

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

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

SECRETARY'S REPORT: Lynda Coombs made a motion to accept the September 5, 2023 board meeting minutes as published. The motion was seconded by Aaron Banfield and passed unanimously.

TREASURER'S REPORT: On behalf of treasurer, Jason Gregg, Aaron Banfield provided bank balances. He explained the season gate count was provided this afternoon which he will review.

COMMITTEE REPORTS:

TRACK IMPROVEMENT: Gary Gregg reported the paving company was out on Monday and weather permitting, track resurfacing is scheduled to begin on October 9, 2023. Ray McKibben asked if track clean-up day has been postponed to which Aaron Banfield replied correct. Banfield will coordinate with Shelley Powers about putting the bags away then Ray McKibben will oversee this. Dylan Cradlebaugh asked that the golf cart he uses be looked at and said all the golf carts need to be serviced. He would like to move forward with where the vehicles are parked as discussed in the past, hopefully by the beginning of next year, or at least upgrade the current doors. Banfield explained he, Gary Gregg, and Shelley Powers have discussed putting two trailers there when they come available. Gregg said yes, they can do that. Ray McKibben and Brian Huntsbarger will provide Banfield with contact information for businesses that sell new and used carts. Huntsbarger reported the scooter does not start and has no compression. Schroeder discussed possible repairs needed. Banfield said we will assess and get maintenance done on all of the vehicles; Huntsbarger will assist Banfield with organizing this.

SHOWS & PROMOTIONS: Don Boles noted this is fall and said we need to think about doing some shows this year. He thinks online is great but thinks we are missing some people. Aaron Banfield replied if we want people to go down to Full Throttle to set up a kart or two and talk with people, he can make that available for us to schedule. He added he thinks the online presence is good, but catching people in person is nice as well. Ethan Bokeno shared he asked people at the Charity Race if they would be interested in having OVKA meet-ups in the off-season, such as once a month, where club members can meet in various locations and keep a sense of community; these can be posted on social media. Ethan added people can hang out, share what they've been doing during the off-season, talk about karting. He said this can also be worded from a marketing aspect where we can invite people that have an interest in karting to come out where they can ask questions and we talk with them as well. Ethan explained he was thinking about scheduling one in the Dayton area, one in the northern part of Cincinnati, and maybe ones in downtown Cincinnati and Northern Kentucky to cover the different regions of our club members. Banfield said he thinks it is a good idea. Ethan asked that people share feedback on locations with him that can host adults and kids. Bruce Wyke raised the question of having one of these in conjunction with Banfield's offer of Full Throttle as an opportune way for us to do both. He said we can have people from the club there to talk to new people about what OVKA karting is and also have a group get-together and fun for kids and adults.

SPONSORSHIP / PIT SPOTS: Aaron Banfield said if anyone would like to help coordinate sponsorships and pit shops, we have a vacancy there so please let him know.

MARKETING & DIGITAL COMMUNICATIONS: Ethan Bokeno shared that he, Elliot Bokeno, and Brian Huntsbarger talked with the guy who runs the live stream for Whiteland Raceway to get an idea about what their setup and infrastructure looks like there and what we could possibly do at G & J Kartway. What Ethan heard is we need a lot of technical and personnel infrastructure to meet the current day industry standard of what you see from Whiteland, but also from Kart Chaser and what other clubs are doing. He further stated he thinks it's a work in progress and he would love to have feedback from other people that are interested in this because of limited technical knowledge about this. He will work with Brian Huntsbarger and Elliot Bokeno to come up with a plan of what we can do in the interim. Ethan suggested with the infrastructure changes we're making to the track, laying conduit down and things like that to get us ready to future-proof the track for potentially later. Huntsbarger stated now is the time to sawcut anything you want to lay fiber lines for and that could go for multiple things, including expanding security vision areas and smart controls for some of the lights. He said we could get a couple of cameras and a little bit of infrastructure in the next couple of years and add on as we can afford to; he thinks now is the only time we have to run wire. Huntsbarger detailed running wires and cameras, and said if we have the ability to bring in some servers and some cameras and get a couple of them started, we could at least start playing around with the idea of what it would take to record and the amount of work that it takes to bring a broadcast together before it actually gets broadcasted. Ray McKibben stated putting the conduit in ahead of time will definitely be a cost savings for the future. Don Boles asked how we are going to figure out what we need to put in. Huntsbarger responded that he thinks we will need to overdo it a little, he's not saying 250%, and look at sections of the track to figure out where would be the hardest sections to cross because now is the only time we're going to have horizontal boring. He said it takes only a saw cut to get across then fill it and the next layer is going over top, that might be the easiest time to do it; we don't have to run wiring, we just have to leave pull cable that gives us the ability to run that later. Huntsbarger noted that PVC conduit is probably going to be the least expensive of this whole project and it could be used for other things, such as lighting. Ray McKibben said he would like to assist with Huntsbarger's ideas, in conjunction with Gary Gregg. Ted Cradlebaugh said it is going to have to happen pretty quick because work is to start on October 9th. Aaron Banfield asked Gregg to check with the paving company about saw cutting out a 4-inch trench going across as to whether that is going to interfere with their work and is now the time to do it. Gregg responded now is the time to do it. There was discussion about the type of material and location of conduit. Gregg explained that conduit can be laid where the big lines are going to be milled out then have gravel put in and be blacktopped. Plans were made for moving forward. Josh Johnson asked about allocating funds for conduit with a determination that Gregg will cover the cost then bring inform the board. Dan Fiehrer would like to research awards, including metal ones. Ethan Bokeno will provide Fiehrer with the OVKA graphic; Fiehrer will share options with the board. Elliot Bokeno shared season attendance data he compiled for everyone to mull over the next month. He explained the numbers only reflect unique member entries. Banfield added the numbers do not include Karting 101 or the Charity Race. Elliot provided historical data starting in 2010 based on points grids and said we have been really consistent for the past thirteen years with a four-year cycle of humps. He explained that when he looked at the number of classes we offer per season that scored points, it seems as we decreased the number of available classes, our class size tends to creep up a little bit. He added we had been really good on class sizes this year and provided a graph back to 2010. Elliot said that big classes look good on social media and are more fun to race in; he thinks people like to see well-attended classes. Elliot provided data about that included the number of

races people attended and a comparison with other tracks. Banfield noted that this year we did not have as many people run multiple classes as in the past. Elliot stated long story short, we are doing well as a club of our size; people like clubs that take themselves seriously, and people like clubs that are well-run. He said he thinks we're in a good spot and we are certainly poised with the repave to attract people back next year; there is already chatter online about people wanting to come. Brian Schroeder said it would be interesting to see which months throughout the year at OVKA brought in the highest number of entries then maybe the schedule should reflect those months or times. Lynda Coombs shared that she can provide Elliot Bokeno with a report race-by-race with the number of class entries for the whole season. Schroeder said he thinks it would neat to see the last six to seven years looking at when our numbers are the lowest and highest and maybe create our schedule off of what that trend was. Elliot replied that is something he wanted to look at going forward; if we want to try to front load or end load races or if we need to move races around where it makes sense to do it. Austin Johnson discussed seeing where our attendances were monthly to try to understand the why behind it and to try to maximize what we can out of our attendance. Elliot replied absolutely and said there are other things that aren't going to be caught in these plots like every other track was racing that weekend, when the national races fall, and weather, but it's a decent place to start. Don Boles said up until the Champ Race is usually our biggest races then after the Champ Race is when our attendance starts to drop until towards the end. Lynda Coombs detailed entry count race-by-race this past season. Ethan Bokeno asked if those numbers can be provided for past years to which Coombs replied she will look at the old laptop to see how far back it goes and reach out to our software provider. Elliot said if there's any insight or thoughts that people have, please let him know in the offseason. Banfield extended thanks to Elliot for the great information.

TECH DEPARTMENT: Brian Huntsbarger reported he and Brian Schroeder found some extra IAME tools that go with the kits and he thinks they will make their way into use. He and Schroeder need to go out and go through the tools and completely unload everything we don't need. Huntsbarger has some other cabinets and the lid of the cabinet there needs shocks; it comes down to spending some time to clean up and sift through. Huntsbarger explained he doesn't mind doing tech; he and Schroeder trade back and forth on time, but he is considering racing next year. Huntsbarger suggested we look at some other classes from IAME and have a Rules Committee meeting that revolves around what rules we're going to decide to use as he thinks there has been cloudy confusion about what we use from WKA and what we use from IAME and what we're taking from other classes. Josh Johnson asked about the outcome of a piston that was sent out. Aaron Banfield shared that he took it over to MCC at the Stars event, WKA referred us to Rick Jump, and it was measured and was compliant. Huntsbarger reported on how the piston was measured and said it was measured two ways that we couldn't; he agrees with the method. He said it comes down to an assessment needs to be done of what tools we have in some of the boxes as we might need some new ones. He further stated if the Rules Committee decides on the exact direction we are going, such as IAME or the USPKS rulebook or how everyone else uses, then maybe we need to buy the tools that makes that successful. Johnson noted that a few meetings ago, there was a disqualification in the 206 Senior class for not going through tech that was allowed the quick time award for the Champ Race and Johnson was told there are points still on the spreadsheet for that day. Lynda Coombs reported the current points show a zero. Elliot Bokeno added that was one of the revisions that Coombs sent him where he posted and reposted a couple of times so the person might have been referencing a sheet that was posted before the more up-to-date one. Dylan Cradlebaugh said it is very confusing as far as what rules tech has been using as it is very clear in the rulebook that for the 100cc classes that we go by the IAME. Schroeder responded we have been utilizing those rules; there were several racers who came off the track that we

disqualified and they referenced that they were following the USPKS rules. He explained some of them had additional sensors in their exhausts and they were upset they were disqualified at the end of the day and felt in this case we should have caught this earlier in the day. Schroeder added there was some talk from other racers if we should stick with the current rules or go with USPKS; that is why Huntsbarger mentioned that during Rules Committee, we need to look at what's best for us. Cradlebaugh said in the rulebook it is very clear what rules we go by; it says East. Huntsbarger said it was the same thing with Elliot Bokeno with a washer and explained that when you look it up, there's an addendum that points you to the wrong place on some points. He further stated the PDF was hard to see and there's also some hidden things; he and Schroeder found some things that were transposed. He suggested that instead of linking it, we put it in our rules so we're not saying click this hyperlink.

BANQUET: Emily Schanie reported a successful Banquet Committee meeting was held last week with a lot of good ideas and a lot of participation. She received the Google Doc and vendor information from Dawn Schroeder and Jeanette Holliday and today she has started reaching out to the vendors for trophies and jackets. Schanie shared that the Comer Kid Kart class average was 2.5 and the 206 Kid Kart class average was 1.93 and asked what the Board wants to do, such as awarding jackets. Elliot Bokeno replied he would be fine with jackets unless the kids want something else. Ray McKibben said we've always taken care of the kids regardless of the kart count and something other than jackets is interesting. Josh Johnson suggested doing bike. Aaron Banfield stated to the questions at hand, it's not just the jackets, it's a championship. Schanie reported when you combine the two classes, you almost have the four-kart average. Banfield responded you can't combine it because they weren't scored that way. He asked if there were any other classes with this situation. Schanie reported the 100cc Junior class didn't make the kart count and everyone else was well above. Ted Cradlebaugh shared that historically, while we didn't have Kid Kart championships in the past, we took care of them. Dylan Cradlebaugh stated OVKA chose to make this a points class; it's a class that fluctuates in size; OVKA needs to do the right thing and award them with the proper awards to which Ted Cradlebaugh agreed. Banfield asked if anyone feels we need to do the same with the 100cc Junior class; Josh Johnson responded no. Ted Cradlebaugh made a motion that we award the Kid Kart championship and if the kids don't want the jackets, give them something else. The motion was seconded by Aaron Banfield. Johnson asked if the 100cc Junior class gets no jackets but just trophies; Banfield responded as it sits right now. Bruce Wyke asked if the Kid Karts will get an eagle to which Schanie replied with the championship, they will. The motion was voted on and passed unanimously. Emily Schanie shared it was brought up to her if a Rookie-of-the-Year for the whole club or per class has ever been awarded. Ted Cradlebaugh replied he used to do it; he gave Most Improved Driver and Rookie-of-the-Year. Banfield added we have done various things over the years, such as for sportsmanship, and asked Schanie to get with him. He further stated he has a couple of notes, as does Lynda Coombs, about good sportsmanship. Schanie asked if we will be running the same tire compound next year; Banfield replied we are going to be talking about that during new business. McKibben said generally a motion is made for a dollar amount for the banquet so you have some kind of budget to work with and referred to Lynda Coombs regarding the past amount. Coombs reported per her record, \$36,000 was approved on May 3, 2022. McKibben said we have to look at two things; one is inflation and two, did our numbers grow or retract between last year and this year. Schanie said she can work within that budget and make it work; she noted the club is going to be paying for some of the track improvements. Ted Cradlebaugh agreed and said do not raise it with what we're going to be putting in on the track. Bruce Wyke asked if Schanie has any information about sponsorships we have sought to help fund either prizes or other things for our banquet from vendors. Schanie said no, but that is something she has thought about. Wyke

responded he does not think we can keep adding funds and thinks there is a limit we have to look at. He said we need to look to the industry in some form or fashion with some type of marketing plan to see if we can raise money. He discussed anticipated proceeds from the swap meet and said to reduce expenses, a great way to do that is to find some people to help us out. McKibben shared that another race series started at the beginning of the calendar year and worked through the year to gain all of the prizes and everything as much as they could from sponsors and donations up to the time they held their banquet. He said that way, you're at the beginning of a calendar year for businesses; they have money on the books; when you start getting towards this time of year, it's kind of late. Wyke said it is unsustainable in his opinion if we don't take seriously the need to find alternative sources of income to fund our banquet. Don Boles said the swap meet was made to have the banquet; that's what it was for so we could afford a nicer banquet. He shared that originally, we only ordered three prizes for first, second, and third with first place getting a kart, second got a motor, and third got a helmet. He explained the trouble with that was we only had the first, second, and third place people showing up for the banquet so that's why they started the swap meet so we could have a nicer banquet and get more club members to show up. Wyke replied he thinks now is the time to start to strategize on what we're faced with this time next year. Schanie replied she doesn't think it's too late to strategize on that and said as a business owner, she gets approached by nonprofit and for-profit events all the time and she chooses what would be the best fit for their company. She said she thinks there are generous companies out there and raised the question if they would be providing prizes that our members really want or are we just seeking out free stuff. She added we would need to be very strategic upon who we approach. Wyke replied this is absolutely valid conversation. Boles reported it used to be that our banquet was earlier in the year and they were buying prizes during July into September then it went to later in the year and it seems the later we got in the season, some people do not give as good of a deal as it could have been earlier. Banfield said his opinion is we need to pay attention and we probably should go back to linking the swap meet budget and the banquet budget; then if it's short, look at if the board wants to approve more money. He thinks our members are better served and has talked with some who would prefer to see the track being improved and obviously, the re-pavement is good; there's a lot of things we want to do verses having more prizes at the banquet, so whatever we take in with the swap meet, that's the default budget for the next banquet. Brian Schroeder shared how last year, he reached out to quite a few companies and received a lot of prizes for free which is one of the reasons we were able to give away the large number of engines that we did last year as we didn't have some of the expenses that we saw in the past; he estimates we received \$700 to \$1,000 in prizes. He said he found that the companies were willing to give because it was the end of the year and they had money allocated for advertisement and wanted to use it. Brian Huntsbarger said with the repaving of the track, this is going to be a breakout year and we may get a whole new group of people showing up that aren't interested in being members so make a top one, two, or three, or just the winner of a class to get a free set of tires. He added it seals the deal that they're coming back because who else is running Hoosiers and secondly, it helps grow the fact that people can come and race and feel good about walking away with something. Huntsbarger said he would donate his tires from the banquet to promote that. He stated it's something we already have in our arsenal and he would feel better about it going for a winner of a class or to somebody who breaks the fastest lap time of the day, whether it was a junior, senior, or master heavy. He said it could be four tires or two tires and they could be put on a spigot as a trophy. Emily Schanie responded isn't the point for the set of tires that you participated the whole year; shouldn't you reward the people who come every time. She noted that based on Elliot's numbers, it really isn't that many sets of tires in the grand scheme. Huntsbarger responded he's comparing to other years when there were tires handed out. He said it's something physical that somebody sees and we're

using tires internally; there are other things, such as chains and parts and things like that; they all mean something to him for hitting every race but he thinks this is a breakout year to promote the club differently. Boles explained the club gets a certain number of tires and in the past, we got one set to give away; he doesn't know if the contract is still that way. Harris Malik said it's a great thing that we are talking about this big change that we're making with the track and possibly the curves, because that has been the primary topic with his interactions with people around here who race within Ohio. He stated there are guys who go to Thompson, but they don't go to G & J because of the primary reason that has always been the curves so it might be a good change. From the last two years of racing at G & J, he thinks we may have an opportunity to better capitalize on the way we present ourselves in social media. He thinks we should start to showcase some of our star performers at our track throughout all the classes. He noted that when we do our driver's meetings, we give awards to all those drivers that win on a consistent basis or some other factor that puts them above and beyond, but he thinks we can go beyond that. Malik explained the reason he's saying this is because he is looking at what other big tracks around us are doing and he know there's another track doing video profiles of drivers which brings in a lot of younger and even drivers from his age group. He stated there is potential and when it comes to the money aspect, when you do something, they will come, and he thinks that those changes will happen, but for it to be a bit more sustainable, he thinks we have an opportunity with more than what we're currently doing with our social media aspect to bring people in. Malik reported he has been talking to different organizations, his local VFW, as well as the American Legion, in terms of bringing veterans into racing, and other folks, such as Boss Pro Karting. He stated G & J is a hidden gem; he's been to some of the other tracks and there's nothing like it, so at least word of mouth is going towards that in a positive frame. Banfield replied he thinks the video profile can be a conversation with the Bokenos. Emily Schanie stated she agrees with Bruce Wyke and the \$36,000 is a lot of money to spend on a banquet. She thinks an area we can cut down on is some of the trophies as they are really expensive and when you have some classes that are getting trophies all the way back to 15th / 16th place, maybe start looking at what type of trophy we can give them. Schanie raised the question if we can give something similar to what MCC gives on their regular race days, such as something other than a wooden trophy, as that could significantly cut down on some of the cost because they cost almost as much as the tires. Banfield responded yes, you guys have quite a bit of discretion to look at options and let's talk about it. Ted Cradlebaugh stated he believes the top five should get regular trophies to which Schanie agreed. Cradlebaugh added it brings them to the banquet. Banfield said there are alternative options available. Schanie added it's looking at the other options so they're still recognized and cut down a lot of the cost for the club. Lance Begoon shared he has a friend who makes trophies who Begoon gets them from for golf outings and events. He offered to contact him to see if there's something he can do to help us out. Emily Schanie asked Begoon to reach out to her so she can provide how many we need and we can price shop. Lynda Coombs stated to keep in mind for this year what it says in the rulebook and if there are any changes that Schanie thinks are in order, that can be a Rules Committee conversation.

SWAP MEET: Bruce Wyke reported on distribution of swap meet flyers and said they are going out regionally. He shared that he and Elliot and Ethan Bokeno talked about a grassroots program where flyers were passed out to some folks at the charity race for the purpose of putting them up in places, such as diners, oil service shops, the performance shop, the dentist office, or where anybody would have it hanging. Wyke explained the nice-looking flyer has a QR code that's easy to operate and he thinks it will draw some interest. Please contact Wyke if you would like to be involved in hanging flyers. He reported that he and Josh Johnson will start off in October to get vendors committed and signed up. Wyke shared another thing moving

along is seminars with a 206 seminar planned and they are talking with some people about an IAME carb and some of that as possibilities. He asked if anybody has other suggestions, to let them know as we have the rooms and are trying to get those laid out. Wyke shared that Gary Gregg brought up the possibility of a guest speaker; they are reaching out to a few regional big names in formal racing. Austin Johnson asked about a deadline for flyer distribution and said he sees this as a networking opportunity for both the club, as well as Racing4Vets. Wyke replied up until January 31st. Johnson will get with Wyke. Dylan Cradlebaugh suggested passing out flyers during trick-or-treat. Lynda Coombs shared that she was contacted by Rolf Hill with the Vintage Karting Association about having the swap meet in two places in the vintage calendar at a cost of \$150. She reached out to Banfield about this expenditure which he approved due to the timeline for printing. Coombs reported that Hill is offering calendars for sale at a cost of \$15 if purchased by October 15th or \$20 after that date. She explained in the past, we did not do well with selling them. Banfield said we will pass on this. Wyke asked who is responsible for the image to which Coombs said it has been in the calendar for quite a few years and she does not know the history of who started it. Wyke explained the Bokenos have some specific ideas about branding and maybe now is the time, especially with the 60th anniversary, track repave, and some of these other things. Coombs shared that the ad is one block in January and one block in February. Coombs will provide Wyke with Hill's contact information. Begoon inquired about taking flyers to local kart and car races, including posting at Little Eldora. Wyke explained they are trying to be as diligent as they can and asked that Begoon email him. Wyke further stated the big ask and big push is where do we find new people; that's really the charge of the swap meet; that's what we're really looking for.

OLD BUSINESS:

OVKA APPAREL: Bruce Wyke reported hats and beanies have been ordered. Ethan Bokeno plans to conduct an inventory. Ethan will partner with Lynda Coombs regarding access.

NEW BUSINESS / OPEN DISCUSSION:

2024 CLASS STRUCTURE: Gary Gregg said he thinks we need to make a 206 Legends class for over 50 or 55 and call it the Legends or Golden class. Aaron Banfield responded that Randy Landes was looking into this at the beginning of the season and asked if we have an idea how many entries we could have if it was 50 and above and do we have people committed. Gregg replied he thinks a lot of people would come out of the 206 Masters and then that would let a lot of the younger guys go in the 206 because if they're 55 or 60 or older, they don't want to race with a 35-year-old guy. Ray McKibben shared that he and 8 to 11 others have been discussing a Legends class at 50-years-old, 390/400 pounds, to kind of mimic what some of the other series are doing; he knows CKNA and New Castle offer it and several other places. He reported that about 10 people are interested in doing it and would probably bring in some more. He added Gary Gregg has heard from others regarding a Legends class because this has been ongoing conversation throughout the season. Dylan Cradlebaugh responded that he is totally for anything that's positive to help OVKA; his only question is what does it do to the current 206 Masters class and the class size. He explained the reason we made the 206 Masters/Heavy class was to benefit a person who is overweight and not able to be competitive at the Senior level; he's not questioning the 50 and over guys not wanting to race against younger people; he totally understands the argument. Dylan further stated he doesn't want to see a class die to help these 8 to 11 people and noted the class is thriving now with some of the best racing throughout the day with a 70-year-old right at the front. McKibben responded that Dylan's got a

point but when we split the Seniors, the classes were small and they both have grown and this is just another stepping stone to grow another class. He said if it works, it would be great; if it doesn't, then we'll just have to reboot. Ted Cradlebaugh said they might run both classes. Don Boles said he would like to bring back the 420 class and has 11 people signed up who are interested in doing it. Banfield replied in both of these cases, he asks that we get some clarity on rules and discuss at the next board meeting. He asked Boles if with the 420, are they going to pick up where they left off or have a different rule set. Boles replied he thinks they will probably pick up where they left off but might modify them a little bit with what they learned, but that will be about it. Banfield said he would like to do the same thing for a Legends class and look into that which gives the board members 30 days to talk to members and look at that then discuss at the November board meeting and make a final decision is probably the right way to go. McKibben asked Boles if he would be open to allowing a racer who has a dual World Formula and a World Formula engine. Boles replied he believes that would be up to Dylan Cradlebaugh who said no. McKibben responded he doesn't want to dilute it. Boles said the key differences are the only thing he would be concerned with; he doesn't know how fast the kart is compared to the 420. Ted Cradlebaugh stated the only way we can compare that is to know the times of those karts to make them in the same class; Dylan will always fit somebody in the right place. Boles responded he doesn't know about the same class and said you ought to be legal to run against us. Banfield asked Boles to champion the 420 class and get a rule set to the board to look at ahead of time. McKibben will copy and paste some of the rules that the existing clubs have and send it to the board.

CHARITY RACE: Lynda Coombs reported the net that is available for community donations is \$3,363 which factors in all of the proceeds: the generosity of the track owner, entry fees, and transponder rental fees, and factored out driver prizes. All workers volunteered their time. Aaron Banfield explained typically we have divided that by four the last few years which is \$840.75 if we split it four ways. Don Boles asked who we have donated to in the past. Banfield replied DARF, the food bank, Gratis EMTs, and last year, for the fourth one, we asked the Greggs to choose the charity; he thinks it was the Camden Police Department. Banfield made a motion to split the donations four ways and give a fourth to DARF, a fourth to the food bank, a fourth to Gratis EMS, and a fourth for the Gregg family to choose the charity. The motion was seconded by Ted Cradlebaugh and passed unanimously.

TRANSPONDERS: Lynda Coombs reported it has come to her attention there are two transponders available for sale for \$200 each which she feels is a good price. She explained we have had a couple of transponders get chewed up and there are three that won't charge that need to be looked at. She feels as time goes on, she would like to continue to have enough transponders. Banfield is discharging all of the transponders and will be testing them. Coombs made a motion to appropriate \$400 to purchase two transponders from Aaron Banfield. The motion was seconded by Don Boles and passed unanimously. Josh Johnson said he noticed one of the rental transponders fell off a karter then was run over by the lawnmower. He asked if that is the responsibility of that racer to replace that or does the club just have to eat it. Coombs said she has wondered that herself. Banfield responded he doesn't have an answer for that. Ted Cradlebaugh said if he notified the club that it was lost on the track, we need to look for it.

Coombs replied he did and we did. Cradlebaugh said we made every attempt and Banfield added it's going to be hard to go after him then.

2024 SCHEDULE: Aaron Banfield said currently we run 14 points races and he personally thinks that the right number of races should be 12 points races with 2 drops. He wants to get it out there before the next board meeting for discussion and some deliberation before the next board meeting and discuss it again then. Ted Cradlebaugh responded we have got to look at it from all side; the tire contract, the entries, how much we lose; you can continue 14 races and make it 4 drops, but you have got to weigh everything out. He said he doesn't know what Banfield's schedule might change if you have double weekends or shorten the season up; he doesn't know what Banfield is doing. Don Boles stated going by the charts we just saw a while ago, we are on an upswing of having more racers, and he thinks that since we're on an upswing and most of them are racing the 14 races instead of 12, it's something we ought to think about before we drop it to 12. Brian Schroeder said he heard a lot of discussion about the doubleheaders that burnt a lot of people out and they would prefer not seeing them next year. He shared there was an individual that does drive a decent distance and he said that he prefers one or two here and there, but we had multiple weekends, and doubleheaders burned him out too. Ethan Bokeno pointed out that last year at this time, we removed one of the drops so it might be an idea to put on the table to keep the same number of races, but add back that additional drop. McKibben asked about having 12 races, 2 drops, and less doubleheaders. Banfield responded the number of races is going to determine the doubleheaders and screenshared a 2024 schedule noting we have the dates locked in. He said they are all at G & J because we are going to have the wonderful new track surface to race on. He noted currently there are two doubleheader weekends with a 14-race schedule; that's the only way he sees we can get it in, and then you have a Champ Race and that does not count the first race as a doubleheader which is with Karting 101. Banfield is going to get this to the Bokenos and we'll get it published, but he is going to table this for the next board meeting. Elliot Bokeno asked to give a quick summary and said when Banfield shared this schedule with him, the other highlights of this schedule are race one is a doubleheader with Karting 101, the following week is race 2, but from then on, for the rest of the season in this current schedule, there is an off weekend between every other race weekend. He further stated there are 2 off weekends in race 5, but there are no other back-to-back race weekends throughout the rest of this schedule as the date are currently set in there. Elliot detailed suggestions he made to Banfield if we do go to 12 races that would result in four night races and all of those night races would be between the beginning of June and the first week of August. He added you keep the cadence of on weekend, off weekend, on weekend, off weekend, and that 12-race schedule would have no doubleheaders. Elliot said we can chew on it for a month then talk about it. Dylan Cradlebaugh suggested having the Charity Race at the beginning of the season on the same weekend as Karting 101 and said it gives people an opportunity to come out to the track to break their equipment in on the new pavement without it being a points weekend. He added it's a weekend where we can test out timing and scoring; there's nothing critical; we can all the bugs ironed out. Dylan said he feels we would get more karts if we did the Charity Race at the beginning of the season when you're more eager to race rather than at the end of the season when you're spent. Tyler Abel agreed and Bruce Wyke said he thinks it's a great idea. Ethan Bokeno suggested with

having a freshly paved track, that we have an official test and tune day like MCC did to kick the season off.

TIRES: Aaron Banfield said there has been a lot of discussion about tires; the 100cc Master/Heavy class ran the R70s all season. He and Dylan Cradlebaugh talked to the entire class last weekend and 100% of the class said that they were definitely the right tires to run. Banfield stated there's conversation that we need to have about whether we are going to have different classes running different tires or are we going to a single tire, and if so, what's that tire. Brian Huntsbarger said he'll still go with the same thing he said earlier this season, he doesn't care as long as we run the same tire, but he doesn't know who's buying these tires; he can't get them from his distributor. Banfield explained you can't buy tires unless you go through Hoosier/Margay; they're the asphalt distributor; those guys then sell to the vendors; you're not going to be able to buy those directly from Hoosier. Banfield's understanding is that Margay is the nationwide distributor to sprint kart racing for all compounds. Wyke asked if our contract is with Margay to which Banfield said yes. Huntsbarger discussed challenges he experiences as a Hoosier dealer; Banfield can provide him with contact information. Ray McKibben discussed how the tires were on the high horsepower engines which could generate more heat in the tire and said the question has been asked if the lower horsepower karts can get the heat into the tires to get the grip because last year when he tried, he had a heck of a time. Matt Abel said he was one of the ones, along with Rainer Pansch, that brought up the initial switch to the 70s and wanted their class to test them. He reported that at the beginning of the year, everybody was worried they were going to be too slick because the track was cold; it was cold for everybody; their class was the only one that didn't spin out on the tires; even the lower horsepower karts on stickier tires were spinning out; all season long people loved these tires. His personal opinion is he has never gone 4 or 5 races on a set of tires in any class and not lost time; with these, he hardly lost any time from a brand-new set to 4 or 5 races on them. Abel shared that before the Champ Race, another racer gave him a set with 3 races on them and he qualified third when most of the class was on brand new tires. He said he thinks this would be a great club tire and to the point of the lower horsepower karts, the R70 is a comparable tire to the MG reds. He stated the way they compare them, the hardness and the grip level are almost the same and every other club around here runs MG reds across the board, no matter if it's a low-level horsepower class or high horsepower class. Abel said we're not going to discuss MG reds versus Hoosier because we are a Hoosier club but if every other club in the area can run an MG red just fine on a 206, he thinks we can do it too; he has had experience with MG reds at MCC and yes, they're slicker but they work and the R70s are going to be just fine no matter what class we're throwing them on. Abel added he thinks they would be the best option for the club going forward after having actual experience on them. Dylan Cradlebaugh stated he echoes a lot of what Abel said and said that he ran toward the front of the Masters class this year and he has never been able to go 5 or close to 6 races on a set of tires without even the slightest bit of drop off. He shared that he did put on new tires after the fifth race to try to get a little bit of extra edge and it did absolutely nothing; it made him the same exact speed as it did with the 5 race old tires. Dylan reported the Hoosier kart representative who came to one of our OVKA races a couple of weeks ago, told us he recommends with the new pavement that every class be on the R70; he actually recommended the R80 but Dylan thinks that's a little bit dramatic and we've

already tested the R70. Dylan added he has never been this confident in a tire and it is the right economical move for the karter and the right move for the whole club. He noted that the Masters class wasn't spinning out except one karter one time; they weren't spinning out on the pace lap; you're spinning out on the pace lap because you're overspinning your tires on a cold day. Dylan explained if it's 50 or 55 degrees out, the temperature of the tire is going to be cold whether it's a 60B, MG yellow, MG red; it doesn't matter; that's not an argument to him and is a no-brainer. Wyke discussed asking the members that feel strongly about MG reds to ask themselves whether the club can afford to run MG reds as the Hoosier contract is worth quite a bit. Banfield responded that's not even within the conversation; for next season, we're locked into Hoosier tires; the Hoosier contract is night and day improvements over former contracts and benefits to the club. Elliot Bokeno said Hoosier also makes an R80; there's Ignite clubs that run it on every single kart; yes, it's going to be slick on a cold day but there's clubs that run even harder tires that what we're going to. He further stated he believes in our drivers and thinks they can do it. Elliot added he's coming at this from the other side of running the high horsepower kart on the 60B right now and on the current track surface where we're almost back to you need tires every week. He knows that with the new track surface, things are going to change, but the 100cc class is towing the line to tires every week again. Ted Cradlebaugh reported he has been amazed that the tires get 3 or 4 weeks out of them and it is probably an advantage to the club. Don Boles stated under the right conditions, all the tires will work, and shared that a driver won on 5 race old tires. He added it depends on how the kart is set up and stuff like that, and will depend on how the track is after it is repaved; it might be slicker or it might be stickier depending on how it cures. Boles further stated he doesn't know which way will be the best; the 206 could be loose because it can't get tires heated, but they could be very good too; it's something to think about. Huntsbarger asked if we are going to these tires or if we even talk about switching, is there going to be a grace period. Banfield responded typically, we have done that for a couple of races to let people get rid of the tires they have. Rainer Pansch stated one thing they had discussed about the colder climate with the harder compound depending what the Race Director wants to do, is to give an extra warm-up lap of a full warm-up lap to help out in the beginning. Austin Johnson said he is for the R70 for a multitude of reasons; it's comparable to the MG red that a lot of other clubs are running; obviously MGs are not on the table, but if we're running a similar tire then that means on a day-to-day race day, the setup isn't going to change as much from going from an R70 to an MG; all you really have to do at that point to get them to work is up the tire pressure. He doesn't see why an R70 in theory wouldn't work on a 206 kart and in theory, should make the kart faster just because it's freeing up the chassis; he is all for it. Banfield said he is going to table this to give everyone a chance to do research asking around and we'll talk about it at the next board meeting.

2024 RULEBOOK: Aaron Banfield reported that Dylan Cradlebaugh is going to put together a team to discuss the 2024 rulebook. Dylan explained the first meeting will be the first Tuesday after the November board meeting and he will be forming a committee then will get that announced.

BOARD MEMBER RESIGNATION: Scott Golladay explained he will be stepping down from the Board after this evening's meeting as he does not have the time to dedicate that he used to.

He thanked everyone who has helped him over the years and said he looks forward to visiting next year. Aaron Banfield extended thanks to Golladay for all of his service to the club.

QUALIFYING ORDER: Dan Fiehrer said he thinks our mission is to groom young drivers for possibly going to the national race and they run you in order of your last practice; currently we run with a points system. He said for that guy that is a pretty good racer but can't run all the races, it isn't fair to him to line up in in the back. Fiehrer said he thinks we ought to change it to practice times or just let people go as they want to. He added if you look at the way people line up in practice, generally, the fast guys are lining up in the front and the slower guys are lining up in the back. Dylan Cradlebaugh said this can be discussed at Rules Committee and he doesn't disagree. Josh Johnson asked Lynda Coombs if this is something the computer system is set up to do. Lynda Coombs explained the computers are being used during warm-ups but we could figure something out and she can partner with the software provider about integrating this. Rick Coombs said if somebody cuts the track and nobody catches it would be his only issue. Dylan Cradlebaugh asked about getting another laptop. Lynda Coombs suggested looking at historically, what the start times have been for the second round of warm-ups in relationship to what time we close registration and are doing the grid crosschecks to make sure everyone is entered in the right classes as sometimes people inadvertently enter the wrong class. She said it is probably workable. Huntsbarger said we are forgetting one key point; somebody could have their weight off and if they're not getting teched, painted, or checked then they could be changing something so you've got to move everything back. Ray McKibben asked if you're talking about the second round of warm-ups being mandatory transponders then you would have to go out to secure your lineup position. Fiehrer responded that is correct and no different than a national race; that's what we're trying to mimic. Don Boles said why don't we go back to old school; first-come, first-served. McKibben replied we did that last year and had to switch back because of conflicts. Banfield stated this is a conversation that has a lot of valid points and deserves time to discuss it but that place is going to be in Rules Committee. Bruce Wyke said to not forget the stragglers having a way to qualify or get set in the order.

RACING4VETS: Rainer Pansch said this year has been one of his most favorites with Racing4Vets and the group we've had and those gearing up to participate is awesome. He said he is really looking forward to next year and hopes that OVKA will give them the same support. Josh Johnson asked if they are adding more karts to which Pansch replied they are not and said they are at a manageable place. Pansch made a motion requesting the same support for next year as they were given this year. The motion was seconded by Aaron Banfield and passed unanimously.

ADJOURNMENT TO EXECUTIVE: Aaron Banfield, seconded by Rick Coombs, made a motion to adjourn to executive session at 9:33 p.m. Motion carried.

EXECUTIVE SESSION: Having been nominated at the September 5, 2023 board meeting, Dan Fiehrer was unanimously voted to the OVKA Board of Directors.

ADJOURNMENT OF EXECUTIVE SESSION: Aaron Banfield, seconded by Don Boles, motioned to adjourn the executive session at 9:42 p.m. Motion carried.

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Coordinate with Shelley Powers about putting bags away; in partnership with Brian Huntsbarger, coordinate repair of the track vehicles.
- Lance Begoon – Partner with Emily Schanie regarding trophies for the banquet, email Bruce Wyke about swap meet flyers.
- Ethan Bokeno – Provide Dan Fiehrer with the OVKA graphic, partner with Lynda Coombs regarding access for apparel inventory.
- Don Boles – Provide the board with a rule set for the proposed 420 class.
- Lynda Coombs – Provide Elliot and Ethan Bokeno with entry data, provide Bruce Wyke with contact information pertaining to the vintage calendar.
- Dan Fiehrer – Obtain information about awards.
- Gary Gregg – Obtain conduit for installation then inform the board.
- Brian Huntsbarger – Provide Aaron Banfield with contact information for a golf cart business; in partnership with Aaron Banfield, coordinate repair of the track vehicles.
- Austin Johnson – Contact Bruce Wyke regarding swap meet flyers.
- Ray McKibben - Oversee putting bags away, provide Aaron Banfield with contact information for a golf cart business, provide the board with a rule set for a proposed Legends class.

UPCOMING EVENTS & MEETINGS:

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

BOARD MEMBERS PRESENT: A. Banfield, Elliot Bokeno, D. Boles, R. Coombs, T. Cradlebaugh, S. Golladay, G. Gregg, B. Huntsbarger, J. Johnson, K. Schanie, B. Schroeder, and B. Wyke.

MEMBERS / VISITORS PRESENT: M. Abel, T. Abel, L. Begoon, Ethan Bokeno, M. Brown, L. Coombs, D. Cradlebaugh, T. Douglass, D. Fiehrer, D. Jennings, A. Johnson, H. Malik, R. McKibben, C. Moore, T. Myers, R. Neuzel, R. Pansch, E. Schanie, D. Shappard, and C. Washington.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 10/28/2023