of content; he suggests going out there in the digital world and attracting people. Elliot further stated we want them to see a nice website with recent videos showing how active we are, that we're growing and have a ton of people; that it's a big, lively, happening place, and get them to come out to the track. Josh Johnson discussed the importance of emphasizing not using the front doors and spreading the word. Wyke replied there is money in the budget for signage and we are going to have the front doors marked. Ted Cradlebaugh suggested having someone sending people in the right direction and is willing to help with this. Boles suggested emailing people to let them know about it. McKibben asked Wyke about the timing of the next contract and whether \$1,000 should be allocated so we don't lose the date. Banfield responded we used the timing of the board meeting to get the contract for the meeting and if we need something beforehand, we have the ability to call a special meeting if need be. Golladay asked if there is going to be a problem with people who are

buying karts and stuff pushing them out the front door. Johnson responded they just wanted Friday during the day and Saturday morning load-in through the back dock doors but when people purchase things, they can go out the front door with it. Wyke discussed placement of the OVKA booth area and said that the Bokeno's have plans to provide some video. Schroeder shared armbands have been ordered. Gary Gregg reported we have a credit with the Roberts Center. Schroeder inquired about expenses this year compared to last year; Wyke and Golladay think they are higher. Boles thanked the Wyke and the Bokeno's for the good job they are doing. Travis Myers inquired about the cost and size of a Swap Meet booth. Wyke replied right now they are \$70 and are 10 feet by 10 feet. Ethan Bokeno said if Wyke, Banfield, and Elliot want to talk about a budget for a Meta ad, he can show some data to back up and support what they have done so far; Banfield suggested talking before the banquet. Following discussion of Facebook clicks, Banfield said it is his opinion to throw some dollars behind it to which Ted Cradlebaugh agreed. Ted Cradlebaugh added we need to bring up about the track itself that practice is \$10. He said that is an amazing rate that benefits people and a lot of them don't know about it. Ethan Bokeno discussed demographic targeting. Wyke said this is a bigger discussion for future strategy for the club. Banfield said he feels strongly that we need to figure out what the number is. Johnson suggested spending \$100 per week for the next four weeks to which Elliot Bokeno agreed and Wyke added that would be a stepping off point. Banfield provided information about his experiences with marketing and said that email still has a big reach; he will continue to do both social media and email campaigns. Wyke discussed using a domain address for direct emails and said it is zero cost. Following further discussion, Banfield said Wyke has the money in the budget and this is a once-a-year opportunity; let's do what we can to get the best results. The Bokeno's shared a video they produced that is on the OVKA Facebook site. Banfield said it is phenomenal work.

TRACK IMPROVEMENT: Ray McKibben provided an update about the transponders that were sent out. He anticipates having them back in the next thirty days. Dylan Cradlebaugh asked about the status of the golf carts and said the limo is going to need some maintenance. McKibben will see that the limo gets general maintenance done on it. Cradlebaugh said the rear tires are always low on the limo and may need to be replaced. McKibben will look at that and report back with tire cost if we need to replace them. He reported on the status of the gas golf cart and said it is back and is up and running. McKibben is working on getting a cost to replace the rear-end assembly on the Yamaha cart. Ted Cradlebaugh stated we need to make sure the new cart is capable of going out on the track. Dylan Cradlebaugh agreed and said he can't trust it. Brian Schroeder discussed the storage semi. McKibben said the doors can be replaced. Gary Gregg added the cost is about \$150 per door. Dylan Cradlebaugh said we need additional trailer. Aaron Banfield stated he talked with Shelley Powers about that last season; Gregg will follow up with her.

SHOWS & PROMOTIONS: Lynda Coombs asked if we have anyone who determined they can coordinate the boat show because the things that are going to need to be transported in the trailer for the boat show are the same things that will be needed the weekend after to go to the Swap Meet. Brian Schroeder has reached out to a few people and nobody is able to say they can 100% be in charge of the boat show. Coombs said we need to see what items are in the show trailer and what materials will be needed and added schedules will need to be printed. Don Boles, Ray McKibben, and Lynda Coombs will go through the trailer in preparation for the show. McKibben, Rex Johnson, and Aaron Banfield will work together to get the equipment to the show. Schroeder reported the spot we have is 10 feet by 20 feet which is double what we had last year. He explained we only purchased participating in the second half of the show

starting on Wednesday, January 25th. Lynda Coombs shared that last month's minutes state that move-in time on Wednesday is 10:00 a.m. to 2:00 p.m. with the show opening at 3:00 p.m. Bruce Wyke discussed the importance of having one or two karts in the booth and said a simulator would be nice. He will provide Swap Meet cards to distribute. Coombs will provide Banfield with a template for building a volunteer schedule. Schroeder will find out how many admission passes we will have and how we obtain them. He will also supply a kart for the show and transport it to Banfield.

SPONSORSHIP / PIT SPOTS: Michael Lewis reported pit spot dollars are rolling in. He said he sent an email to Josh Johnson asking for verification that the spreadsheet is an accurate reference to use and if it is not, does something exist with people names and any type of special requests, such as subleasing and what type of spots sponsors get? He is looking for any type of reference material and has a lot of questions. Ray McKibben replied he thought by clicking on the pit spot map number, it gives you the number and name. Lewis replied it doesn't say what's premium and what's not and was driven by the person owning the spot going there and putting their name. Johnson explained two months ago when he told everybody that he wanted to resign from the pit spot and sponsorship position, as well as the meeting after, he mentioned that he has everything on Google Docs that he can share. It has access to the pit spot map where you can edit and change it and has five years of pit spot documents. Johnson said Lewis is more than welcome to it. Aaron Banfield asked that Lewis and Johnson get together offline about this.

MARKETING: No report.

TECH DEPARTMENT: No report.

OLD BUSINESS:

CLASS STRUCTURE / MICRO SWIFT PROPOSAL: Aaron Banfield stated last month we had a motion made by Ray McKibben to lower the Mini Swift age at our club from eight to seven and he made an amendment to table that to this meeting. Banfield asked if there is any conversation that wants to come up or do we want to go to that motion? Ray McKibben stated the decision just has to be made if you want to make it easy to transition to that class and the rules simpler, you lower the age; if you want to keep it as is then you leave it alone; that's basically what it boils down to. McKibben explained we had one member that wanted to run the Micro Swift but the age wasn't correct and did not approach the board on this much earlier in the season. Banfield said if someone shows up with a Micro swift, we are going to find a way to get him out there. One of his concerns is if another class is brought in, you end up splitting the numbers there. Banfield said the question is do we want to lower the age or leave it as is. Ted Cradlebaugh responded leave it as is. Don Boles stated right now we have control if we want somebody to move up or not but if we drop the age limit and the kid is this age and has never driven before, that's what they want to do. Bruce Wyke agreed and said we will never turn somebody away so if somebody shows up with the Micro, we're going to put them out there. The club is not getting anything except possibly splitting up a class and diluting the Swift class. McKibben asked if we have someone that is younger than our set age, they can't run the Micro Swift, correct? Banfield explained the Micro Swift is seven to ten-years-old; the Mini Swift is eight to twelve-years-old, so if a seven-year-old shows up and wants to run the Mini Swift, they cannot do that unless five board members have signed off and WKA has approved it. He further

stated if you show up at the track and say you're seven and want to run Mini Swift, the answer is going to be no for that day because we cannot get the five board members and get it approved by WKA on the spot. Banfield added he doesn't personally feel that's a big challenge; he doesn't think we've run into that and he doesn't think that's a fair expectation for someone to show up and just do what they want. Dylan Cradlebaugh stated we would try to find them the restrictor to let them race as a Micro Swift and fit them in somewhere. Lynda Coombs shared that McKibben rescinded the motion. Banfield asked if anyone wants to make a motion to put that back on the table or do we have consensus to let it sit as it stands. Consensus was to let it sit as it stands.

TECHNOLOGY / COMPUTERS: Brian Schroeder reported he has been watching computer prices dip and raise since November and he has not purchased anything yet. He will continue to monitor pricing and said we will have new computers for the start of the race season. Aaron Banfield said we need to be getting them up and running in February or March to make sure we have time to do set up with the software provider and Lynda Coombs.

2023 OFFICER NOMINATIONS: Aaron Banfield noted 2023 officer nominations were done at the last board meeting and existing officers are all running unopposed so there will be a verbal vote at the general meeting that on January 21st.

NEW BUSINESS / OPEN DISCUSSION:

VINTAGE KARTING CALENDARS: Lynda Coombs shared that last year we participated in the sale of vintage karting calendars in partnership with Rolf Hill with the Vintage Karting Association and she would like the board's permission to move forward with this for this year. Coombs explained that Hill has provided us with ten calendars that include free publicity for the OVKA Swap Meet in two places and lists our organization in another area. Hill said we can give them away or sell them for a suggested price of \$15 and if we sell them, he would like proceeds to go to the Friedreich's Ataxia Association. Coombs said she would like to invite nine people to participate alongside her then donate the funds as we did last year. Consensus was to move forward with this. Several meeting participants said they will purchase a calendar. Coombs extended her thanks to everyone and said she knows they appreciate the support and she appreciates them including us in the advertise because there is a pretty wide base that these go out to.

DARF BANQUET: Brian Schroeder reported we had several of our race winners attend the DARF banquet: Brandon Calvert, Wyatt Huntsbarger, Randall Pierce, Wes Schroeder, and Cash Wyke; he apologizes if he missed anyone. Schroder said he perceived that DARF was happy with the number of racers we brought. He noted we did not donate any money at that time and said there were several years he had let racers hand the check over to DARF folks but Shelley Powers sent a check directly to DARF; he believes the amount was \$650.

MINI LEMANS: Rainer Pansch said the KA Masters group has been tossing around some ideas to try to help drum up excitement for the Charity Race and are proposing a special race event if we have a condensed regular race day. They think if we put together something real fun and pay extra to race in this type of event, such as \$20 to enter, it could raise some money. Pansch explained they are proposing taking the qualifying times from KA Masters and KA Senior and pair the slowest with the fastest and so on and so forth to build a two-cart team and

basically have a Lemans start race. Master and senior class take the qualifying times of the OVKA race from earlier in the day to join them together to make a team. The fast compares with the slowest and so on and so forth, working to the middle so you theoretically create equal times. The first guy they get to pick, you do a Lemans start, do twenty laps; within that twenty laps you have to start one time and do a hot pit, go back out, you can do it on the first lap, in the middle or towards the end; however, you want to split it up; go into the pits and then the second guy takes over and does his twenty laps. Pansch said it's just something that we thought of doing and wanted to put it out there to help draw and make The Charity Race something that people would want to participate in. Dylan Cradlebaugh responded he doesn't know about hot pitting through the grid area of the scales if you use the oval; it all depends on where the hot pit is. Aaron Banfield asked Pansch to get with Cradlebaugh on this; he is open to it and said we would need to figure out how to staff it and how to coordinate it. Banfield added he is really open to ideas as we're just under fifty people participating in the Charity Race the last couple of years; if we can increase that, that would be a good thing. Pansch said he thinks we can figure out the logistics of it and Cradlebaugh sated he has ideas about it.

CREDIT CARD MACHINES: Josh Johnson discussed the potential need to update the firmware on the credit card machines. Lynda Coombs will assist with picking them up to have at the banquet.

2023 SCHEDULE: Brian Schroeder noted we have several double header weekends where we'll probably be running two different track configurations, one on Saturday, one on Sunday. He stated one thing he has experienced in the past two years past is people show up to practice on the Saturday configuration or they show up on the Sunday configuration and it causes problems during the week. Schroeder explained the way our rules say is we practice the next upcoming race, that would be the Saturday, let's say, and then after the Saturday race, we practice let's say 6:00 o'clock; the post tech is over and then you practice the Sunday race. He stated since we have so many double headers, it might be wise of the club, and people may gripe at this, to run the same configuration both days of the double header weekend; that way, when people show up the previous week or in between the races, they're running the same track configuration. Schroeder shared last year he witnessed where people were running B configuration, A configuration, and C configuration; some running the short track, some running the large track, and it was a mess. He said there were some issues with drivers avoiding other drivers so he is just pointing out since we have the double headers, maybe we need to start looking at running the same track configurations on both days. With two, three, four double headers, Schroeder suggested running the same configuration for those weekends because outside of the racing, there is nobody to man the practice days and that becomes an issue and has been an issue where members and racers get upset when they show up to run a practice configuration that they're planning on running for the Saturday race, but others are practicing on Sunday and the folks on Sunday are upset that they have no time to practice. Ray McKibben added that Gary Gregg came up with a band-aid solution; it didn't solve the problem, that on the odd hour it was the first day and on the even hour, it was the second day's configuration. He said there were still people getting upset because they wanted to practice one track figuration and other people wanted to practice both because some people have limited practice times and oftentimes it's the day before the race before they ever see the track to get a chance to practice for a Saturday race or a Sunday race, or are there on Saturday to practice for Sunday. McKibben further stated a lot of us don't have the freedom that some of us do, and it does create an issue. He stated Brian is correct, we had a handful dealing with that and we are a club and we do have new people. Schroeder said he doesn't know what the answer is and

discussed different scenarios and the issues that occur with having bikers and kid karters in between. He said all that he is asking is that we run the same configuration. Dylan Cradlebaugh said it would be worth trying for maybe a weekend for one, but to him as a racer that's monotonous; he wouldn't want to run the same race. Schroeder replied well then, we should not schedule all these double headers to which Cradlebaugh replied he likes the double headers.

TIRE COMPOUND: Josh Johnson explained at the last board meeting we changed the tire for the two-strokes and after thinking about it, even though he made the motion and it passed, he doesn't really know that that was the right decision for all the classes; he went wrong making that motion for all the classes. Johnson asked if we or Dylan Cradlebaugh feel it was the wrong decision two or three races into the season, can we change the rule back to the softer compound. Aaron Banfield replied technically from a process standpoint, six months is the time period before it can come back up, he believes by our bylaws; we'd have to look at that, but the reality is doing that during the mid-season would be extremely difficult because some people buy tires up front for the season. He further stated he thinks we've passed that point of commitment because we've also ordered tires for the banquet. Johnson said his belief is that harder compound, especially for the Swifts with a young driver, is going to cause problems with the kids but he could be wrong. Johnson asked if we go with a safety concern, could that be changed due to safety of a compound. Ted Cradlebaugh replied if it's a safety issue, it absolutely can be brought up. Dylan Cradlebaugh asked if Johnson was on the winning side to which Johnson said he was. Dylan Cradlebaugh replied he is totally for what's safer and he was trying to make it make more sense for everybody. Johnson said he does not have a driver in Sportsman or two-stroke at all and by thinking about it more, he thinks we got it wrong because it was the Seniors and the Masters that were complaining about it and wanted to change, not the entire two-stroke classes. Bruce Wyke stated he thinks it was the Masters that came up with it and he didn't hear from any senior or junior drivers. Pansch explained it was masters and they as a group collectively agreed to switch to those tires so they could actually get a year of testing and it wouldn't have to interfere with anyone else; it was just them; that's how they presented it. Dylan Cradlebaugh reported there were a few Senior drivers in the 100cc Senior class that also brought up the R-70 tires. Johnson added there were no juniors and no Swifts. Ted Cradlebaugh asked Johnson what safety issue he thinks there is with the Swift. Johnson replied he thinks it's going to be an ice-skating rink for them. Wyke added wait until you see that cold morning and those kids go running down there. Ray McKibben suggested looking at it after three races noting tires are being given out at the banquet and he thinks they will be burned up in three races. Dylan Cradlebaugh said there are those who buy tires to sell so it's not just people burning up tires to race. McKibben noted Keith Freber is going to work with us if we change compound because he can find a home for them. McKibben said if it all started out as Masters, it morphed into this. He thinks we give it an opportunity and look at it in three races and said you talk to your vendors and let them know we may be looking at this; he believes they will work with us. Dylan Cradlebaugh stated he asked everybody two months ago to do their homework and please come to last month's meeting prepared to make a decision, whatever the decision is. He said he wasn't proposing anything; he didn't make a motion; he was just giving information that was brought to him as the head of the Rules Committee that he didn't feel he and the committee could make a decision on and brought it to the board. Dylan Cradlebaugh stated you guys made the vote and decided what to do; if you're on the winning side, you can bring it up to get it changed. He further stated there is no reason to sit here and argue and go back and forth what's better, what's safer; you made the motion and you should have the power to bring it back up; do it. Johnson replied that's where he was going with it. Dylan Cradlebaugh added he doesn't disagree with Johnson but he doesn't

necessarily agree; the kids are going to spin out in turn one no matter what and now we can even scrub tires. Johnson asked since he is on the winning side, can he change it now or does he have to wait six months. Banfield explained because it was passed last month, at this meeting Johnson has the ability to go for a revote. Johnson said he would like to but he doesn't know how it's going to mess up the tires at the Swap Meet and people may be buying stuff already. He said that's why he wanted to see what the board's thought is and asked if the board thinks it's worth changing it again. Johnson explained his concern is that Jeanette Holliday ordered tires and we possibly have people buying tires already. He added he feels we made the wrong decision on these tire rules for Mini Swift and Juniors. Schroeder said something to think about is that in years past we have always allowed X number of races for racers to finish out with, let's say in this case, their R60-Bs; we have not talked about that so do we want to offer up racers to be able to utilize R60-Bs for two or three races and then switch over to R70s or are we going to go straight to race one and say you have to run R70s? Banfield said that's not exactly what Johnson is talking about; he's sitting here thinking that we should have left Mini Swift and Junior on the R60-Bs. Schroeder responded he agrees with what Johnson is saying but in years past when we've changed tires, even from the Bridgestone over to Hoosier, we allocated X amount of races for racers to finish up those tires. He said he can only assume there are racers out there that have some older tires that they would like to start the season with that are new. Schroeder noted we never talked about a transition period; he's okay either way. Don Boles stated we're talking about something that we've never even done yet and we don't know if they're going to be bad or good; we're guessing; nobody knows. He further stated we're trying to say they're going to be slicker which he feels they are going to be a little slicker and raised the question if the kids are going to be able to handle it or not. Boles added we're trying to jump the gun and haven't even tried them. Ted Cradlebaugh stated the board voted on it; they'll all be on the same tires; go out and practice if you're not sure what your tire's are going to do; we voted on them all to be on the same tires. Banfield said it's back to Johnson if he wants to revote; it's a tough position and he doesn't know that we can change the tire order at this point. McKibben said all he's saying is that after three races for us to be able to review it; he went out and ran them; they're harder and you don't have the grip in the cold; he's been there with Dunlops and Bridgestones. Johnson said instead of a revote, does Dylan Cradlebaugh have the capability of changing the tires back. Banfield replied that would be a board decision, not a Race Director decision. He said if after a few races there was a serious issue, it would have to come back before this board. Dylan Cradlebaugh added if as Race Director, he sees something on the racetrack that this tire is not good for these kids, he can bring it to the board himself or with a group but he doesn't have the power to just change that. Johnson said he's not the only one on the winning side; the majority was and he doesn't hear anyone else bringing this up. Wyke asked Lynda Coombs if she recalled the vote. Banfield read the motion from the bylaws: "Any board member on the prevailing side of the previous vote can make a motion to reconsider. It must be done at the same or next monthly meeting only and must receive a second to proceed. This does not apply to dead motions. The motion that failed can be reconsidered but if they fail second time, are then considered dead motions." Johnson replied so we would have to be this one. Banfield said if it was truly a safety issue, there would be that and discussed procedures for reconsidering and amending. Lynda Coombs provided role call from the motion of those in favor: Coombs, Golladay, Gregg, Holliday, Johnson, Landis, and Schroeder. Michael Lewis said he just saw some concern from Johnson if the tires have already been ordered but he doesn't see that as a reason to not move forward with the change if we feel it's warranted. He said if it is changed, who ordered the harder tires will be affected; you're talking about the Junior class now; there's only going to be three or four drivers that that affects and he knows a vendor who would take them back so he doesn't know that weighing that heavily on tires already having been ordered is that big of a deal. Lewis raised the question if it

will be ten or fifteen drivers that would get the harder compound tires that still have the option to run soft if this gets overturned and just implement it for the Masters and Seniors. Ted Cradlebaugh asked why Senior. Lewis explained he is just regurgitating what people say; it was for Masters and he brought this up and tried just for Masters and everybody thought that was a bad idea, and that's fine, but here we are like talking about the same thing. Lewis said that Dylan Cradlebaugh brought up that some Senior drivers mentioned the harder compound tires so he is including them in this conversation. Dylan Cradlebaugh explained they mentioned it and he brought it to the board to discuss it as he didn't feel he had the liberty to make any type of decision on that. He further stated he's not making a recommendation; he's no an advocate for anything; he just want what's best for OVKA. Lynda Coombs said for the sake of transparency, she feels she needs to share that in previous years when Rick Coombs was ordering banquet prizes, there were times the tire order got placed one week before the banquet. Jeanette Holliday responded she can reach out to Keith Freber to see if the order can be changed but she doesn't know the status of where we are with it as she hasn't received shipping confirmation yet. Banfield reported he just sent Freber a message. Johnson said since he is on the willing side, he would like a motion to reconsider and asked how he does that. Banfield explained Johnson needs to make a motion to reconsider that needs to be seconded and discussed the process. Johnson made a motion to reconsider to change the tire compound to R-70s on KA Masters only. The motion was seconded by Ray McKibben. Rick Coombs said if you're trying to turn it into safety, everybody should be on the softest tire we can get because in the interest of safety in turn one, everybody would stick. Banfield responded he while he appreciates the point Rick Coombs is trying to make, if it's in the interest of safety, we should slow all the karts down to much slower; we've got to find that balance between reasonably safe and competitive experience. Rick Coombs said he's raced on the hardest tires; he's raced on rocks and it's no fun but everybody's on the same tire. Ethan Bokeno asked if we should be leaning on Freber to give us a recommendation here. Banfield replied Freber gave his endorsement that we're fine doing that. Schroeder shared we're worried about Mini Swift and we're targeting Masters going to R-70s but we're not talking about Seniors and our main concern is we want softer tires for the Mini Swift because of stickiness. He raised the question should we not also tie Seniors with the Masters. Johnson explained the reason he didn't add those in was because at the last board meeting, he thinks there were seven Masters and he didn't hear any Seniors there voicing that they wanted to change. Elliot Bokeno replied he and Ethan Bokeno would like to change as Seniors. Banfield reported he just texted with Freber who said we can change but he has to know tomorrow. Wyke asked if he is wrong how this all transpired and asked didn't the Masters come to the club. He said there was nothing was broken, was there; we talked about doing tire testing, we put that off; MG was no longer here, Vega was no longer there; we're going to stay with Hoosier. The Masters came to us and said we would like to try this and we turned into the whole two-cycle classes now on a new tire; he doesn't see that as being productive and it seems to him if we go back to what the Masters class asked of us and if we want to include Seniors, he thinks that is perfectly acceptable, but he still harps on the fact that the Masters class wanted to test this tire out and see if it can be a more economical tire on our kart track. Wyke asked in today's configuration, what does that mean and said maybe if a repave, who knows. He stated there are so many unanswered questions because to date only one person that he knows of has been on this tire and he had the pleasure of talking to him and what he heard was not something that he thinks most of the club is going to enjoy. Wyke thinks the Masters class certainly can be a good place for us to try this tire out and see if it's beneficial. He said it seems to him having different classes on different tires may be a challenge for maybe the scale workers and maybe the tech department. Wyke further stated he doesn't know where the all the safety comes from but he agrees that it will take some kids breath away when that tire is cold. He said if safety is the issue, Rick

Coombs is right; they do have an R-80; let's go as hard as we can go. Wyke added it's like we just work so hard to find things to fix that aren't broken that; we find an opportunity to fix something, we don't do it. McKibben suggested staying with the original intent as Wyke explained it; the R-70 is what the Masters researched and talked about. McKibben noted he did second the motion. Banfield asked if there are any amendments and said there is a motion on the floor that has been seconded for moving the Masters to the R-70s and leaving everyone else on the R-60Bs; this would be KA Masters only. Dylan Cradlebaugh added it is 100cc Masters. Lynda Coombs asked Johnson if she is at liberty to call it as such to which Johnson replied yes. Johnson's motion was voted on and passed with six in favor and five opposed (roll call: Cradlebaugh-no, Golladay-no, Gregg-no, Holliday-yes, Johnson-yes, Lewis-yes, McKibben-yes, Schanie-yes, Schroeder-abstained, Wyke-yes, Boles-no, Coombs-no). Banfield summarized that this change means the 100cc Masters only will be running the R-70s; everyone else in the club will run the R-60 Bs. Banfield asked Lewis and Holliday to provide the tire count and he will let Freber know and will keep Holliday informed. Schroeder asked to clarify if his abstained vote counted as a no as that would make it a tied vote. McKibben responded we had a discussion about this when we went over the by-laws and an abstained is considered a zero vote so you can't use an abstain to say no by using the word abstain. Banfield thanked McKibben for the good verbiage on the technicality.

BRIGGS 2023 RULES: Dylan Cradlebaugh asked if Briggs has a link for their 2023 rules set. Ray McKibben responded it should be out in a week or two. Cradlebaugh explained that will hold him back on the rulebook. He reported he is getting hyperlinks within the rulebook and that is going to be in the class structure for each 206 class. McKibben will reach out about this and get the information to Cradlebaugh.

KID KARTS: Dylan Cradlebaugh asked if he is going to be able to include a link for WKA rules for Kid Karts in the rulebook. Bruce Wyke responded out of the approved changes, we can cut and paste the Kid Kart section. Wyke will send the information to Cradlebaugh.

ADJOURNMENT TO EXECUTIVE SESSION: Aaron Banfield, seconded by Rick Coombs, motioned to move to an executive session at 9:36 p.m. Motion carried.

EXECUTIVE SESSION: Discussion of a board member nomination; vote did not confirm nominee.

ADJOURNMENT OF EXECUTIVE SESSION: Don Boles, seconded by Aaron Banfield, motioned to adjourn the executive session at 10:40 p.m. Motion carried.

UPCOMING EVENTS & MEETINGS:

- 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
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, February 7, 2023, via Microsoft Teams virtually (link on the OVKA website).

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Assist with boat show, provide Keith Freber with tire count for banquet prizes.
- Don Boles – Assist with going through show trailer.
- Lynda Coombs – Assist with going through show trailer, provide Banfield with a template for building a volunteer schedule for boat show, take credit card machines to the banquet.
- Dylan Cradlebaugh – Collaborate with Rainier Pansch about a special event for the Charity Race.
- Gary Gregg – Follow up about storage trailer.
- Josh Johnson – Work with Michael Lewis to transition pit spot information.
- Rex Johnson – Assist with transport of show trailer to boat show.
- Michael Lewis – Work with Josh Johnson to transition pit spot information.
- Ray McKibben – Address maintenance on the limo, obtain cost for Yamaha cart repairs, transport show trailer to Aaron Banfield, assist with going through show trailer, and transport of trailer, reach out the Briggs rules set then provide to Dylan Cradlebaugh.
- Rainer Pansch – Collaborate with Dylan Cradlebaugh about a special event for the Charity Race.
- Brian Schroeder – Find out how many boat show admission passes we will have and how we obtain them, transport a kart to Banfield for the boat show.
- Bruce Wyke – Provide Swap Meet cards for the boat show, provide WKA Kid Kart rules to Dylan Cradlebaugh.

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

MEMBERS / VISITORS PRESENT: T. Abel, Elliot Bokeno, Ethan Bokeno, L. Coombs, D. Cradlebaugh, Z. Furnish, D. Jennings, A. Johnson, R. Johnson, H. Malik, C. Moore, T. Myers, R. Neuzel, R. Pansch, and D. Schroeder.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 1/29/2023