

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, DECEMBER 5, 2023**

CALL TO ORDER: Vice-President Elliot Bokeno called the meeting to order at 7:00 p.m. and welcomed everyone.

SECRETARY'S REPORT: Lynda Coombs made a motion to accept the November 7, 2023 board meeting minutes as published. The motion was seconded by Brian Schroeder. Coombs noted that the OVKA president does not vote and asked for confirmation that with Elliot being vice president, she thinks he does vote. Schroeder responded he thinks that is correct; we just stated that the president does not vote so the other board members here can vote. He further stated that does bring up something that we need to talk about in the future that if the president is not present, whoever is running the meeting should not vote and they would be the deciding factor; we've never stated that and at this meeting Elliot Bokeno can vote. The motion was voted on and passed unanimously.

TREASURER'S REPORT: On behalf of Treasurer Jason Gregg, Lynda Coombs provided bank balances.

COMMITTEE REPORTS:

TRACK IMPROVEMENT: Ray McKibben reported he has been helping Gary Gregg with some things at the track. Ted Cradlebaugh shared he has someone who wants to go out to look at the track regarding curbs. Elliot Bokeno reported that Gary Gregg has given us the go-ahead to work on curbs at the track and do a full replacement of them for the upcoming season. He further stated he received a quote from another company that he was at the track with earlier this week and he has half a dozen other companies he is trying to get some competitive quotes from for FIA-style replacement curbs. Bokeno noted Gary Gregg is potentially looking at taking it on himself. He explained this would be very similar to what is already at MCC with sort of an angled inner curve reaching all the way around the track on the inside and rumble strips with concave rumbles on strategic places on the outside of the track. Bokeno said he would like to get a number by the end of next week before the holidays. Ray McKibben stated one of the things that needs to be kept in mind with whoever is doing the work is keeping the concrete off the new surface. He said there needs to be some good planning; in some of the areas it's not really going to matter, but in some of the critical areas it will affect the track. Bokeno responded he has made that clear to the people he has talked to already, that the track surface is brand new; we know we're going about it a little backwards after the track is done. He added he has made it very clear that protecting the track surface is of utmost importance; no heavy equipment on the track at all and keeping as much dust off the new surface as possible. Bokeno asked if anyone has a good concrete guy that they think they would be interested in seriously quoting it by the end of next week, please send him an email; hopefully we come back with three or four quotes very shortly. McKibben explained talking to the finisher is the key thing. Brian Schroeder asked if OVKA is paying for all the concrete work and turtles. Bokeno explained Aaron Banfield is negotiating that with Gary Gregg; whatever cost sharing arrangement will be discussed further when we move to an executive session with the actual quotes. Schroeder replied he just wanted to make sure; he's 100% okay and thinks the club should help out; he didn't know if we needed to make a motion on funds but it sounds like we don't right now. Bokeno responded we may hopefully in the next two weeks. Rick Coombs asked what the timeline is. Bokeno replied he would love to have it done by the first of March when we have our opening day; if we need to push that a couple of weeks, that's fine. Coombs shared that

Shawn Bayliff has the forms to which Bokeno explained they will not work for us because they would have had to have been done before the track was paved; he already called him. Bokeno stated with any luck, FIA-style curbing will be at G & J Kartway come springtime. Brian Huntsbarger reported he has the golf carts and reviewed issues with them, including clutches and exhaust that are bad, batteries, a missing motor mount in the big limo that we would probably have to make, and a tire with a giant puncture with a leak. He asked as a club, what we are trying to extend, what we are not trying to extend, and what the plan is to replace versus just repair. Huntsbarger explained with the typical throwing in a plug, changing the oil, and whatever else it needs, he doesn't think we're going to get by on all three of these vehicles this way this year. Schroeder asked what's Huntsbarger total cost of repair for all of it is. Huntsbarger reviewed potential repairs and maintenance and noted one of them he doesn't know if he can find a big canister exhaust for. He said we're looking at probably between \$2,000 and \$2,500 without fixing the limo; he doesn't know what the limo is going to take. Schroeder asked if Huntsbarger has looked at the tech bike and if that is included. Huntsbarger reported there is no compression so the best solution is the yellow bike that might need a carburetor; it's five years older than the white bike so it's around 2007 or 2008; finding that carburetor is going to be hard; he's going to attempt to take it apart and see if he can make gaskets or clean it out. Elliot Bokeno asked how many vehicles Huntsbarger is proposing that are actually fixable to put back into service next year. Of the five vehicles Huntsbarger has, he thinks the two drivable are the regular carts that need a tire and mechanical little things fixed. Huntsbarger explained what he is most worried about is it may be the entire rear end in the extended cart which is totally unavailable; we would have to totally replace that rear end. Ray McKibben offered to provide contact information for places who may have parts. Following further discussion, Elliot Bokeno made a motion to allocate \$3,000 of funds for Brian Huntsbarger to use to fix as many of the existing pit vehicles as possible this offseason. The motion was seconded by Brian Schroeder. Dan Fiehrer inquired about the cost of a used vehicle. McKibben responded he sent a quote to the board from a Springfield dealership with three prices that ranged from \$4,500 to \$6,000; the reason he went to him is because he would be able to service them down the road. Fiehrer asked if we would be better off spending \$2,000 to \$3,000 in salvaging these two vehicles or putting it toward one cart or should we fix one cart and replace one cart. Huntsbarger said he can probably get the EZGO fixed and tuned up and good to go for \$200 to \$300; it just needs typical stuff and one tire. He explained the one that Dylan Cradlebaugh drives is going to need a clutch, belt, oil change, battery, and has an exhaust problem; there's a lot of work to do with that one but it's fixable. With the limo, he feels if it's over \$1,200 to \$2,000, that we need to say maybe not so much; he has a feeling the whole mechanism in the rear end is all one piece; all the mounts are gone; it's been wearing metal on metal. Fiehrer said that answers his question; once we get to a certain point, we're going to put the brakes on; he doesn't want to keep throwing money into something that's just not going to make it. Don Boles stated he thinks we ought to work on the limo first; that's the most critical. Dylan Cradlebaugh added we need a limo; for his carts, he needs one that will get him across the track from point A to point B; both carts need upgraded. He reported on the challenges he had with the one he used most recently. Ted Cradlebaugh suggested go ahead with the \$3,000 and see where we're at and if we're stuck, we address it again and buy a new one. Elliot said he will keep in touch with Huntsbarger; if we're going to end up spending \$5,000, we're going to just pause and come back in January and buy a new golf cart. Dylan replied invest the \$5,000 in the limo we already have. He explained the limo was specially made by us and said they don't make them. Ted Cradlebaugh noted the limo is very important and he doesn't think we can purchase one that cheap so let's see if Huntsbarger can fix it. Huntsbarger discussed how it looks like the limo was put together and detailed how worst case, it could be repaired; he feels like that's an easy move and agrees this is the most expensive one to replace. Huntsbarger

further stated let's get to a point that this is yay or nay. The motion was voted on and passed unanimously.

SHOWS & PROMOTIONS: Brian Schroeder shared there was a good showing at the DARF banquet; all of our racers who competed in classes with a four or more average were at the banquet. He reported he informed DARF that our Charity Race is at the start of the season and he would like for them to speak at the driver's meeting. Lynda Coombs shared that years ago she found a website that listed local car shows held in parking lots, such as at various restaurants and outdoor malls. She will look for information for next spring. Elliot Bokeno reported we showed really well at the last date for Cars and Coffee back in October and if we could encourage some people to do some more of those in the spring, he thinks that would go a long way.

SPONSORSHIP / PIT SPOTS: Elliot Bokeno noted that Rex Johnson is handling sponsorship and pit spots this year. Initial forms went out with the banquet information which Bokeno thanked Lynda Coombs for. The website will be updated with new graphics as Elliot and Ethan Bokeno get together with Rex.

MARKETING & DIGITAL COMMUNICATIONS: Ethan Bokeno extended thanks to Elliot Bokeno for updating the website with an Intro to Karting/How to Get Started Karting Guide information and noted it was Brian Schroeder's idea. It is also posted on Facebook and Instagram. Ethan asked to please share that out to everyone you know or people that might be interested in getting into karting. He said while it is long, it documents the intricacies of how to get going from ground zero. Ethan explained related to the Swap Meet and the start of the year in our 60th season, he wants to reach out to local media outlets, such as newspapers and local news stations. He explained he has never done that before so he is going to write up something and send it in, but if someone has ever done that for something they've been a part of and have any tips, please let him know. He said it doesn't hurt to get our information out there. Zach Furnish will ask his wife about news media advertising. Elliot Bokeno asked if there needs to be a request for money to keep the website going for another year. Ethan will look up those numbers and bring that up in January. Dan Fiehrer explained a budget for awards will be needed. He noted Aaron Banfield said he can print graphics for awards but Fiehrer doesn't have the graphics. Elliot Bokeno said when Banfield is back, we can get pricing and suggested reaching out to Emily Schanie for graphics as she has ones that she is working with for banquet awards. Fiehrer asked that Schanie send them directly to Banfield. Ethan asked that people with OVKA designs send them to him so he can put them in a file folder to reuse and we don't have to search for in the future; maybe we can make it a shared space. Elliot discussed in going forward, that's something we can definitely try to make a point of this year by getting all that together so when people need high-quality versions, they can find it more easily. Ray McKibben suggested touching base with Josh Johnson who he thinks created a Google Drive. Brian Schroeder reported years ago we talked about this and the plan was to have all this in a shared drive like Google Drive and then as one president left and the new president came in, all that will be centrally located. He said it was started but never really transpired and he thinks we should go back to that route; the last three years, he keeps hearing the same comments about where we get a high-quality OVKA logo. Schroeder said we need to do a shared drive and explained we did it years ago with the OVKA Swap Meet on a Gmail account; the stuff exists; people aren't using it. He further stated we need to go with some sort of a common drive; this would alleviate a lot of this. McKibben reported Josh Johnson put in a lot of work and it keeps getting put on the back burner. Elliot Bokeno said he will do some digging and see if he can

resurrect this during the offseason. Schroeder detailed Gmail accounts we created and said in the background we can use the Gmail as shared space. Elliot explained any of the Gmail accounts will have a number of gigabytes of drive associated with it. Schroeder said down the road when all of us have walked away from our current positions, the folders are still there for anyone to step in and grab, such as the high-quality logo and rules; it's good documentation. He noted right now we don't have anything to refer to from 1980 because that was all written down. Elliot said he thinks that's a good idea and he will see what he can find out.

TECH DEPARTMENT: Brian Huntsbarger noted we had the rules meeting last week and some changes will go in the rulebook. He discussed getting some sample parts which he has priced and asked Brian Schroeder to go through the cabinet with him next month. He reviewed some tools he would like to get and said this can be tabled until next month. Brian Schroeder reported the tech cabinet is still full of materials from flathead and KT100 and they are going to go through and straighten out the cabinet so it has LO206, Mini Swift, KA. Schroeder shared that he has been communicating with LADD, IAME East, and IAME West regarding a tool. He discussed there being some discrepancies on some tools and said there are measurements with the rulebooks on pass and fail and explained these tools are not a go and no-go. Schroeder stated it's very discretionary on the tools; as for the measurements, those are cut and dry; that's not an issue. Huntsbarger explained they want more checks and balances to be able to measure it with more than one of their recommendations. Schroeder shared an example about a tool for an air box that they dipped in the air box and it failed but it was 98 millimeters; that was the tech tool we got from IAME, but the rule states plus or minus three millimeters and that particular tube failed the tech tool, but they did pull the tube and measured it with the dial indicator and it passed so that racer did not fail. He stated there are some tech tools that are in question. He appreciates Huntsbarger's help this year because we never jumped in and just grabbed the tool or grabbed the measure, we always had a secondary measurement, sometimes a third; nobody was disqualified or failed because of one specific test; it was always two or three. He said it should be shared with all the racers to know that we did our due diligence and they got the good shake of the hand. Elliot extended appreciation for taking this on and doing the right thing of familiarizing themselves with everything and making the club better by having a real serious tech department. He added anything they need for the upcoming season; if it's a flat plate, better dial indicators, example parts; let's put together a good list. Elliot said the club is better when we take ourselves seriously and do tech seriously; people come to the club when know that we take ourselves seriously and that we've got people who know what they're doing running everything. He further stated the more put together of an organization we can have, especially on the tech side, he thinks it is really good for the club. Huntsbarger discussed his plans for racing this upcoming season and he is trying to figure out the easiest way to make this easy on everyone. He said he will still do tech and asked if there is any chance of having a pit spot near the grid so he's not rolling back and forth. Schroeder shared there is grass pit area that's dedicated for a tech official between the water spigot, the silo, McKibben's pit, and post-tech area. Lynda Coombs added that historically that area was for the president and tech director. Zach Furnish inquired about fuel tech differentials. Elliot Bokeno reported in the Rules Committee meeting, we did decide on a tighter range for the numbers this upcoming year based around a seven ounces per gallon mix and Mr. Huntsbarger he thinks has a plan for having some tighter fuel control this year based on how we look at it and some tests that they've run. Ted Cradlebaugh said to be ready Brian, because we used to have it tighter and we widened it up because a lot of them were failing because they don't mix their fuel right; he agrees, make it tighter.

BANQUET: Emily Schanie reported she and the committee have been trucking along, with help from Lynda Coombs, Jeanette Holliday, and Dawn Schroeder when she has questions. She shared there have been quite a bit of online registration and one mail-in registration. Schanie said when they asked on Facebook about ideas for general raffle prizes, a lot of people suggested pit spots and she asked if that is something we have done in the past and if we could two or three pit spots. She said she knows typically for grand prizes, we give away racing for the year; she thinks last year we gave away three of those. Schanie noted we don't know what the pit spot map looks like so she was thinking of doing a gift certificate to help pay for a pit spot and then if there's an open one, if it's someone who does not currently have a pit spot, if they could get first chance at getting a pit spot when they open up. Don Boles said or they sell it to someone else. Elliot Bokeno said he thinks gift certificates is the only way we can go because everyone prefers the place that they've go and it's really tough since the map is already fairly filled up that we can't pick a space because almost everyone's in a space already. Ray McKibben explained the person who has the spot has first dibs to renew the spot, and then there's sometimes people who will get in touch with the person doing the pit spots to say if that one comes open, they are in line. He further stated you could word it whatever is available; that would be the easiest. Elliot responded he thinks just doing a gift certificate; he thinks it's opening up a can of worms on pit spots which is already a point of contention every year for a while and thinks just do a gift certificate for a couple of pit spots. Lynda Coombs noted there is a procedure that's already defined in the rulebook about how pit spots are secured; we would have to certainly follow that which she feels would prevent us from moving somebody to the front of the line. Dylan Cradlebaugh suggested instead of doing pit spots, give a gift certificate for the value of a pit spot then if they get into the circumstance where they can't get a pit spot, they still have a \$150 to go to OVKA, whether it's for racing or whatever it is. Schanie replied good idea and asked if we can get a rule changed in regards to the banquet in the rulebook regarding the fast time awards. She inquired if there is a precedent why it's given out and awarded at the banquet; she doesn't know if it was just for recognition or if there was a reason behind it. Schanie asked if it could be given out at the Champ Race and not at the banquet, and if the board chooses not to, if we can allocate Champ Race finds for that award, so it's not coming out of banquet funds. Dylan Cradlebaugh stated this is great place to talk about that with the board because the rulebook has not been approved yet. Elliot Bokeno asked Lynda Coombs why we do it this way. Coombs replied as she recalls going back many years, the banquet provides more recognition bringing the folks that got the fast time before the entire audience and is more formal; not that you don't have an audience at the track. She asked Schanie if she is looking at funding only to come out of the Champ Race or is she looking for the award to be given at a time other than the banquet. Schanie replied it does not really matter to her when it's awarded, as long as there are actual funds tied to it from the actual Champ Race. She added now there are awards that are given out at the Champ Race and to her, it made more sense to celebrate those people at the actual Champ Race who wone the fast time award because they could actually be the person who did not even win the race. Coombs noted that the fast time awards get engraved with the name, class, and fast time and there's not adequate time to do that to give them out at the time. She added if Schanie is wanting to give out something different and acknowledge them on Sunday at the Champ Race unless we have somebody that can do some real fast engraving. Elliot Bokeno referred to the 2024 draft of the rulebook and noted the rulebook says fast time award and asked if the rulebook calls out anywhere else that demands that funding come from the banquet or is it just procedurally something that we were doing. Schanie replied procedurally, that's what we have been doing; that's where it's been coming from, the banquet. She said if it is still wanted to award it at the banquet, she would ask that when Dawn Schroeder or whoever takes the Champ Race over after Dawn, fund that award and maybe even get them made shortly after the Champ Race so

we have them and it's not one more thing that has to be done for the banquet. Elliot Bokeno asked if this is something he would have to make a motion for or can we just make a note for Mrs. Schroeder that it's a part of her budget next year. Don Boles responded it's going to come from one budget or the another; it doesn't matter. Dawn Schroeder replied exactly, it's the same budget, the same money, and asked if we can allocate some money towards this right now because her budget is way smaller than the banquet budget. Dawn said she doesn't care to order them in the summer; that's not a big deal if that's the issue, but she would have to ask for more money for that. Elliot stated in the upcoming year, we take care of it preemptively so it comes off of the plate of the banquet organizer in the following year. Dawn added she does not think it can be done at the Champ Race if it's going to be personalized with their times and all that; that's impossible; and they have to pass tech. She said they can be ordered and stored until the banquet; it would seem to her we would allocate that much more money towards the banquet fund and do it then. Ted Cradlebaugh stated it's almost impossible to do it at the Champ Race because of the names and times. He said he's not sure how much those little trophies cost and suggested adding a little bit to the banquet to cover them. Boles stated this is our best trophy as far as he is concerned, and he thinks it's really nice to give out at the banquet because it's a special trophy; he suggested allocating the money for it to get it done. Calvin Shappard said he thinks with some of the award things that Dan Fiehrer and Aaron Banfield are working on for the future, it sounds like the awards might be a little more work and maybe for the future years, it might make sense to have a standalone awards budget assigned to a person or committee to even out the work because the banquet and Champ Race seem like a ton of work, and lightening the load of those committees might be valuable to the club. Elliot stated having a trophy person who does the trophies for each of the awards for everything and who interfaces with each person and is the point of contact for whatever trophy manufacturer we end up going with; he knows Emily has gone back and forth with the new one a lot getting that design done; that's a really good idea that we should look at going forward. Elliot asked Emily Schanie if she needs additional funds for the fast time awards. She replied no, for this year she has it allocated, but she was looking for the 2024 year as Aaron Banfield wants budgets cleaned up where the money for each individual thing, although it's coming from the same pot for it to be allocated so not one budget is inflated with the other; so that was one area of contention she thought we might be able to but she does agree, Dawn's budget is really small. She added if we have an awards budget or something like that, that could be very helpful even for the banquet moving forward. Elliot asked Lynda Coombs to include on the next meeting agenda to talk about organizing an awards committee or just a person to take a group of funds at the beginning of the year and work out trophies for all of the events to pull some workload off of our event organizers. Dylan Cradlebaugh noted in the rulebook it says the award will be given out at the banquet and he wants to make sure that's what we're sticking with. Elliot Bokeno responded yes. Emily said the main thing as we get closer to the banquet, is to highlight banquet registration online and highlight the Main Event. She explained the Main Event is an event they came up with, especially because a lot of times we have kids running around the hotel afterwards, while the adults are catching up and having fun. She said they did not put an age limit on it so if adults want to come, they can sign up for that as well. Emily explained they will have chaperones so parents do not have to bring their kids and they truck them back and forth in cars as needed. Elliot said he thinks that's going to fun for the kids and everyone else and thanked Emily for arranging it and for her work with the banquet. He asked those who haven't registered for the banquet yet, to please do so.

SWAP MEET: Bruce Wyke reported the committee is deep into their promotion. He stated there were 1,000 flyers printed and so far, 800 have been distributed. He said they know 600 of them landed in people's hands from our partners, different karting shops; we're getting a lot of

help in that regard. He said he thinks we're getting a lot of bang for the bucks out of the flyer cost. Wyke reported there will be second and third direct emails going out. He and Josh Johnson are performing vendor outreach. He reported the number of registered booths is at 98 compared to last year when we had 76 at this same time. He reviewed registries and verbal confirmation numbers and said he feels confident we are going to hit 250. Wyke said some of the steam building he assumes is coming from some of the great things that have been happening online, because that's where they focused all the effort and pulled back on some of the other costs of advertising and take it upon ourselves; the Bokenos have been a big part of that. Elliot Bokeno reported that there are currently four ads being run online on the Swap Meet page, OVKA page, YouTube, and an infographic ad. He detailed the cost and number of views and clicks-throughs. Elliot reported the Swap Meet page is currently the number two most visited page on the OVKA domain right after the home page right now. He shared they are doing a vendor spotlight this month by putting individual spotlight ads and posts about the individual vendors and a big wrap up video for all of the spotlighted vendors. Elliot noted last year that drove a ton more people to sign up when they saw that their competitors were coming. He said he is really getting excited for the Swap Meet. Wyke reported our expenses are in great shape; obviously our venue is our biggest number and he reviewed other expenses. He shared that the Bokenos have some plans for some Google ads that could add to those expenses, but it looks like we're going to be coming in pretty lean on the expense side. Wyke reported we have beanies and hats that will be for sale at the Swap Meet and asked for opinions about pricing with a determination made to charge \$25 for hats. Elliot Bokeno reported Ethan Bokeno has arranged a bargain bin of old OVKA merchandise that will be for sale. Ray McKibben asked if there will be credit card sales for merchandise to which Wyke replied it will be cash only for that. Wyke asked about having a table at the banquet to offer hats and beanies for sale to which Emily Schanie said she thinks that's great. Wyke detailed the seminars that are scheduled and reported the SignUpGenius is being worked on. He shared they are actively trying to sell vendor spotlights for \$50 which he and Josh Johnson are working on; this can be purchased on the website. Wyke explained the Roberts Centre hotel block is open under the name of Ohio Valley Karting and the code is BGT; this information is on the website. There are forty rooms committed to and they are \$128; reservations are way ahead of where we've been in years before. Wyke reported the highway sign will be flipped on the first of the year advertising a go-kart swap meet like it did last year. He reviewed other details that have been carried out and are in process. Wyke said there are so many positive signs; everybody is wanting to expand with people coming from North and South Carolina and New York. Ethan Bokeno discussed help being needed for the Intro to Karting seminar that he and Elliot will be hosting with half of it being a seminar and half of it coffee and donuts and bringing in karts and current active club members talking to new people about their story and getting into karting. Elliot Bokeno explained it will be done more as a reception; he and Ethan will have some quick talk and he would like to get two or three karts in the room; ideally a kid kart, a sportsman, and an adult sized kart that people can stand around and talk about specific things; more informal in the round with coffee donated to the room by Emily Schanie; really do some good one-on-one with people. Wyke reported during the month of December they get deep into reaching out to people who have volunteered in the past and said if karting ambassadors are needed, please let him know and they will try to get them.

PIT SPOTS (ADDENDUM): Rex Johnson said being the new pit boss so to speak, he's looking into the rules in the rulebook and he doesn't see a whole lot about pit spots. He wonders if we create a pit spot page that talks specifically about that and would have all the rules, including rules from G & J Kartway which recommends you take care of your grass, etc. Johnson explained he has to pick from different spots such as what level of sponsorship gets a pit spot

as he is dipping into the rules. He reported he was contacted by a person who needs a 50 by 40 spot and asked for confirmation that he can't promise spots until after March 1st. Elliot Bokeno replied in the affirmative. Johnson asked if he needs to create a video to help ease last minute pit spot allocations to remind people to get registered and pay early for the next season as he's willing to create that if we need to. He shared as far as new developments, he went out and took a 360 camera to the entire track; he wants to a 360 map so anyone who wants a pit spot can scroll right to their spot and see from 360 degrees all the way around and allow them to see the undulation, where the right reference is to a pole, restrooms, or what have you then someone can look at it and search it. He explained this is going to take some development and is not going to happen really quick; it may have to be something that's presented for the following year as this is his first laptop; he will need help. Johnson said he wants to repaint the numbers to look clean, crisp, sharp, and well-marked. He wants to present some sizes so people will know if their camper will fit; he doesn't want to give just a ballpark size. Johnson will get with Josh Johnson about determining what is a premium spot and non-premium spot and have that well-marked as well. Johnson said once people resign for the following year, he wants to send them an email welcoming them back to OVKA with information. He noted he has received only check so far for pit spots. Elliot Bokeno responded he has not put out anything on social media telling people to register for pit spots because he didn't want to send people to Johnson until he was ready, so now that he knows Johnson is up and running, he and Ethan Bokeno will help get that going. Johnson would like to set a date to sit down with the Bokenos to discuss everything. Brian Huntsbarger said an idea he tossed around last year was if anybody is willing to move here or there, we work out some spaces and gaps; maybe we should consider some changes if nobody shows; he said we never really had a meeting on it. He further stated maybe we should consider some changes; if nobody shows, make it a minimum of being at two or three races or you can't just renew a spot because to him, it's a fringe benefit, and we don't have the space. He is hoping this year is going to bigger than previous years and maybe we consider some consolidation; maybe ask those people. Huntsbarger said there's a lot of people using other people's spots or buying somebody else's spot and he thinks that needs to go through Rex Johnson. Johnson replied he thinks that's a great idea and he thinks communication is the key to success for everybody; he wants to create a process where they can communicate productively is really what he wants to help; he would love to hear Huntsbarger's ideas on some stuff. Josh Johnson said there's quite a few pit spots, at least four or five people that have been buying spots for five or six years, that have not been there; they're former presidents, board members, and long-time members that buy pit spots and don't race. Elliot Bokeno stated he thinks adding especially for the premium spots, a percentage of participation before you use it or lose it. He said if you buy a premium spot up by the grid and you show up one or two races, he's sorry, you can't and shouldn't be able to auto renew that for the next year pending, if your child, God forbid, gets hurt at race one and you have to sit out the rest of the season, he's not going to punt someone for that. Elliot added he knows exactly what Josh Johnson is saying and there is probably a process that we could formalize for this going forward. Rick Coombs responded he is what Josh Johnson is talking about as he has two spots that he subleases out and it took him forever to get those. He further stated they are used during the year by Brian Schroeder and he is sure they will be used again this year. Coombs said if somebody doesn't show up, that might be different, but at the present time those spots are taken; you may not agree with it that you can buy them and keep them, but he disagrees. As far as premium spots, Coombs said the gentleman that wants the great big spot is in trouble because he doesn't think you can move enough people around to get him that spot. Coombs shared that in other series he has ran with in the past, trying to get people big spots has been an issue. Elliot said his advice to Rex Johnson is to reach out to people on an individual basis to ask how big of a setup they need and see if they would be interested in moving if we can't

consolidate a little bit and maybe open up some room. He said if this year does end up being bigger, it would help us to play Tetris at the start of the year and shift shuffle everybody into nice good blocks. Elliot further stated he knows it's a lot of work on Rex's end, but he thinks it will help us a lot to find out what people are looking for. Josh Johnson said the only reason he brought that up is because there was going to be some push back because some of the members have been on those spots for a long time like Rick Coombs said, it took him a long time to get it. Josh reported Gary Gregg opened up a 100 by 200-foot area in the cow pasture that's fenced off and said the gentleman could use that area. Ray McKibben added that Gregg created a spot just west of the ticket booth and put in black gravel for the big rigs so they wouldn't get stuck; we should consider those spots there when we get somebody with a big rig; that's what Gregg put them in there for. Elliot asked Rex to talk to many people as he can and said let's develop a strategy. He extended thanks to Rex for taking this on and doing a good job. Rex said he needs the complete pit spot list with all of the names. Josh said he thinks Aaron Banfield has the list from last year and noted there is a pit spot map on Google. Rex will follow-up with Josh Johnson.

OLD BUSINESS:

TIRES / RULEBOOK: On behalf of Aaron Banfield, Elliot Bokeno said all classes will be on the R70 tire for the upcoming racing season that was already voted and decided. He explained what we tabled from the previous month is if we are going to have a grace period for the R60Bs moving into next season because there are some people with R60Bs. Elliot stated the R60B is a softer tire and will be a performance advantage, especially at the start of the year on the colder track. He shared what he heard from Aaron Banfield is that after talking with two of the reps from Hoosier, Hoosier is willing to swap out one-for-one unopened, still in wrapper R60Bs for new R70s. Banfield has talked with Doug Cook who is willing to run a table at the Swap Meet trading you direct tire-for-tire, unopened R60Bs for brand new R70s. Hoosier is also willing to accept R60Bs still in their wrappers, sent back to them either by Doug Cook, Pat Slattery, or Aaron Banfield at the club; if ten people come up with a set of tires, they will get packaged up and we can send them all back to Hoosier and you'll get brand new tires back. Emily Schanie has ordered new R70Bs for at the banquet, not 60Bs so the tires that you will receive at the banquet are legal to run in the upcoming season. Elliot said with all of that and with the fact that he know a lot of people are going to be out practicing in the upcoming year before the start of the season on a track that needs to be rubbered in before it's going to be very fast, his motion is going to be no grace period for R60Bs in the points races for 2024; you can run R60Bs in practice before and at opening day and the Charity Race is fine, but starting at points race one, it's R70 going forward and that's the motion he is going to put on the table given the fact we have the ability to swap them one-for-one with Hoosier. Elliot Bokeno's motion was seconded by Brian Schroeder. Brian Huntsbarger said he wants to ask if everyone knows what the number R55, R60, R70 means and explained he is bringing this up because temperature is an issue and he is worried more about the track being slick. He stated he knows we voted on R70s, but the difference of an R60, R55, R80, R90 is the degree and Celsius in which the tire actually comes on to temp, so if the tire is capable of coming on to temp on a cold track, an R55 is 55 degrees centigrade, you get about 10 degrees Fahrenheit window, so once they're at say 140 degrees, they're good, but if we get cold temperature in the beginning of the year like it was last year and we don't have an opportunity to run a softer tire, it's going to be a slick fest; we have a slick track. Huntsbarger added we have a total unknown and he felt like we should run the 60s in the beginning of the year and see how the track shapes out, but that's opinion; he's dealing with real technical data, not just our feelings about switching tires. Schroeder responded he totally agrees with what Huntsbarger had to say, but when it comes to the end of the season or night races when the temperatures drop off as well, let's say we give a three-race

grace period, he's going to buy the softest tire he can for his son and he'll go through a set of tires per race day, but that means thirty laps on a set of tires; he'll do it; if they're running two karts, he'll go through \$500 worth of tires on those two karts, but there's other families out there, as a club, they're not going to do that and are going to put R70s on and want to get four, five, six, or seven races on them. He said he thinks we should look at it from a whole for all racers; if we jump to R70s, everyone's on the same playing field with the same slickness and Dylan Cradlebaugh has already shared he will allow maybe an extra warm-up lap to get the tires up to temperature somewhat. Huntsbarger responded the more he thought about it, the more people he talked to, he thought it was a bad decision and kind of feels like the temperature in the earlier part of the season is such a variable and it would almost be like we need snow tires if it's snowing like it did one year. Elliot Bokeno discussed the track being slick when we first open up for practice and there's no rubber on the track and we're going to be on hard tires; if you have old 60Bs, that's the time to run them at opening practice. He reported he spoke with the Hoosier rep and the Mini Swift class will have the highest power with the lowest amount of contact in the ground and the least weight and ability to build heat in the tire. Bokeno noted with moving our date one back, we do not start points racing until the end of the final weekend of April so we're at least out of the time of year where he's afraid it's going to snow. Craig Moore shared he hasn't been on the 70s in the cold; he feels they're better than the MG Reds and everybody compares them to the Reds, but in the cold, the 70s do seem to have a lot more grip and he agrees no grace period so that way you start the points season off with everybody on the same tires. Josh Johnson said he thinks that should be included for the Charity Race. Schroeder stated he thinks it should be all OVKA events for 2024. Elliot replied the opening day event is going to be an official OVKA event; Aaron Banfield wants to do actual registration; it will be just a practice fee. He further stated he doesn't care if people run 60Bs on that first day on the track if they feel safer. Ray McKibben added the more rubber the better; they have the choice of either running the R70s and figuring their kart out, or burning up the 60s and we get more rubber. Elliot modified his motion to no grace period starting at the Charity Race to which Schroeder seconded. Kurt Schanie asked if the Charity Race is going to be technically like a warm-up to CKNA to which Elliot Bokeno responded yes and said he knows we're going to get a bunch of people showing on Vega tires so we will follow our own rules regarding that when we hit that part. Schanie asked if we want to turn all these people away. Elliot replied no, it's the Charity Race; they're showing up to run laps; we'd let them run Vegas and get disqualified the same as any other race. Schroeder added if you travel to any other track, you abide by their rules; people coming to us have to abide by our rules. Schanie said the reason he is asking is he thinks at MCC, they won't even let you take the track unless you're on MG Reds. Elliot explained what we have in our rulebook is that if you're not on the right tire, we have a procedure that we rolled through on that. He thinks the best way forward in this situation is just market the Charity Race as a warm-up race; you're taking a DQ, you're not there to take a payout winning the OVKA Charity Race; you're there to get laps at G & J; he thinks everyone will understand. Dylan Cradlebaugh stated you'll want to start this not at the Charity Race, but at Karting 101 on the Saturday; you have a practice race day on Saturday with all the rules and regulations that still apply. Elliot replied he's fine with extending it to Karting 101 as well. Schroeder noted the contract with Hoosier is with OVKA and said as soon as OVKA is hosting an event, it should follow all of our rules and regulations; it should follow our contracts. Elliot responded Schroeder is 100% right and said his only hangup here is if we run opening day as an official OVKA event, are we going to require R70s? Dylan responded if you don't, you won't know. Lynda Coombs reviewed the dates for Opening Day, Karting 101, the Charity Race, and the first points race as March 2nd, April 13th, April 14th, and April 28th respectively. Zach Furnish stated every other track that hosts regionals or nationals, whether it's a points race or not, is spec rules period. Elliot asked if Furnish is saying that they won't even let you take the track for

practice if you don't have the right tires on to which Furnish replied not if you're on their spec tire. Dylan Cradlebaugh reiterated we have a rule that allows you to run. Ray McKibben said it's his understanding it's an opening day for G & J's new repaving, and we should want to have as many people attend that event because maybe they'll decide they want to run OVKA's race series. Furnish replied he agrees with all of that; it's a matter of every other track that is already established and hosts larger events and has the facility that we're going to have next season, doesn't make exceptions. Ted Cradlebaugh asked if it is still the rule that anybody that comes to our track is allowed to race with the wrong tires and be disqualified one time. Dylan Cradlebaugh responded he doesn't know that it's just one time. Ted further stated he didn't think CKNA was allowed to race the track prior to their event. Elliot Bokeno explained that starts on the Monday and they're racing on the Sunday; we looked it up in Rules Committee. Lynda Coombs said she will need Dylan's help to substantiate rule 403.8 wasn't changed at Rules Committee this year and cited the rule that says there is a tire exception; racers can use any tire manufacturer, sizes according to specific class, bypass the scale at the end of the final heat of the day for that class, be disqualified for the day and are ineligible for any prizes/points for that event; she doesn't see anything specified it's only one time. She further stated in years past we've talked about that and there was mention made about who is going to do the recordkeeping to know it's only one time. Elliot reported this was a discussion we had in Rules Committee and we come back to saying we like people to come run and if they want to run MG Reds to race with us a weekend, we let them and disqualify them. He further stated to keep us moving forward tonight, he is going to amend again his initial motion that we do no grace period for R70 tires starting at Karting 101 and throughout the rest of the OVKA season. McKibben asked if people are going to be turned away on Opening Day to which Elliot said no, Opening Day is before Karting 101. Elliot Bokeno's amended motion was seconded by Don Boles and passed with ten in favor, one opposed, and one abstained (Roll call: Coombs-yes, Cradlebaugh-yes, Fiehrer-yes, Gregg-yes, Huntsbarger-no, Johnson-abstained, Landes-yes, Schanie-yes, Schroeder-yes, Wyke-yes, Bokeno-yes, Boles-yes). Johnson presented that if at race five, a karter comes to our track and has Vegas on, goes through heat race one and wins, and goes through the line of the scales, passes scales, and we do tire testing that day and we see he has Vegas on so DQed; normally, if that same guy was under weight and DQed, he would have to go back to the scales prior to his final race to prove that he was above weight. Johnson asked if that is different than proving that you have the right tires on after you've been DQed for tires. Schroeder replied the way our rulebook states and we saw it at MCC last year, after every heat, if you win a heat, if you're on non-Hoosier R70 tires, if you win you go to the tail of the next heat. He said there is discussion and people talk about you can run a different tire throughout the race day and you are DQed at the end of the day; he doesn't believe that. Schroeder discussed if you're running an illegal tire outside of OVKA's rules, you will be moved to the rear of the pack for the next heat; you can run an MG yellow all day long, and if you win at qualifying, you're going to be moved to the rear at heat one; if you win heat one, you're going to be moved to the tail at heat two and at the end of the day if you win the final, it's a DQ; that's how he looks at it; that's what the rules say. Elliot Bokeno replied that's not how the rules are to which Lynda Coombs agreed. Schroeder further stated the rules state that at the end of the day it's a DQ but our rules also state this is what our tire is, so if you're not running that spec tire, technically yes, you can be DQed at the end of every heat and it happened at MCC two years ago, where one of the racers was running a non-Hoosier tire and was starting the race up front after qualifying and he was moved back. Johnson asked why is it that there are two different rules; why is it not the same? Schroeder responded It's different interpretations. Elliot stated there's a spec tire that's stated in the rules. Johnson said it's a DQ for weight or you have to show you're above weight prior to your next race; why is that any different from tires? Elliot explained it's because we have a separate rule for tires that says if you're not running the spec tires, this is what happens;

so, it's not two conflicting rules, we say run the spec tire; if you don't run the spec tire, here's the procedure for what happens, and you go through the day as normal and at the end of the day you get DQed in the scale lane and you don't take points and you don't take prizes. Elliot shared that's the way that we decided in Rules Committee the past two years to run the rule and noted the rulebook is not set in stone for 2024; we're going to talk about it in the next section. Ted Cradlebaugh added what's going to have to happen is to change the rule if you want it that way. Don Boles said the trouble is if you DQ them every heat, they will not come to race with us because they want to race like their normal racing. Zach Furnish said he feels that's true, however, if you allow it and certain racers show up one or two races a season, that affects our local racers points series. Ted Cradlebaugh disagreed. Furnish responded what if they get taken out by a showed-up racer that gets DQed. Ted replied that can happen. Elliot explained the reason MCC two years ago keeps getting brought up is that two people from MCC on MGs started up front, ran into each other in turn one, crashed the entire senior field and everything got out of order with one race left in the season; that's why the example we always come back to when we debate back and forth on this specific rule. He further stated that is the risk we take having the rules the way that we have it. Furnish replied that's also why other tracks don't allow you to take the track without their spec tire. Schroeder presented a scenario if a racer were to go out to practice on a brand-new set of Hoosier R70s, ran three laps then came in and pulled those tires off that are already painted then they run MG yellows for qualifying and on the final, they throw the other tires, Hoosier R70s, that are painted on that have three laps on them and they race and they win. Ted Cradlebaugh stated if you qualify with the wrong tire, you're going to be on the tail. Elliot explained that's not in the rules anymore. Dylan Cradlebaugh stated his rebuttal is not a shot at anyone, but if that's what's happening, he would expect the tech team would discover that before it happens. He further stated if that's the case, the tech team's not doing their job; if they're getting tires painted and they let them go two heats with a different set of tires and no one says anything; that's a tech issue in his opinion. Calvin Shappard cited rule 402.1 of the equipment rules regarding pre-tech that says, "The responsibility of meeting the OVKA specifications rests with the individual entry" and goes on to say some other stuff about not meeting it and "Passing the pre-tech inspection is not a guarantee that the entrant has met all requirements of the rules. The pre-tech inspection is intended to assist the entrant and to point out observed deficiencies. Entrants found to be out of compliance with pre-tech requirements after being on the track may be disqualified for heats run or disqualified for the day". Shappard stated in his reading of that, which he would recommend everybody read it themselves, it seems to allow some room for allowing our guests to run and to keep the integrity of our rules. Elliot replied that the intent was always to allow guests to come in and run another tire trying to do as little damage as possible to the OVKA points. Schanie said Zach, Josh, and Brian, he totally sees their point and he thinks this probably needs to be changed and thinks the place to do that is at Rules Committee; we should all go on and propose that rule change and if a racer wants to race OVKA, they'll buy our tire; leave it at that. Elliot replied at this point of the night, if this change is going to happen, we're going to come back the first week of January, write it in the board, and put it in the rulebook because Rules Committee is over; Dylan has put the rulebook tentatively in the board's hands to vote on and review, so that's what would happen from here. Lynda Coombs stated she thinks logistically speaking, if you are going to change it to where they need to be disqualified after each heat, you will need to have someone positioned at the scale checking everybody's tires and then it needs to be called into the tower because that has to be entered very quickly into laptop number two as that is going to feed into the lineups for the next heat. Elliot responded that's exactly why in Rules Committee we ended the goes to the rear in every heat because no one is doing that and we don't have a position for someone to do that so it became the end of the day only final scale pass check. Lynda added that's how it's been for some time as well to which Dylan agreed and said that hasn't changed

any time recently. Furnish shared that at qualifying having been sent to the tail for pre-final and final for having R70s from the banquet on the Mini Swift this season, so it's not only finals. Dylan replied he would have loved to have had all of these suggestions for the last month-and-a-half. Ted Cradlebaugh asked how many times Dylan has had people come to our track and race on non-conforming tires and come back and do it again. Dylan replied he thinks there were two guys who came twice, ran in the back and said they were here just to have fun and experience the track. He further stated like OVKA always has and he thinks always should allow that person to race and he as Race Director, he will do that every time; he doesn't see turning somebody away because of tires in his opinion. Ted said he understands that but Dylan needs to be aware of somebody on non-conforming tires. Dylan shared as Race Director, he walks through every class when they're on the grid to take a look and see what karts he has, who's starting where, and what kind of race he is going to have. He said he does his due diligence and looks through that kind of stuff and he knows if they're on the wrong tire nine times out of ten; he also knows if they're new because he's never seen them before and he knows most of the helmets. Dylan further stated he tells them to have fun and wants them to respect they're racing people for points. He discussed the incident at MCC being two guys at their own track that were fast; they wrecked each other and it could have happened to anybody; it wasn't just because of tires in his opinion. Elliot stated the problem we have is a rule that's written to be inclusive to encourage people to come out and try the club does it's job, as Dylan just said, a few times a year, and because we're racers, we're trying to figure out how to turn it into some way to win, and how someone could cheat by doing it, which is always open and the risk that we run. Dylan reported when we used to run Dunlop SL4s, the tire contract said you were not allowed to have any other compound on the track at the same time, aside from the Shifter and TaG classes which they made open, and every time we went to New Castle and Circleville, the people were upset they couldn't race with us because they didn't want to have to buy a set of tires just to race with us on one day; that's why we originated this rule when we traveled four, five, or six races a season. Dylan stated we kept it on even as a club that stays at G & J and he sees no reason to take it away; to him, there is no reason to take it away; it doesn't happen enough to where it's going to affect anything. He stated yes, there was the one incident at MCC where guys wrecked, but again, he doesn't think that's because of tires; it's because of 15 to 17-year-olds racing 70 miles an hour going into turn one with twelve other karts. Boles added we're trying to fix something that isn't broke; Elliot agreed. Shappard asked that this not be taken the wrong way; he thinks it's almost like a marketing issue; our club doesn't understand how the rules are being interpreted and maybe some of the members are worried about the integrity of our rules, but still wanting to be welcoming. He further stated it might be that we need some bullet points on how we interpret the rule; to him, Dylan just summed it up perfectly to his satisfaction as a member, but maybe that would help. He added it seems like most people can understand the rule as it is for the most part in the rulebook, but it's how it's being applied by the tech team and Dylan that may be a marketing thing to get the information out. Dylan responded as far as qualifying goes, he doesn't have an issue if we want to look at changing the wording to if they qualify on wrong tires, they go to the back. He said he looks at it from a Race Director's perspective; we have other racers who aren't going to be as fast as that guy in the back and he is going to have a conversation with that person, and explain they're racing for points, but racing happens and you have someone that's dramatically slower than someone else, regardless if it's tires or skill, it just presents an issue; he thinks that's another reason why we haven't DQed them in the heat races in the past. Elliot discussed how someone on non-conforming tires in general may run at the back and be a non-issue until they come up to speed or decide they want to race fulltime and then they're on the right tire. He said in practice, we are coming up with ways to be very worried about someone getting inserted into a points battle for first and second, when in reality, the way that the rule applies, usually it's someone running around at the

back who's new. Elliot said if we have to come up with language to fix this, we can do that next month but that's the reality of how it is right now. Schroeder stated he really thinks that maybe the Rules Committee needs to talk in the coming weeks or days. He said he's kind of hearing, let's say an OVKA racer wants to run a different tire for practice, qualify, heats and then switch over to a painted tire; where are we going to hold the standard and say sorry, you're a member of OVKA, you can't do that, but then you have somebody from the outside. Elliot said that's the problem we talked about in Rules Committee; we don't have a mechanism for catching that in the middle of the day and said we're a club series and this isn't a SKUSA and asked do we really need one and if there is anyone doing it. Schroeder replied no, but it could be done, and the fact that if somebody shows up on the final race with a brand-new set of Hoosiers that's going to throw a red flag, but if they're slightly scuffed tires or slightly used tires that still are 70s, but they ran a qualify and two heats on something else, if we don't DQ them at each of those heats, they have had an advantage for half of the race day. He thinks that's something the Rules Committee needs to look at in the coming days. Dylan added if you're going to bend the rules, you're breaking the rule in another rule to do this; we're looking way too deep into this; we are not a club full of conniving people looking to backstab and cheat their way to a jacket; it's all they get; let's be real. Schroeder responded he agrees on the spirit and intent, but he thinks we need to nip it in the bud; if we don't say it that way, somebody's going to do it and push the limit and say that's not what our rules are. Dylan replied if they push the limit and get by, we failed as a race staff and tech team and failed the club in that aspect if that gets by. Furnish said as far as tracking, every other establishment requires serial numbers on tech sheets; once you qualify on those tires, and if you go to post-tech in the final, those serial numbers have to be on your kart. Elliot reported unfortunately, the Hoosiers no longer have serial numbers on the sides. Furnish inquired about doing tech before qualifying instead of after to make sure that everyone qualifies on legal tires. Ted Cradlebaugh explained they have to get painted when they come off the track. Dylan Cradlebaugh added you're verifying as you come off the track and asked what the difference is. He said immediately as you come off the track, if you have the wrong tires, you're illegal and you get DQed for that. Schroeder asked how we want to handle racers from outside that do not have our R70s; are we going to DQ them after each heat or are we going to DQ at the end of the day; that's all it comes down to right now. He said as tech staff, we can check every heat; we can randomly do it or do it every heat; what does the club want? He asked if the club wants somebody that shows up with Mojoes and runs every race to finish in the order in which they finished the qualifying heat and then at the end of the day do we want to DQ them or do you want to DQ them after each heat; that's the simplest thing. Elliot responded he's going to take an action and say he is going to get with Dylan Cradlebaugh tomorrow to talk about it and if we decide to leave it as is in in the rulebook, we're going to bring the rulebook back to the board on January 2nd and you guys can vote it up or down then. Schroeder responded perfect, let's do that and table it until next month; we're talking too long on this. Dylan said hold on and asked what we are tabling and if we are going to come back next month and have this conversation again when nobody does any homework in between. Schroeder replied he thinks the homework in between is are we going to disqualify a racer after each heat or qualify based on the non-conforming tire or are we going to disqualify the racer at the end of the race day. Dylan responded he gets what we're trying to decide and said his question is how are we going to decide it by January 2nd; is everybody going to think about it over the month and then we plop right back into this conversation and we start giving what-ifs again and asked what our plan here is because just tabling it is not the answer. Schroeder stated he thinks it falls under the Rules Committee. Dylan pointed out that the Rules Committee has been going through the rulebook the last three weeks and he told when it was going to start at the last race and he got three suggestions and Schroeder's page of suggestions. He further stated he brings it up to the board and the night that he brings it to everybody, there's 100 things

that's wrong with the rulebook; this is why he gets frustrated. Dylan shared he has done it the last three years and then gets it smacked in his face to go back and have more meetings and fix it because it's wrong. Rainer Pansch said they can bring it up next year. Ted Cradlebaugh added to leave it as it is and carry on. McKibben said he echoes what has been said and Dylan and the team of people spent a lot of time; Dylan put it out there. He suggested we make the motion to deal with the rulebook and then if we need to make an adjustment, then we can do that, but that would be for the board to make the decision. Dylan explained the rulebook is not ready to be voted on; there's still things he needs to do to get adjusted to get a final copy presented to the board; he just sent a copy of the rulebook with changes the committee came up with; we're not voting on the rulebook tonight; he's not presenting that. Elliot said we're going to hold off and give people time to read that and will probably vote on that at the banquet. Randy Landes stated we beat ourselves every year over this round rubber thing and to Dylan's point, in terms of the tech, the guys in the scale lane are going to look down and they'll see that somebody's got the not right stuff on; that will be pointed out.

NEW BUSINESS / OPEN DISCUSSION:

NOMINATION OF 2024 OFFICERS: The following people were nominated for 2024 officer positions:

President – Aaron Banfield

Vice-President – Elliot Bokeno

Board Secretary – Dawn Schroeder

Track Secretary - Lynda Coombs

Treasurer – Jason Gregg

KART BANDS: Brian Schroeder showed bands that are going to be applied to karts during pre-tech and said they're good for a year or until they're cut off. He reported they are laser engraved and should withstand any kind of gas or brake cleaner. Schroeder explained the tech team will apply those on the karts on the initial pre-tech.

RULEBOOK (addendum): Dylan Cradlebaugh asked the board if they did have a chance to review the changes that were made during the Rules Committee and asked if there were any questions on wording; that was his goal having that on the agenda to talk about what we think. Josh Johnson asked how the determination was made to change the rule to not grid by points but by first come, first served. Dan Fiehrer explained he started that discussion because of guys, especially like him, that might only make 6 or 7 races and then for qualifying, he keeps getting put behind somebody else and then we found out that it started because of COVID. Josh Johnson responded that's false; it was because of one individual or multiple individuals who kept cutting up front, going around the pavilion or the grid and that's why we went to the rule of by points. Fiehrer said he was informed by Lynda differently, but regardless, Rules Committee met and voted on it and that's what we're going with. Dylan explained we had quite a bit of dialog about it a good chunk of the meeting; we went through a lot of different scenarios on how to set up the race day as far as practice and to accommodate other things and for what we came up with, that was the best thing we could do. He further stated we have the discretion to change it whenever we want to; if it becomes an issue, as Race Director, he can say it's not first come, first served and you're going to line up by points and we're going to wait a couple minutes while Lynda gets the grid sheets made. Elliot Bokeno added to cover Josh's point, if that starts happening again, it's going to snap back real quick. Lynda Coombs asked Fiehrer if he would be so kind to clarify what she said that was interpreted different; she understands where Josh Johnson is coming from as she knows that in the past, that has happened; it is not her recollection that was the sole reason that we went to points. Dylan added no, COVID was

definitely a part of it and may have been the driving factor in it that sealed the deal with it, but it was also talking about congestion with painting people coming up 2 or 3 classes ahead of time to get painted and then parking their karts on the fence, taking up space and everybody being congested in that area. He said there was more to it than just people cutting in front. Lynda added that's why she wants to be clear that it wasn't only COVID; yes, we were trying to space people out; it wasn't just one particular individual trying to get to the front; there were a number of reasons that were discussed. Dylan stated, right, he thinks COVID at that time was the easy finisher of it. Rick Coombs asked if a line can be added in the rulebook about karts not cutting and if you do, you automatically go to the tail. Elliot responded it says you have to start from the grid spaces. Rick suggested defining it to which Dylan agreed.

NEW RACERS: Brian Schroeder introduced Kris McCrone and shared McCrone has been doing a lot of good things trying to get races up and running on the north side of Ohio and this year, he wants to come race with OVKA. Schroeder said McCrone has sat at the last two board meetings and asked him to share. McCrone reported they are bringing a race team down and right now, have 8 fully committed for the season who are going to run 11 races with some who may run more than that. He said there are going to be guys from not the typical region who will be traveling into Ohio and G & J to run with them and they are excited about the facility and repaving. McCrone shared he has been working with Shelley Powers for over a year on the series side of things, and she's been a great partner and she spoke highly of Aaron Banfield who he has talked with, as well as Rex, Brian, and Bruce, and he didn't realize there was a full formal board meeting. He said they look forward to supporting the program and as far as space, he doesn't care where they get put; he's not looking for prime space but just somewhere they know it's consistent because they have a larger tent. McCrone added as far as the tire issue, he thinks Dylan hit it right on the head; real racers are going to buy the tire; if you have a guy that is coming for the first time who wants to come once, let him run for no points; that's fine. He said the bigger events, like the CKNA guys, are going to buy tires if you tell them to buy tires; when they go to Pitt for summer nationals the week before, they're all going to buy Mojo tires so they're all going to do what they need to do for the rule. McCrone said he's excited to participate and bring a lot of guys that have never raced at G & J before; they have guys from Illinois, Indiana, and Kentucky that are all going to be running from a whole gamut of classes; they're emphasis and focus is all 2-stroke so they have guys in Masters, KA Senior, Mini Swift. McCrone extended thanks to Schroeder for saying something and he looks forward to participating, hanging out and enjoying a club scene.

RULEBOOK (second addendum): Elliot Bokeno reported Emerson D'Agostino brought to his attention a typo that was made on the 100cc Masters Heavy class with the Yamaha Formula Y pipe instead of the SRY pipe for Masters so that is something he will have changed from the draft rulebook for Dylan. Emerson asked if we can move the Masters Heavy weight for the KT100 specifically, back to 365 pounds, which it had been in 2022 and 2021; it just hadn't been labeled as such in last year's rules for some reason. Elliot told him probably as he's the only one running a Yamaha. McKibben reported there was a couple of people wanting to run Y pipe this year; he brought it up a couple of meetings ago asking if they would be allowed to run. Elliot responded we left the Y pipe in. Dylan stated if they show up and they are WKA certified, he will figure out where to put them. Elliot said he wanted to bring these items to the board. Dylan said we will need to have a Rules Committee meeting and scheduled it for tomorrow night at 7:00 p.m. and encouraged general members to please join the conversation to share their opinions. He asked board members to please continue to look through the rulebook draft he sent them and bring up any questions they have.

JANUARY 2, 2024 BOARD MEETING: Elliot Bokeno stated the next decision we need to make is do we need to meet on January 2nd to continue any of these discussions, which it sounded like we wanted to talk about at least that tire rule some more. Ted Cradlebaugh responded he thinks we better to which Dylan Cradlebaugh agreed.

WEBSITE: Rex Johnson noted that the OVKA committee contacts need to be updated.

ADJOURNMENT: Elliot Bokeno, seconded by Brian Schroeder, motioned to adjourn at 9:51 p.m. Motion carried.

SUMMARY OF COMMITMENTS:

- Elliot Bokeno – Research OVKA Gamil accounts and shared files.
- Ethan Bokeno – Provide numbers for website funding.
- Lynda Coombs – Look for information about local car shows.
- Zach Furnish – Obtain information about media advertising.
- Brian Huntsbarger – Address repairs of track vehicles, partner with Brian Schroeder to go through tech cabinet.
- Rex Johnson – Follow-up with Josh Johnson regarding pit spots.
- Ray McKibben – Provide contact information to Brian Huntsbarger regarding parts for OVKA vehicles.
- Brian Schroeder – Partner with Brian Huntsbarger to go through tech cabinet.

UPCOMING EVENTS & MEETINGS:

- 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.
- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, February 6, 2024, virtually via Microsoft Teams Microsoft Teams (link on the OVKA website).

BOARD MEMBERS PRESENT: 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: T. Abel, R. Beaman, Ethan Bokeno, B. Chambers, B. Cloon, D. Cook, L. Coombs, D. Cradlebaugh, E. D’Agostino, Z. Furnish, R. Johnson, W. Lehnhoff, H. Malik, K. McCrone, R. McKibben, C. Moore, R. Neuzel, M. Noble, R. Pansch, E. Schanie, D. Shappard, and E. Smith.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 12/28/2023