

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, NOVEMBER 7, 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 October 3, 2023 board meeting minutes as published. The motion was seconded by Don Boles and passed unanimously. Coombs explained with the annual mailing going out in a few weeks, it needs to be determined if there will be any changes to the membership and pit spot fees, as well as who to list for the pit spot contact. Rex Johnson offered to coordinate pit spots. He will talk with Josh Johnson about the specifics of the position and with Elliot Bokeno regarding technology. Brian McBride offered to assist Rex Johnson. Ray McKibben discussed providing space for big rigs.

TREASURER'S REPORT: Aaron Banfield will obtain the treasurer's report then email it to the board.

COMMITTEE REPORTS:

TRACK IMPROVEMENT: Ray McKibben reported that Gary Gregg has a plan for addressing some drop-offs on the track. Aaron Banfield said there is a lot of stuff going on and asked that people reach out to him or Elliot Bokeno if they have questions. Don Boles suggested creating a list of things we can get started on, such a new tower door, getting a pull-down door for the storage trailer, painting the trailers, and addressing water in the scale curb area. Banfield asked Boles to compare lists with him after the meeting. Banfield further stated there are a lot of track things we're going to have to do before the season gets going and he needs to talk with Gary Gregg. He said we currently have asked for some electricians to come out and give us estimates on putting in lighting around the facility and what that would take. Tyler Abel is looking at coming up with some recommendations for bathroom renovations and costs. McKibben offered to research a replacement door for the tower.

SHOWS & PROMOTIONS: Dan Fiehrer said he sent the board screenshots of medals that we may want to look at for awards for next year and discussed pricing. He said he thinks this would go really far and that we look at this as shows and promotions as he sees pictures posted that parents take at other tracks. Banfield asked if post-tech staff would be able to give out the medals. Brian Huntsbarger replied once the decisions are final and penalties are applied, yes. Brian Schroeder added it's not a problem. Dylan Cradlebaugh added as long as there's not a protest. Banfield discussed making sure we don't run out of medals. Fiehrer reviewed the three options he had provided information about and the quantities he anticipates will be needed, excluding the Champ Race. He noted we always give the awards out the next race and he does not feel that's fair to people visiting. Schroeder asked about signs for the top three. Brian McBride shared about other tracks that do signs with their logo on the front and have cardboard backing. He said he is all for the medals but if cost is the measure here, there are alternative means that would be significantly cheaper, such as somebody who has the ability to make them. Banfield responded if Fiehrer wants to do signs, he has the equipment to make those and shared he has done small banners for their league winners. Dylan Cradlebaugh said he agrees with Fiehrer and he thinks the cardboard plaques are a better option and suggested adding the class sponsor to each one which could be another addition to the sponsorship deals. Banfield said he likes the idea of signs because we can put more on them; he has gotten medals before.

Dylan stated he does not think we should get rid of the stickers; some people like putting the sticker on their kart or toolbox. Fiehrer said what award we use doesn't matter to him; he just thinks we are missing out on marketing because he sees what other people post on social media and we pass out things the following weekend; he thinks it's a missed opportunity. Elliot Bokeno said he fully intends to make a new podium for next year. Banfield and Ted Cradlebaugh noted there is a podium in a track garage; Bokeno will check how solid it is. Lynda Coombs said with respect to putting sponsor names on awards, oftentimes the sponsor that is assigned to a specific class does not get totally ironed out until the second race, or sometimes longer, as some prefer to be matched to a different class. Fiehrer responded he thinks that would be an incentive to get their money in sooner; that's a benefit. Banfield asked Fiehrer to work with him on the design and Banfield will provide a quote. Brian Schroeder shared he has been in contact a DARF representative and the DARF banquet is moving forward. Bruce Wyke asked about driver-of-the-year. Schroeder said we do not have one as we did not respond quick enough; we just have our championship winners and the awards are being made. McKibben reported on an email he sent the board about golf carts. Josh Johnson asked why we are considering another golf cart. McKibben responded because Dylan Cradlebaugh had mentioned it so McKibben got a quote from a dealer. He added if the board is considering getting one and waits much longer, prices go up. Huntsbarger reported the scooter is on its' last leg. Rex Johnson will partner with Banfield to get vehicles on a trailer and take them to Huntsbarger who will determine what maintenance may be needed. Schroeder said he is curious about what the price is for leasing a golf cart March until October. McKibben responded the same company that provided the quotes does that. Wyke asked what the plan is for the golf cart we bought last year. Banfield explained he and Rex Johnson are going to get the golf carts to Huntsbarger within the next week and will look at the quote McKibben sent; he doesn't mind calling to ask about lease options; he is sure there are some other connections out there too. Banfield said we can shop that stuff and make a decision in December, but we do need to have functioning golf carts to deliver the race day. He asked what we want to do with the scooter. Huntsbarger reported he looked at a couple of things on the scooter and it's not just the battery; the compression is gone. Ted Cradlebaugh inquired about the yellow scooter; McKibben replied it needs a carburetor. Banfield said he and Huntsbarger will check them out and asked if there is any objection if those things are junk, we're going to make them go away. McKibben suggested checking with Gary Gregg about the yellow one because it was given to him. Gregg responded it was given to the club.

SPONSORSHIP / PIT SPOTS: Discussed during the secretary's report.

MARKETING & DIGITAL COMMUNICATIONS: Ethan Bokeno shared some of the work that he and Elliot Bokeno have been doing to try to boost our social media presence. He reviewed data showing how we stack up and compare to other kart tracks and clubs in our area. Ethan pointed out growth in page likes in the past 28 days as compared to others and said we are posting more content. He explained their focus on a promotion strategy and how they want to make sure they're not overlapping or oversaturating posts. Ethan reviewed graphs about Facebook and Instagram reach noting increases with posts pertaining to repaving and said the karting community is really excited about that. He said he thinks we have a good chance to have a good first impression with our first few events this year. Brian McBride said he thinks one thing that has been done this year versus the past is highlighting during the race doing videos during the race. He added he thinks they have really stepped up and he wants to extend a compliment. Harris Malik shared he was at Adkins this weekend and our track was the talk of the town; everybody was talking about the repavement. He said word is spreading far and wide and there is a lot of talk about people in Northeast Ohio wanting to come down to G & J next

year. Malik extended thanks for doing the right things on the side of Gary Gregg and the board with the repavement and thanked Elliot and Ethan for spreading the word about it.

TECH DEPARTMENT: Brian Huntsbarger shared he and Brian Schroeder have talked a couple of times in the last few weeks and they are going to go through the tech cabinet to make sure we have all the right tools and set aside tools we know we don't use. They are going to get more organized and figure out what we are going to need. Schroeder reported he did get out there today and grabbed a tool. He would like to get to the board well before the first race regarding tools that need to be purchased. Schroeder reported the mobile tech cabinet still has a lot of tech tools from engines in the past and they would like to get it all centralized and have drawers for each of the engines and not have to dig through cabinets and put away things they don't need; they're working on it. Aaron Banfield thanked Schroeder and Huntsbarger.

SWAP MEET: Bruce Wyke reported the Swap Meet committee has been through their first round of flyer distribution, including involving vendors in a lot of this. He shared that eight primary vendors are including flyers in all of their shipments leaving their sites between now and mid-January. Wyke said there are a few of us who are putting flyers up in different places. He reported attendance is about on track, seminars are coming along nicely, and hats are on order and should be in in a couple of weeks. Wyke shared one interesting thing is a lot of the primary vendors are asking for more booth space which he thinks is great and positive for us as they want to expand their footprint. Any questions can be directed to Wyke. Aaron Banfield thanked Wyke and said he is doing a great job.

OLD BUSINESS:

TIRES: Aaron Banfield stated we talked about our tire contract which keeps us in Hoosiers but we have an option of running the different compounds; we were talking about the R70s which the KA Master / Heavy ran all season. Board members took the time to reach out and talk to members and get opinions on that. Banfield made a motion that we accept the Hoosier R70s as our spec tire for all classes. The motion was seconded by Bruce Wyke. Elliot Bokeno shared he called Hoosier last week and can tell what he talked to them about. Banfield asked if the board wants to have conversation or has everyone had enough time. Don Boles responded we already had enough time to which Josh Johnson and Dan Fiehrer concurred. The motion was voted on and passed unanimously. Rick Beaman said he hated them because they're too hard to get used to; they're all slippery. Dylan Cradlebaugh said if the Vice-President keeps him as Race Director, if it's a cold day and people are being slippery on the first lap, he will give some extra pace laps; he's not worried about time lost on race day. Banfield said historically, we've done three races as a transition period in the past when we went from Bridgestone to Hoosiers; he does not recall what we did when we went from Dunlops to Bridgestones. Emerson D'Agostino said when we went to Bridgestones, it was six races. Dylan Cradlebaugh suggested we reach out to any of the dealers we have. Banfield said Keith Freber is pretty good about swapping them out. Banfield's bigger concern is people such as Brian Huntsbarger, who has four sets of tires and anyone that has existing R60Bs; he asked what we want to do. He added he thinks it's a big advantage if we say there's a three-race period, those three races the front packs are going to probably run the 60Bs. Wyke asked if a guy can just run three races on Bs and take the advantage then move on the fourth race to 70s. Banfield replied we have to decide how we want to handle it. Ted Cradlebaugh said if you're going to give them a three-race grace period, anybody can run the Bs; the fourth race, it's the 70s; he suggested making it three races. Elliot Bokeno made a motion it be two races plus the Charity Race at the start of the year then after that, it's 70s. Banfield seconded the motion. Brian Schroeder stated we also have not hammered our schedule down; there's talk about dropping from fourteen to twelve races so if

we do three, that's 25% of our races. Wyke asked how many of our members we think that actually affects because it's spotting the guy three races or hanging on Bs because you don't want to lose that disadvantage for two or three races. Elliot Bokeno responded he would do zero but he knows there's other people in other situations; all of his 60Bs have a ton of laps on them. Wyke asked if we have a fair amount of people that have overstock. Banfield said he talked with four or five people that are sitting on at least one or two sets of tires. Huntsbarger said he would be fine with selling his tires, but tell him another club around here that's using R60 Hoosiers. Brian McBride said he feels you guys are wearing off a lot of time about an issue when it's really not an issue with two races and the Charity Race; chances are they don't have a whole lot; you're going to see what the difference is anyway and you're giving the guys who are just out there to have fun an opportunity to get his tires out the door. McBride said he's seen both compounds and he doesn't think there's a big difference. He further stated we're talking about a club; if a guy's got two sets of tires, what are we going to do with them; we're not rich and we're talking about a couple hundred dollars. McBride stated let the guy use those two sets of tires, because nobody else is using these tires; at least give the guy a chance to use them. Elliot replied he understands the point; he doesn't know how many people are in the same boat. Ethan Bokeno noted a loophole if someone is going to drop race one and two then their first two races are actually race three and four. Banfield replied no, it would be the Charity Race, race one and race two. Banfield sent a text message to Freber asking if there's any option of swapping them out and is awaiting a reply. Elliot Bokeno suggested pending Freber's response, we table the motion on a grace period until next time and see if they're going to take everything back; maybe we even reduce it more. He noted we will have new pavement on the new track and said come springtime when the track is open, we have got to go out there and start running rubber into that track and that's the perfect time to just burn off old 60Bs doing laps and learning the new track because it's going to change a ton between when we open and when our first race of the year is. Elliot further stated he is a little on the fence about even doing any grace period once we get to actual points racing. Banfield said he is going to make the motion to table this until December; he thinks we can get it out there that we're having the conversation now about considering a grace period and we can get an answer from Freber. Motion carried. McBride said he wouldn't table this for too long; there are a lot of people he has been talking to from all around that are planning on coming to these races now that you have a new track and the longer you procrastinate without a solid rule foundation, he thinks it's going to be an issue. Banfield replied we have clarity; if you're coming to the track, this club is running the R70s next year; the only question we have in front of us right now is are we going to have the grace period for the 60Bs and what's on the table is the Charity Race, race one, and race two. Dylan Cradlebaugh provided times from last year and this year and said he went two-tenths faster this year on R70s.

2024 SCHEDULE: Aaron Banfield explained we had conversation at the last board meeting about shortening the schedule from a fourteen-race points series to a twelve-race points series. He made a motion that we set the OVKA points schedule to include twelve points races along with two drops. Brian Schroeder seconded the motion. Dylan Cradlebaugh responded he thinks we need to have fourteen races with two drops; the reason being that Gary Gregg dumped a lot of money into G & J Kartway and Dylan thinks Gregg would like to have as many events as possible and generate money; also, he thinks our racers want to race on a new track as much as possible. Dylan added he doesn't think we need to increase races, but at least stay where we are. Ethan Bokeno amended Banfield's motion to fourteen races with three drops. Following discussion of drops since 2021, Dan Fiehrer said he thinks we need fourteen races for racers like himself who may have other conflicts going on during the summer and it is more opportunity to make whatever races he can. Brian Schroeder reported he heard a lot of

rumblings last year and since the season ended about the large quantity of doubleheaders last year and that burnt a lot of people out; having numerous doubleheader weekends in a row and also financial too for a few people. He added there is also figuring out where we're going to be putting a couple of rain dates. Elliot Bokeno replied that the current proposal for the upcoming season addresses a lot of that and said there are only two doubleheader weekends for the proposed schedule of fourteen races. He reviewed doubleheader weekends and said every other race in between will have an off weekend between it; in terms of burnout, the off weekends really do a lot to help everyone. Brian McBride said you've got a great opportunity to maximize your opportunities to get new members with a brand-new track; you're going to get so much attention. He raised the question why would you not want to maximize every weekend possible. McBride added obviously, you want weekends off, but dropping from fourteen to twelve seems counterproductive on the inaugural year on a new track, in his opinion. Ted Cradlebaugh seconded Bokeno's amendment. Wyke asked if with a twelve-race season, could we have a non-points race or pay race, such as with 206 Senior or 100cc Masters; maybe play it up where people could come and enjoy the track. Banfield replied yes, we could, but if we're going to do that, he would rather do it next season. He said we're going to have a new track to figure out; we've got a lot of work going on right now; to do that right is going to be a big promotion. Banfield explained one of the things we are going to talk about a little bit tonight that's not on the agenda is going a kickoff event where we're going to officially launch the track; we're going to get some media out there and have a good time and have a weekend event where we sort of break in the track. Banfield said he doesn't know that it's realistic to do a non-points race during the season this season. Wyke asked how much more work a non-points race is than a points race. Banfield replied probably from a promotion standpoint, a little bit more communication and he would expect a lower turnout for a non-points race. He said if we're going to do the work right now, let's just keep it a points race. Wyke said this is the third year we have talked about it and we keep kicking the can; it's like we'll just do it next year' we don't have to wait until next year. He said it is almost impossible to do that with a fourteen-race season and asked if Banfield agreed. Banfield responded yes, doing a non-points race in the season is not going to happen with the schedule we've got. Schroeder stated there's also been discussion in the past having the Champ Race non-points and using that as a promotional method. Elliot Bokeno said he thinks there's a huge opportunity for a non-points race. His big fear is that if it doesn't go off the way we want it to; we've seen some others; everyone wants to host a race but it's very tough to get people to show up. Elliot explained we do have a name and a great track which helps; he thinks there is some planning and thought that really has to go into it to make sure that we have both the rules package and the promotion right to make sure we don't show up and just host a race that's a seventy-entry race that's 99% OVKA people. He further stated if we do it, he wants to do it right' he thinks there is an opportunity and doesn't quite know what it looks like or how to do it but he thinks it will involve payouts, an open tire thing, maybe having some classes we don't normally have, and avoiding all the other national and regional schedules that people are running. Matt Abel said we're already having a fourteen-race schedule, we already have the Buckeye Karting series coming to the track, we're already having CKNA coming back to the track, we're having a bunch of other series on top of our normal schedule, and then if we add another non-points race on top of that; the schedule is really full in the Midwest for any sort of karting. He noted we're having all these other series that want to come to G & J now because of the repave and everything that's been going on with our club; it's going to get really hard to find a date no matter what, to fit it in. Abel said he doesn't know that this year would be a great year to do it because everybody's already released their schedules and we're running out of a slot that we could put in a race. Don Boles stated we have enough on our plate right now that we're going to be lucky to get done what we have done. He said we're going to have a lot of stuff going on and we don't need to be trying a whole lot new.

Boles added the first thing we have got to worry about is getting the track open for track day; that's going to be a pretty good task plus the banquet and swap meet. Ted Cradlebaugh replied that's a regular season though. Boles said yes, but there's a lot we need to do to get ready for next year because of the new track. Banfield reviewed the amendment on the table for a fourteen-race points season with three drops and asked if there are any further amendments. The amendment was then voted on and passed with eleven in favor and one opposed (Boles). Banfield will update the schedule and put rain dates then have it published. He explained Shelley Powers reached out to him about CKNA seeking a date so we did move the race one weekend from where we had originally selected and pushed it back one weekend; that's the weekend we are going to do Karting 101 on Saturday and the Charity Race on Sunday so we do anticipate some extra participation. Fiehrer asked if we should take off one rain date and discussed having a date for Clean-up Day. Banfield explained with the work being done at the track, when the schedule was being written, we weren't for sure but he will get that communicated on the website and Facebook. He said it will be early because we're looking at March 2nd or 3rd trying to do a fun weekend at the track to celebrate the repavement and break it in. Schroeder said he wanted to mention that for the Charity Race, Vega tires would be allowed then be disqualified at the final; he thinks we need to go Hoosier; do exactly what our club's doing, he guesses we do the R60s, because basically we're allowing three different flavors. He said if they're running Vegas, they could run various different kinds and we're not disqualifying them after any of the heats; we're just doing it at the end of the day so it will put kind of a mix in between each of the heats. Schroeder further stated he thinks if you're running an illegal tire, you get disqualified after each heat; it's our club; the same thing if we go to another club, if you're going to come, run our tire; he thinks that's what Hoosier would want. McBride stated he thinks we're overlooking something; CKNA doesn't allow for anybody to be on the racing facility a week before the race anyway so if you're planning on having a Charity Race before CKNA, he can't go to it anyway. Banfield will follow up with Shelley Powers and CKNA. He further stated to Schroeder's point, the rule we've had in place for as long as he has been here is you can show up with whatever tires you want and we'll let you run and we disqualify you at the end of the day. He asked Schroeder if he is wanting to change that rule. Schroeder said several years ago we did just what you said, then at MCC we had a gentleman who was running non-Hoosier tires and he was on the pole and it was brought up and that gentleman moved to the back. Schroeder stated this is an OVKA event; if we're inviting people in, they should be running our tire; we wrote the Hoosier contract and want to promote that way. Banfield replied Hoosier was completely fine with that rule set; that was something we discussed. He said he thinks the reason we have the rule the way we do is we want to be inviting; if someone shows up and they've got Vegas and don't want to buy a set of tires for one race, he thinks we want to do that. Banfield asked Schroeder if he is wanting them to be disqualified each heat. Schroeder asked what happens if you run a Vega yellow, a very soft tire, and we're running an R70, a hard one; that one's got an advantage; they're going to be running up front in the mix in qualifying and the heats and when it comes to the final, we're not going to paint the Vegas he assumes. Schroeder further discussed the use of Vegas. Ethan Bokeno asked if we can table this for tomorrow's Rules Committee meeting. Schroeder said he thinks we're now allowing three different compounds possibly to which Banfield said it could be a lot more than that, Dunlops, Bridgestone, whatever tire he wants. Ted Cradlebaugh stated we paint the tires before qualifying and whatever those tires are, they have to stay on the rest of the day to make sure you use the same tire. In follow up to Ethan's question, Banfield said he thinks this is a conversation that probably needs to get discussed in detail and Schroeder has some valid points. McKibben said food for thought is to allow the three compounds that are around here, the R70s for our club, the MG reds and the Vega reds; they're all pretty close; and don't allow

the Vega yellows. Dylan Cradlebaugh said we have Rules Committee tomorrow and we can talk about it there.

2024 RULEBOOK: Bruce Wyke said along with Brian Schroeder's comments which he thinks are pretty valid, is pole awards. He said giving a guy a pole award for Vega yellows doesn't look nice, doesn't look good for our club and our members; just something to consider. Dylan Cradlebaugh responded he would hope somebody wouldn't show up with the stickiest tire in the world just to race with us and he hopes they would be open-minded enough to either get a set of tires or borrow a used set to prevent that from happening. If they run a standard tire that you run at a different club in the area, it's comparable to ours, they race together; it's not like it's that big of a competitive advantage. He said we can talk about it tomorrow at Rules Committee. Don Boles added he believes a sticky tire would be a disadvantage on a brand-new track. Dylan noted the Rules Committee meeting is at 7:00 p.m. tomorrow via the same link as this meeting. He said he mentioned at the last driver's meeting to send suggestions to him via email and so far, he has received emails from two people. Dylan explained Schroeder has some tech items he wants to update. Dan Fiehrer asked if not qualifying by points but rather starting by the last practice time would be a motion or should it be at Rules Committee. Aaron Banfield replied it would be Rules Committee and probably conversation with Lynda Coombs to see what that would take; it may not be a practicality and a realistic thing. Coombs said she will be at the Rules Committee meeting and would like to involve others on the outside because she is so engrossed in the registration process. She added she would like to take a look at the timeline of where we open and close registration in comparison to what is going on with warmups; that's where she is going to need some help. Dylan Cradlebaugh explained he's heard there's the possibility of trying to add three separate classes to the structure next year and asked if the Rules Committee has the authority to add classes as he wouldn't think so. Banfield replied the way the rulebook is written, they need to be discussed by tonight's meeting and then the Board will vote those in separately; he has three classes listed for new business.

BANQUET: Emily Schanie reported things are moving along in Banquet Committee land. She explained she has been working on participation and trophies and has run into an issue with two kid karters who were shy on the 50% participation points; she believes a lot of it was around when they turned five. She said one kid karter was one race shy of the 50% mark and both of them are two of only three that we know are returning to the club next year as everyone else has aged out or is moving up to their respective cadet classes. Schanie asked if we want to offer a trophy to the two kid karters. Aaron Banfield replied yes. Schanie reported she is working on the budget and realized she does not have the actual contract; she does have the dinner catering information but not the cost of the meeting and banquet room. Lynda Coombs suggested checking with Jerry at the Marriott; Schanie has sent him an email. Rick Coombs explained in previous times the banquet room was included with the price of the meal and the same with the meeting room; sleeping rooms were also listed in the contract. Following conversation about cost of the meal, the banquet and meeting rooms, and calculations for service charge, administrative fee and tax, it was determined the ticket prices will need to be adjusted. Schanie said she does not have a budget that was approved by the Board and she is trying to get things hammered out for prizes and taking advantage of sales; she does have some approximate quotes for jackets and trophies. She thinks last year's budget was \$38,000 and she would like to keep this under \$30,000 but everything is really expensive and everything has gone up. Schanie noted she did see an area where she could maybe make some improvements with expenses for gifts for volunteers, sponsors, and board members. She thinks we could simplify that a little bit; not to say that those people are not important, but because obviously everyone here is volunteer and volunteer work is great; she thinks people would much

rather have less gifts at the banquet in terms of that and have more things like track improvement done; she thinks the overall club in general, at least in for her family, would enjoy that more than a blanket from OVKA at the banquet. Banfield asked Schanie what she thinks the budget needs to be to which she responded she thinks we can definitely do it for \$28,000. Banfield said he thinks she is going to be a little bit low on that number but she can always come back and ask for more if she needs to. Emily Schanie, seconded by Aaron Banfield, made a motion for a budget of \$28,000 for the banquet on January 20, 2024 for the 2023 championship season. Don Boles said he doesn't think that's enough and we need to give her a little extra just in case there's something needed. He amended the motion to go to \$30,000 which was seconded by Elliot Bokeno. The amendment was voted on and passed unanimously. Banfield thanked Schanie and the committee.

NEW BUSINESS / OPEN DISCUSSION:

NOMINATION OF 2024 OFFICERS: Aaron Banfield explained we will have nominations for the 2024 officers at the December board meeting. He said if anyone is interested, you can reach out to Banfield, Elliot Bokeno or Lynda Coombs about the roles.

2024 CLASS STRUCTURE: Aaron Banfield said there were three potential classes asked to be brought up tonight so they've been discussed. Don Boles reported for the 420 class, the plan is to use the rules set we had the last time we raced. Banfield said the others are 206 Legends and Micro Swift. Ray McKibben reported Gary Gregg had brought up the class and McKibben has a list of people who have asked about it for a year. He said it's basically the same Briggs 206 engine rules set, black slide, weight of 390 to 400 pounds is being debated right now, no exceptions on the age of fifty and over only; we would follow basically the same rules as the Masters class with the same spec tire that the club is running. Banfield said the third class is Micro Swift. Elliot Bokeno said he brought it up because having gone through the entry lists and the numbers that other clubs in the region are pulling, he knows there are Micro Swift karters out there; there aren't a ton of them and a lot of them will transition up to Mini Swift. With the new track being out there, he doesn't want it to be a situation where a ton of people are looking to come and race with us and someone with a Micro Swift from another club says let's go to G & J Kartway and pulls up the basic class sheet and sees we don't run Micro Swift and they can't go. Elliot said he would rather list in and run them even as a non-points class that runs off the back of Mini Swift every week and get some more people out to the track than leave it off. He further stated he doesn't think we're going to pull a giant class, but there are people out there. Dylan Cradlebaugh said he doesn't think that adding classes should be decided in Rules Committee; it's only five people and we're going to take the time to make the rulebook to present to the Board for approval; he thinks the Board needs to decide. Boles has eleven people who have committed to a 420 class. Banfield asked Boles if he will make the four or more average to which Boles replied he is hoping to; they all said they want to run. Banfield said his opinion is if we can get four or more with the 420s, let's bring it back and the same with a 206 Legend class; he thinks the two should both be championship classes. He said he hasn't heard a single name mentioned for Micro Swift; the rule still applies if you show up with a WKA approved motor package, we're going to do our best to get you on the track. Banfield stated he understands what Elliot is trying to do and he doesn't disagree, but he would be good with running the 420 and 206 Legend as championship classes as long as they hit the numbers for the season. McKibben asked about a racer with a Senior Y Pipe that he conveyed to him that if he shows up, the Race Director will find a place for him to run, but they're no longer in the current WKA rules; he asked if we would use the previous rule set for Yamaha. Banfield explained from an insurance standpoint, WKA has to approve the engine package, so if Banfield goes to Harbor Freight and buys a V twin engine and straps it onto a kart, before he could run it at an OVKA event, WKA has to say yes, they are okay with that. He further stated the Yamaha has been

blessed already; even the Briggs flathead is still blessed. Banfield said he would stress that we're going to do everything we can to get those people on the track, but there may be scenarios that we don't foresee where one person shows up with a kart that we can't fit into another group; he has a hard time giving that person an hour-and-a-half of track time on a race day for one kart. McKibben stated he will direct them to the Race Director and Banfield. Don Boles said he would like to see that written in the rulebook and put on our flyers that we'll make every attempt to let you run as long as it's a WKA approved motor. Elliot Bokeno said he has some language drafted to put on the class page for Rules Committee. Dylan Cradlebaugh stated that is not a rule and is not going to go in the rulebook; that should be publicized on the marketing stuff. Banfield asked if there is any more conversation about the 420 and 206 Legends. Fiehrer said he personally thinks he could run the Legends class but the problem is it's going to destroy the Masters class that is the strongest class at the club and is going to add time in the day; he thinks personally it's a mistake. He shared he ran the Legends class at CKNA because the Masters class had eighty entries; totally different circumstance, but the Masters class is probably the strongest class at our club and then you're going to cut it in half. Fiehrer said he thinks we ought to vote on it. Ethan Bokeno said he wants to understand the difference between listing a class in our rulebook and whether they deserve a different run group or not and asked if that is up to Dylan Cradlebaugh to decide if the Legends class runs with the Masters or deserves a different session. Banfield explained it's conversation we have on race day and right now, based on what he's seen, he thinks the Legends and Masters would probably be on the track at the same time unless we get a lot more racers, but they would be scored as two separate classes; at the track we have the option of splitting those up. Brian Huntsbarger said Micro Swift makes a lot of sense to him to add because that's a big jump; he's seen his son do it to jump from Kid Karts to Mini Swift; a lot of these kids aren't racing Kid Karts and maybe that's their first entry and their dad decides they want to do Micro and that's an easier jump, mostly because of the weight of the kart. He shared his son's experience at a rain race at MCC and reported it was actually a disadvantage for him in the rain; the more weight he dropped, the less traction he had; so, it's not necessarily always an advantage/disadvantage for weight with your kids when your kids' been driving a heavy kart all year. Huntsbarger said it's the same thing; we've got with people that want to run Masters that should be in Senior or other classes running Masters versus Senior; they have a place to go; that may be a decision just by vote; what's it going to break it down to. He said with the 420, if you have people that still have karts, which it sounds like a lot of people still do, and they're interested because of the price of the engine and they're heavier and bigger guys, it's a new place for people. He feels it's three different areas where we should be considering bringing newer people in; yes, that's a dividing line between is it really that these older guys don't want to run with 30-somethings because now we're peeling back 30-somethings and running in the 35 class so you've got to think of that gap; we have to consider that and that's maybe keeping some older guys out. He agrees totally with some of these extra classes and we can always mix them. McKibben said the thing that most of the guys have mentioned over the season is that we're well over 50-years-old and other tracks have experimented with the Legends class and it has grown and the growth was there. He shared that it was the same when we had one 206 Senior class and we split it, they both grew. McKibben said we just want to run with the older group and we understand about the numbers; if we come in and we're twenty strong, the Race Director will consider running us separately, but if it starts out as eight and fifteen, we'll start running with the Masters until we grow. He further stated we're like any other class that's asked the Board to be added; we just want the same opportunity. McKibben reported that Gary Gregg has heard from numerous people about a Masters class outside of our normal Masters and said there's a demand for it. Brian McBride provided numbers from Whiteland for Micro and Mini Swift and said there is definitely a need and they can be run together. He said Whiteland has zero Legends and New Castle averaged

three; he doesn't think there's a strong demand for it, but they need to be run together. McBride said he is just here to add advice, but the numbers just don't show it, at least from the registration numbers at Whiteland and New Castle, and that's by far, the biggest competitors. McKibben responded these are the members currently at our club that want this that spoke up asking for this. McBride explained he is just pulling raw data from other tracks; if somebody at our track wants to have it, obviously there's a need; he just doesn't see the numbers being grown from outside our club. Boles said the 420 class is guys that can't race the other classes so you're not taking anybody and the 206 is going to be rough dividing that class in half which is going to take a toll. Boles said he thinks the Micro Swift is something very good. He further stated the Legends is one we're going to have to take a look at; he's not against it but he can't see it being beneficial at this time. Elliot Bokeno said he is torn both ways on it because he knows there's people that want to run it, and he also doesn't want to see our biggest class cannibalized; he thinks it would come down to new track and new people are going to be coming around; are we going to backfill our Masters class with new people coming out to play. Boles said the Legends have to run the same time on the track; there's no difference; they're still going to be after you running with the younger guys. Elliot replied we can start them staggered if we have to. Elliot Bokeno asked the ages of Mini and Micro Swift. Ehtan Bokeno reported Micro is seven to ten and Mini is eight to twelve. Huntsbarger added there is a little overlap and he thinks the biggest thing is it's to afford the younger kids a place to jump in sooner. Banfield stated he hasn't heard of any Micro drivers saying they're going to come here and run all season and you have got to have an average of four to be a championship class. He said as much as he loves the idea of having Micro drivers, he doesn't see us getting to four or more for the season right now; he thinks Micro should be listed if you show up with a Micro Swift, we'll do everything we can; if all of a sudden we have four or five show up and they keep coming, we can make that call that could potentially qualify as a championship class; he doesn't think he would list them as a championship class right now. Banfield further stated 420 in his mind is a no brainer; with Legends, he's heard from enough of our members and believes the Legends will get going; how successful it will be and what will it do to the Masters Heavy; he thinks both of them can survive here in his opinion. Doug Cook said this is basically the same conversation when we created 206 Masters/Heavy a couple of years ago; there was a big debate that we're going to break the class up and going to kill it; the first year there were four karts, the second year ten karts, and the next year twenty karts; now it's the biggest class. He said the majority of the guys in that class are probably 50 and over; we started to allow twenty-year-olds who were two hundred pounds so now you have got a lot of guys that are very young running this class, but the majority of the people in the class are older in age. Cook said he thinks it's an opportunity to try to introduce the Legends class with the older guys; he thinks it may start out with eight, ten, or twelve right off the bat, but we may have to start out running with Masters and it's going to split it in the beginning; there's always going to be that growth period that you're going to have; that's going to happen. Cook said as far as New Castle, he thinks the numbers shared might be slightly off; he's not 100% certain. He reported New Castle has a Super Masters class they just started last year and it's for fifty and over; they're getting ten, twelve, fifteen karts in that class; where they broke off the 206 Masters class, they're getting forty plus on a weekly basis; they finally got to the point where they had to divide that class. Cook said as far as weight goes, the weight is way too high; all the national series are already looking at trying to lower weights. He further stated this 400-pound stuff is fine; if you want to run that, run 420s; it needs to be like 380 or 375 or keep it at 390 which is what the Masters is now; this is a very similar situation as we had five years ago when we talked about bringing in the 206 Masters class. Dylan Cradlebaugh asked if any of them intend on running both. McKibben said no one had brought that up and we discussed where the class would be placed alongside Masters as we started out and then go from there; if we grow large enough and

there's time, maybe we have our own session. Dylan asked if the eleven people are going to commit to a season, obviously things come up, or just a place to race when they show up to OVKA. McKibben responded most of the guys are already currently running full-time and we may bring in more. Dylan said he can name at least three right now that did not run full-time; his point is it worth killing a class for someone to have a place to race for seven, eight, or nine races or you can have practically the same class for the full season. Ted Cradlebaugh said he thinks we should run the Legends; if you get ten karts, that's a class and you don't have to keep it with Masters. He added it's going to hurt the Masters class, but they both might grow eventually. Elliot Bokeno agreed and said he thinks they could both grow, especially if we're expecting higher kart counts next year. Dylan stated he does not want to see the Masters class to go away. Kurt Schanie said he understands everyone's concern about what's going to happen initially; he thinks what we have to focus on is long-term and he thinks both classes have the potential to grow if we did that. Elliot said he is with Kurt and Ted; he hates to split it; he doesn't want to see the Masters race ruined, but he thinks they're going to grow. He added 206 is massive right now and it's only getting bigger; they had 500 karts out there for Grand Nationals; there's a ton of them out there, and a ton of people running Masters; they are even running Legends. Elliot further stated he thinks we can do it. Ted Cradlebaugh said something to think about is if you're creating a Legends class, you could lower the Masters age to thirty and you might gain more karts. Dylan stated that's number one on his list. Aaron Banfield made a motion that we add the OVKA 420 and the 206 Legends to the list of championship classes, assuming they meet the numbers for next year and then we allow Rules Committee to carry on from there. Dylan Cradlebaugh amended the motion to include Micro Swift along with 420 and 206 Legends. He explained this is because if we're talking about growth, our whole point is to grow the youth of OVKA and you need to have the class; he will run them together; the numbers are small, but it gives them a place to be. He further stated if we're adding a class that we got rid of last year because they averaged two karts for four years in a row, we can add a Micro Swift. Banfield said he's okay with it as long as we're clear that when we get to the end of the season next year, if we have one kid that's run every race; he wants to make sure we have had that conversation today. Dylan replied it's in the rulebook; when Emily Schanie comes next year and asks if we want to get a trophy for the kid, the Board has to make the choice at that time; that's how it happens every single year; we'll cross that bridge next November. Banfield seconded Dylan's amendment. Bruce Wyke asked what class Dylan will put 420s with. Dylan said they would run by themselves; he has nowhere to put them. Wyke responded something that always kind of tweaks him, and it's nothing personal because he realizes what Dylan is up against, is how consistently we reduce laps; on days when it seems like it's going pretty good and all of a sudden one red flag and everybody's losing laps. He stated he thinks it's the wrong decision for the club; he doesn't believe that adding that class then reducing everybody's else's laps is the right way to go; he doesn't think that's building the club at all. Dylan responded he is going to do his best to set it up where we don't lose laps. Wyke said he is going to go against it because he doesn't want the 420s; he thinks it's just going to be a way for us to reduce laps for the rest of the classes over and over again, not just one race. The amendment was voted on and passed with eight in favor and four opposed (roll call: Johnson-no, Landes-yes, Schanie-yes, Schroder-no, Wyke-no, Bokeno-yes, Boles-yes, Coombs-yes, Cradlebaugh-yes, Fiehrer-no, Gregg-yes, Huntsbarger-yes).

RACING4VETS: Ray McKibben shared he sent a list to Lynda Coombs of the Vets team who donated their time to take care of the bags at the track. Aaron Banfield extended thanks to the group for their help and said it is appreciated.

KARTS: Brian Huntsbarger said he and Brian Schroeder had a discussion about a racer who brought his own kart that he built himself and shared they looked across all the rules and technically, the kart has to be homologated. He said he doesn't know what our club stance is on it, but it also brings a lot of question on some of these backyard repairs that he's seen on karts. Huntsbarger stated he's not saying that some of the backyard repairs were worse or better than the quality of the karts he's seen that were built; from his understanding, any sanctioning body has to have a homologated kart; it takes us out of the equation and they're thinking we should probably hold that stance. He asked who we pass this through. Aaron Banfield responded WKA and asked that tomorrow he and Huntsbarger give them a call to find out the right person to talk with because they are our insurance company. Harris Malik reported he spent some time researching this and he has a list from the FIA of which brands and which particular karts within those brands are homologated; he can share the list if somebody wants to look at it. Malik reported on karts that are not on the list and said it's only the two-cycle karts that are officially homologated per the FIA / CIK standards; he noted he got this directly from FIA and reported WKA follows this as well. Banfield asked Malik to forward this information to him and said we are going to go to WKA and get them to give us a source answer on what their requirements are.

ENGINE TAGS: Brian Schroeder said he and Brian Huntsbarger would like to consider putting plastic engine tags on chasses next year, kind of like we do steel engine tags with the KA Mini, and have that number written on the tech sheets. He would like to look at prices on those tags and come back to the board on that.

2024 SCHEDULE (addendum): Kurt Schanie reported he just looked up about the CKNA practice ban and it says drivers are prohibited from practicing at the facility where a CKNA event will be held at the beginning, the Monday before the event. He added that is just what he found, but you may want to look into it yourself to make sure he's not missing something. Aaron Banfield said he is going to reach out and talk to those guys. Brian McBride reported it is actually in their rulebook.

PIT SPOTS (addendum): Rex Johnson said if the numbers about the number of viewers are correct, that's a tremendous amount of interest and he can imagine the influx of traffic that is going to show up. With his new position, he has a responsibility to provide pit spots and the best representation of our club and track. Johnson said something to think about is how much room we have and raised the questions of do we have places to expand if they're lined up and do we have somewhere else in Camden where they camp out and commute. Ted Cradlebaugh replied there is the cow pasture. Aaron Banfield said Josh Johnson can probably walk Rex through that. Josh Johnson reported the only time we used the overflow parking was one time for BKC.

ADJOURNMENT: Aaron Banfield, seconded by Rick Coombs, motioned to adjourn at 9:20 p.m. Motion carried.

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Obtain treasurer's report then email it to the board; partner with Dan Fiehrer regarding sign awards; partner with Rex Johnson to get track vehicle to Brian Huntsbarger; make calls regarding golf carts.
- Elliot Bokeno – Assess condition of podium and have one for next year.
- Dan Fiehrer – Partner with Aaron Banfield regarding sign awards.
- Rex Johnson – Coordinate pit spots, partner with Aaron Banfield to get track vehicles to Brian Huntsbarger.

- Ray McKibben – Research door for the tower.
- Brian Schroeder – Research pricing for plastic tags for chasses.

UPCOMING EVENTS & MEETINGS:

- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, December 5, 2023, virtually via Microsoft Teams Microsoft Teams (link on the OVKA website).
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, January 2, 2024, via Microsoft Teams virtually (link on OVKA website).
- OVKA Annual Meeting & 2023 Banquet – Saturday, January 20, 2024, Cincinnati Marriott North at Union Centre, 6189 Mulhauser Road, West Chester, OH 45069
 - 2:00 p.m. – Annual Meeting / 4:00 p.m. – Banquet registration
- OVKA 2024 Swap Meet – Saturday, February 3, 2024.

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

MEMBERS / VISITORS PRESENT: M. Abel, T. Abel, R. Beaman, Ethan Bokeno, D. Cook, L. Coombs, D. Cradlebaugh, E. D’Agostino, D. Jennings, R. Johnson, H. Malik, B. McBride, R. McKibben, C. Moore, R. Neuzel, E. Schanie, and D. Shappard.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 11/28/2023