

**OHIO VALLEY KARTING ASSOCIATION
BOARD MEETING MINUTES
TUESDAY, JULY 11, 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 June 6, 2023 board meeting minutes as published. The motion was seconded by Ray McKibben and passed unanimously.

TREASURER'S REPORT: On behalf of treasurer, Jason Gregg, Lynda Coombs provided bank balances. Aaron Banfield discussed pending track reconciliation with G & J Kartway.

COMMITTEE REPORTS:

TRACK IMPROVEMENT: Ray McKibben reported he is getting a few transponders repaired through Gary Gregg. Ted Cradlebaugh extended appreciation for the grass being cut.

SHOWS & PROMOTIONS: Ted Cradlebaugh shared that Germantown has car shows which he plans to obtain information about and may take a kart there. Ethan Bokeno asked about Cars and Coffee events, such as at Austin Landing, which he thinks are free. He said he is considering going to one in August; Ted Cradlebaugh offered to help. Aaron Banfield shared he was asked about having a QR code that people can put on their karts that they take to shows so it can be scanned to access the OVKA website. Elliot Bokeno suggested sending the code to the home page.

SPONSORSHIP / PIT SPOTS: Michael Lewis reported he is working with Lodder's Marine about having a boat at the Champ Race. He provided information about pit spot income and reported there are some overpayment refunds that need to be made. Lewis asked who he should contact to have a trailer moved that has been sitting for a long time. Ray McKibben and Aaron Banfield suggested Lewis contact Gary Gregg.

MARKETING & DIGITAL COMMUNICATIONS: Ethan Bokeno thanked Aaron Banfield for fronting the money to purchase t-shirts to sell. He provided information about quantities and proceeds and said we have only twenty left. Elliot Bokeno made a motion to reimburse Aaron Banfield \$1,535 for the t-shirts that we purchased and sold at the last race. The motion was seconded by Ray McKibben and passed with eight of those present at the time in favor and one abstained (Lewis). There was discussion whether to order more shirts as some of the sizes are sold out. Lynda Coombs shared there were two requests for sweatshirts to which Elliot Bokeno said he would like to have sweatshirts and ladies tanks and a couple of other things; he would like to not make this the only OVKA merchandise of the season. Ethan Bokeno suggested we table this and, in the future, have order forms where we can have exact amounts. Banfield recommended holding off unless there is a good count on more Champ Race shirts. He further stated he loves the idea of more merchandise. Banfield explained we need to figure out the process for handling sales because the people in the tower can't be involved so as to not put race results at risk; if we can figure out if an order form works or what the inventory level is. Banfield said he very much appreciates the effort the Bokenos put in; the shirts look great and he thinks they were well-received. Don Boles said that years ago t-shirt sales were one of our biggest fundraisers and we had a new design every year. Lynda Coombs shared that in the past, we posted the specific times for merchandise sales and volunteers would assist.

TECH DEPARTMENT: Brian Huntsbarger explained one thing we want to do mid-season is to check out more of the safety equipment as some karts have been involved in crashes. He said it is double-checking and making sure everything works. Huntsbarger discussed secondary cable on brakes for safety and issuing DQs for safety violations. Aaron Banfield asked Huntsbarger to make a list if he sees something. Huntsbarger asked about keeping a running list of anybody that has been involved in a more serious crash or something that stopped the race. Banfield asked that there be conversation with the tower offline to discuss how we are going to do it and what the criteria is. He discussed there being times racers aren't involved in a crash and there may be problems with weight and safety cables where a list can be kept. Lynda Coombs said she would be happy to talk about it because she would want a clear understanding of the expectations of what rises to the level that it needs to be noted. Ray McKibben suggested making a Facebook post about safety items that karters should review before the upcoming race in roughly two weeks. Elliot Bokeno shared that in the first Champ Race post he made this week, he noted that everybody is going to be checked. He is going to post reference pictures to catch people's attention with links to the pre-tech form and rules. Brian Schroeder discussed making some changes to the pre-tech form. There was discussion about safety clips/wires and nylock bolts for tie rod ends and brake calipers. Banfield said the board needs to determine if a change needs to be made immediately or wait for Rules Committee. Schroeder responded he would like to see it mid-season as a safety issue and give a grace period and inform everyone at the driver's meeting that our tech form has changed, as well as post it on the website. He further stated the tech form needs to be changed wherever there's a locknut stated, there should be safety clip or wire so the tech sheet could just be rewritten. Banfield asked if it's a nylock and a clip. Schroeder responded that is what it should be, yes; our tech form just states or nylon locknut. Don Boles asked why we don't go with WKA's tech sheet wording about the clips. Michael Lewis explained this was birthed from the WKA tech form sheet so we're good there. Lewis will send out the tech sheet with changes highlighted. Lynda Coombs asked that she be provided with the revised tech sheet so as to have enough lead time to get them printed. Schroeder suggested to bring it to the club's attention at the driver's meeting and implement the following race; that way, we give them time to make the changes then we have a board meeting in between where we can make a motion for it then have new tech forms so that would give Lynda about a month's notice. Banfield asked that at race eight we tell people then have a little latitude at race nine because that's going to be a big change for some people. Huntsbarger added he has checked with a lot of new members and told them it doesn't necessarily say this but he has a box of C-clips that he offers; very rarely does he run into a kart that is totally out of compliance. He added it's mostly just going back and making sure they didn't disassemble their kart in haste and put it all back together and forgot stuff; he wants to make sure people are reevaluating their karts. Banfield pointed out tech staff have the ability to call anyone to bring their kart up, as well as have everyone bring their karts to them. He said we have a plan for that and want to make sure we have enough of us out there to help. Banfield thanked Schroeder and Huntsbarger and said they have been doing a great job this season and he appreciates them.

CHAMP RACE: Dawn Schroeder reported the Champ Race is ready. A volunteer is needed to coordinate the corn hole tournament, as well as corn hole boards are needed. Brian Huntsbarger offered a person to do oversee it. Schroeder shared there will be two inflatables, one of which is an obstacle course. Parents will be needed to monitor the children. There will be a bike race and help will be needed the day of the event to set up tables. Aaron Banfield reported that Aaron Harvey, who is picking up, purchasing, setting up and executing the fireworks display, has upgraded his fireworks license. Gary Gregg is covering \$2,000 for

fireworks and Banfield asked to increase the budget by \$500 to make the show better. Banfield, seconded by Ted Cradlebaugh, made a motion to approve \$500 for the fireworks display. Motion carried unanimously. Banfield thanked Dawn Schroeder for organizing the Champ Race. Lynda Coombs asked if there has been contact with Larry Neuzel about a group photo. Elliot Bokeno discussed doing the group picture with karts in front, as well as drone shots. Banfield will follow up with Neuzel.

BANQUET: Aaron Banfield asked Lynda Coombs if she knows any details on the banquet meal pricing which she does not. Dawn Schroeder shared that the meal pricing is not going to double like the Champ Race and the banquet deposit has not yet been made. Coombs will reach out to the contact person at the Marriott Cincinnati North.

SWAP MEET: Bruce Wyke said he and Josh Johnson will be submitting expense and revenue estimates for the 2024 Swap Meet. He said if anybody has any ideas for promotion to consider, he would like to get that priced and included as they will be submitting that at the next board meeting for approval of funds. Wyke added their intention is to open up Swap Meet registration this year on October 1st with an early bird preregistration rate through the first of the year and the last thirty days, it will be regular pricing.

OLD BUSINESS:

FUTURE PLANNING: Ethan Bokeno reported that on June 13th we had a future planning meeting to reflect on the current state of the club and recognize what's working and what's not working, as well as brainstorm some ideas for potential growth and improvement then develop a vision for where we think the club should head in the next three to five years. Ethan said what he heard was a lot of feedback from the group about the schedule, whether it be the dates of the schedule; some people like doubleheaders, some people didn't like doubleheaders; some people wanted to travel, some people wanted to stay at G & J; some people had suggestions about on doubleheader weekends to start later in the day on Saturday rather than early; some people like night races and others don't. Ethan noted there was a mixed bag of opinions and feedback on what the schedule should look like and race day format with other things he heard being some people like pea-pick and other don't while some would rather do qualifying and there was a suggestion for a standardized timetable for the day. Ethan added some people like the idea of livestreaming for race days which would require finding the infrastructure to set that up and having the manpower to man cameras and everything; he thinks that would be really cool if someone has knowledge and background. Elliot Bokeno said if anyone has a nephew or someone that loves to do twitch streaming or is into setting up visual media and wants to run a live stream for the kart track to put them in touch with the Bokenos. Brian Schroeder shared he looked into it for the start of this year and has a lot of information so he will reach out to them after this meeting. Ethan Bokeno shared the other topic he heard was about public relations and promotions to emphasize seeing kids involved in motorsports. He noted the Kid Kart posts they did on Facebook received the most likes. Ethan said he thinks there are easy things we can do with self-promotion like reaching out to local media outlets, specifically people sending their child's results to local papers. He said he is looking at writing something up about the Champ Race that he can send to local papers to see if they take it and publish it. Ethan added if members take ownership of promoting the club in their own hometowns, such as for kids in elementary schools that have a vehicle day or a field day and get the kart out there; be a part of parades, things like that; he thinks that can go a long way. Elliot Bokeno said in the fall, he and Ethan can design a half-page flyer about karting then print a couple hundred of them that can be taken to schools. Don Boles shared that tapes can be made for public access channels by people in their specific counties. Elliot Bokeno said he plans to digitize a VHS tape from 1997

that was provided by Boles and noted the tape has some great production value. Brian Schroeder said putting a flyer in a school bag probably isn't the best thing and shared there is an online email opportunity for non-profit/non-for-profit and school organizations; he and Dawn will look into it. Ethan Bokeno shared another thing he heard was to formalize mentorship and ambassadors to help support new members coming to the club; he thinks that would go a long way. He reported other feedback heard was about the club facility and track from people who have travelled to different regional tracks and say we have a great club and karting community that's well run, but there is a lot of competition in the region right now with new or renovated tracks and there's an emphasis on what can we do at our home track to renovate and what should our next project be. Elliot Bokeno added other input was our club has had a reputation of being a little bit clicky so make friends and be nice to new people. Aaron Banfield shared feedback he received last week from a new family who was quite happy with us. He said he is really proud of our club and everyone he has talked with is very happy with the fact that if you need help, someone is going to help you. Banfield added he is super proud to be associated with this club. Boles said he believes it's not just one of us but all of our members who would step up and help and that's one thing he likes about our club. Banfield asked what the next step is in this process; he thinks there's some good ideas here; the schedule is a tough one; and asked how do we continue to move forward. Ethan Bokeno replied he wants to hear back from everyone that participated whether this was worthwhile and beneficial; whether we should do it again and what format change should we make. He thinks it's good because he doesn't think board meetings necessarily are the perfect place to brainstorm ideas. Ethan further stated when we do address these ideas, how do we form committees to take these ideas and run with them. Banfield replied if we have an idea that we want to do, as President, he gets to form committees, that's easy, or we put them in a new committee. He said he thinks it's first vetting it and saying it's doable; building a plan of implementation, identifying who will be involved in it; how we're going to get it done; he thinks that's the first steps. Boles added we need somebody to start and after they get so much on paperwork then form a committee then go in depth on how, when, and where. Ethan asked for feedback and whether we should continue it or if there should be a different forum for members voicing their feedback and opinions. Boles said he thinks we let it grow and thinks it was a good start. Elliot stated he thinks it needs to happen at least once a year going forward and the format we used works for now. He further stated we should be open to changing it a little bit as we find other things that work; it's important to do this kind of self-reflection, planning, and looking forward. Boles suggested concentrating on fixing what's broke, not what's working. Banfield said he thinks the concept is solid and agrees with Elliot that we should be doing it. He said if we can get concrete action out of it and get people to not just throw ideas out; we're a volunteer organization; if we're going to do more, we need to be clear with what do we need to do, what's the effort we need, and who can help with that. Ray McKibben shared feedback from a member about finding a way to communicate there are opportunities for people to volunteer, including for people who don't have time during the race season but could help during the off-season. Banfield replied he thinks that's a real good suggestion. Ted Cradlebaugh said one of the main things we need to concentrate on is the young people, the Kid Karters and Sportsman, in the schools; that's what he heard there and kids may have parents who want to race also.

FUEL: Brian Huntsbarger shared he tested some different fuel; we were talking about Bazell's bringing in a 97 or 98 octane; it didn't hold up for storage so he doesn't feel comfortable using it. He said there are some other fuels out there and he's not sure what they're able to bring in bulk so it raises the question how people are storing their fuel because he gave a gallon with mix a chance to sit in a trailer for a couple of weeks like a lot of people do then another one, he kept in storage indoors and also compared it to a fresh-mixed gallon from our tank. Huntsbarger

explained about having a baseline target. He said his thoughts are not so much for changing fuel right now as he is finding some of the providers are not willing to even drop fuel for keeping in an above-ground container; they claim maybe the storage would cause a problem with the fuel; he doesn't know what our options could be to go into cans; there's not a lot of bulk options and it's becoming less and less. Huntsbarger said they drive whatever they're wanting to deliver is what they're willing to have. He reported the stations around him have dropped Turbo Blue and went to VP110 that's definitely clearer than Turbo Blue; VP seems to be taking the stronghold on all the fuel in the area and it is quite a bit more expensive; he's seeing all the pumps that he gets fuel from getting switched to VP110. Huntsbarger said he is kind of at an impasse and explained he tested three versions of 110 and three versions of non-leaded and the non-leaded stuff does not hold up; that's the conclusion he has come to. He said he doesn't expect anybody to pay \$20 a gallon which it's heading north of that in the can. Huntsbarger added as far as we can get on the pump, what we've got now is definitely cheaper, is a longer living option, but he's not real fond of the 98 unless you're getting it straight fresh that week but he doesn't think that stuff is going to live in a container the way it is in the sun for months on end so he's going to table it for a little while. Aaron Banfield thanked Huntsbarger for all of his research.

OVKA APPAREL: Discussed during Marketing and Digital Communications report.

NEW BUSINESS / OPEN DISCUSSION:

FUEL DISPOSAL: Dan Fiehrer inquired about an easy, recommended way to dispose of old two-cycle fuel. Brian Huntsbarger responded this is the number one thing that is causing him to not order it for his performance shops. He said people could blend it up and burn it in a two-stroke, such as a chainsaw, which is what he does. Huntsbarger offered to put out some feelers and offer it to others.

100cc MASTERS / HEAVY TIRES: Ethan Bokeno said we talked about when the Masters went to R70s to pole them midway through the year so this is a reminder that maybe this is the time we start talking about whether the Masters like the R70s and whether the club should about that wholly. Dylan Cradlebaugh responded yes, they should. Brian Huntsbarger stated his opinion is it's not about the tire at all and reported he has tried to buy tires and they are unavailable right now so whoever did order them has them and has the stronghold on them. He shared places he has tried to order them from and said if somebody knows a way to get them to please tell him because he can't get them and he's a Hoosier dealer. Aaron Banfield will follow up about this. Dylan Cradlebaugh reported he has no drop off at all on the R70s. Banfield said he would like someone to have a conversation with the entire class, get some feedback, and collect that information so everyone can weigh in. Dylan shared that being a part of that class, they have a conversation every week and there's not a single person in the class that's disappointed with the function of the tire or the longevity of the tire and he is super impressed and he has never seen a tire last like this. He further stated he typically puts on new tires every race no matter what and he hasn't even thought about putting tires on because he hasn't had to and if we have a shortage problem, it's not a problem because you don't need the tires every race. Cradlebaugh said the cold was not an issue which everybody was worried about when we made the change. He further stated if you want to help the karter and make it more affordable to race, switch the compound; that's his opinion.

STARTERS: Aaron Banfield discussed the use of swivel-end starters being a safety concern. Dylan Cradlebaugh explained it's the floppiness of the swivel that can throw the socket off the end of the starter. Elliot Bokeno shared people will use electrical tape or duct tape which may

work for a while but eventually comes loose. He thinks if we continue to allow it, we require or strongly recommend that you go in and drill out the soft lock for the spring lock nub and put in a spring pin or something more positively mechanically stopping so that the swivel socket is permanently fixed to the end of that drive shaft and they can't come off. Aaron Banfield added also the end that's attached to the swivel. Ray McKibben suggested using a set screw like we do on the axels of karts; you can drill a hole, cap it, use a set screw that goes deep enough into the shaft. Bruce Wyke explained those starters don't have that spring-loaded retainer; they were designed and have always been designed to go inside the starter nut of a Yamaha and there is no pin; he uses Gorilla tape and it has never moved for five years. He said one of the reasons this is occurring is because they have to go in at such an extreme angle because nobody drills their side pods anymore like they used to. Wyke added it's such an extreme angle that it comes off if it's not taped on. He said you're talking about an engineering feat for a guy to drill out a socket and do all this when quite frankly, three inches of Gorilla tape would resolve the whole thing. Brian Huntsbarger said he thinks the problem is people are using universal sockets and not constant velocity sockets like you would see on an actual impact gun; maybe we don't allow the use of the regular universals but a constant velocity with a pin in it. Elliot Bokeno asked if this becomes something we need to review in pre-race tech or tell people on the grid they can't have this and make sure they're removed or issue penalties for people who are using them to start their karts; how do we address the safety concern for ones we can clearly see are hazardous. Huntsbarger suggested taking a look and look at who has what; if we have to say they have a high-impact constant velocity socket verses a \$10 socket, then that's maybe all it needs to be. Wyke responded it's not going to hold; the end of the starter is not designed to retain a socket in any way, shape, or form; it happens to have a 3/8" square shaft that you can slide a socket over, but he doesn't care whether it's CV or gold-plated, it's not going to hold on there if you don't have something retaining it and across the board, he has seen them on grids all over the country, they tape them on. Huntsbarger said he thinks there's solutions for that; yes, it might be cumbersome but if you have a high-speed CV-style socket, maybe it's worth welding on just for this starter and if it wears out, you cut it off and spline it or whatever you have to do; it's not that hard; he could do it in his garage in five minutes if that was the solution. Dylan Cradlebaugh noted the club has two starters and if those starters aren't any good, we buy two new starters and retrofit them to where we feel they're safe and have them on the grid for a situation where a karter cannot get started due to their starter not working, whatever the case may be. He added instead of making everyone become an engineer, let's be smart about this and have three or four starters there; that way, we have one that's always charged and we can have one on the retrieval carts because now we don't have one on the retrieval carts because they don't work with the KAs because of the starter nut. Dylan further stated he thinks we're asking too much of everybody else when we can do this real easily and have three or four starters ready to go in case they need to be used. Banfield responded he doesn't think that answers the problem because if he has a swivel-end, he's still going to use his starter. He said he doesn't know enough here but he thinks Wyke is on the right track of the right tape; he has seen starters with the same stuff on there; is that the right point to start at? Don Boles stated the problem is nobody wants to drill a hole in their bodywork and so they're making all these angles to make this work; you're going to have to fix it one way or the other. Banfield discussed this being a real safety issue and asked what a fair and reasonable answer is? McKibben asked what is wrong with drilling a hole straight through like we used to do with Yamaha; he doesn't know why people don't want to drill their sidepods. Ted Cradlebaugh said do like Huntsbarger suggested; weld the swivel to the starter and the socket to the swivel; try that with one of our starters and that could eliminate the problem. Schroeder said many of the people with the Swift and KA have never seen a Yamaha go through a sidepod so in order for it to work, they've seen others use swivels and they've done it that way. He said one thought is we only allow starters

with a shaft without the swivel and you have to have a hole in your starter so that you eliminate one of the variables which is the swivel and you go with a solid shaft; he's thinking Wyke uses the standard socket and just taped it on. Schroeder said do we tell people we're okay with the hand starter; the socket must be attached and it has to through the sidepod. Kurt Schanie inquired about telling karters when they go through tech that if they want to bring a starter to the grid, their starter has to be teched and we put a sticker on it and if you're caught using a starter that doesn't have a sticker, you get a penalty. Huntsbarger discussed concerns about using tape and said he would rather see welds, bolts, and pins. Banfield replied we are just exploring options. Wyke said he would rather see people charging their battery to start their kart. Craig Moore noted the KAs do sit a lot higher on the chassis, at least his does, and is about at the top of the sidepod; to drill a hole through it would be very difficult; he doesn't know if it is possible. He asked that be considered when you're thinking about drilling sidepods and reported the newer Tony karts sidepods are a lot smaller so they're not as tall as they used to be so that's another reason for having to use a swivel. Moore further stated he likes Huntsbarger suggestion as far as using a CV, a proper impact swivel, not a cheap Harbor Freight deal; he's used tape himself but from a safety aspect, that being pinned, drill completely through, sometimes a bolt, nut, and safety wire, even a couple of tack welds should do the trick. Elliot Bokeno said it is a limited issue; not everyone has a starter in the two-stroke world; there's not that many out there. He stated if we want to come up with a solution that didn't involve adding some new rules and adding more onus on the tech department, another solution to this is to solve it as a community; make an announcement at the driver's meeting that if you have a starter, bring it to any of these people and we'll help you correct the mechanical adjustments. He further stated he knows there are people in the pits who bring welders to the track, as well as have drills, pins, and presses. Elliot added also be vigilant and if we see new people showing up with a questionable solution, ask them to bring it over and we'll make sure it stays on because we've seen some come off and that way, we don't need to write new rules and we can take care of it as more of an OVKA family thing. McKibben said whatever solution we come up with, think about adding it to the tech sheet that Michael Lewis is working on; that way, it at least gets looked at by the tech team whatever direction we go and that way, we'll be catching new and old people and educating them. Banfield said the big thing is he does think we need to put a rule in place that says the ends have to be properly secured and it can be what he's heard today, it can be welded, it can be drilled and pinned, it can be safety wired; he does agree with Elliot that we should be able to help our friends and racing family at the track but he does think we do need to have a rule because in his eyes, it is a pretty big safety risk and if we don't have it in the rulebook, someone's going to says it's not in the rulebook and they can do what they want. He doesn't think we need to have them all pre-tech; he thinks we can police ourselves if we have that rule. Wyke asked if Banfield is speaking of those that are brought to the grid. Banfield replied no, it is all starters used in the facility that should be properly secured. Wyke asked what if they're not to which Banfield replied that's a decision we have to make if you get caught using it unsecured and unsafe. Ethan Bokeno asked if he is on the grid and his battery is dead and someone comes over and starts him with an improper starter, does he get a DQ for the day? Ted Cradlebaugh stated that's why we should have some put on the grid from the club; Ethan Bokeno agreed. Wyke asked about having a rule that if it's brought to the grid, it must follow these safety things. Banfield replied that doesn't solve the issue of a member getting injured in the pits; he thinks this rule becomes very similar to the rule we have that says every trailer must have a fire extinguisher which Dylan brought up at the beginning of the season. He further stated it's a good thing to talk about; it's a good thing to have in place when we see a starter to say you're not allowed to use that starter here. Dan Fiehrer shared he does have a hole in his sidepod and he thinks the problem is the swivel; he's never known anybody that's had an issue going directly into the nut; he thinks it's when you cause an angle which is

more of a problem. Huntsbarger shared that an option for those who can't drill a hole would be to do like one of our karters where somebody redrilled his sidepod on that side with lateral holes and he has two hitch pins like used on a tractor or something like that then they can pull those two hitch pins, pull the sidepod off, start the kart, and have it right back on. Wyke said we have to really show best practices and asked where does something like this end? Banfield replied if we see a starter that we deem unsafe, we should have a rule so we can clearly say this is unsafe because of this and here's why; all external starters must have all spinning attachments properly secured by either welds, set screws, pins, or clips; we can work on that language. Moore noted with using a regular socket on the end of a starter, there's no pins on a regular socket so there's just as much chance of it coming off; maybe not quite as easy, but there's just as much chance to which Ted Cradlebaugh agreed. Moore added maybe people start their kart in their pits but as far as the grid, have club starters that are safe there for people to use. Huntsbarger discussed using a high speed, constant velocity socket that should be used. Boles said a ball swivel socket. Dylan Cradlebaugh stated he thinks we're stretching it here as far as the socket itself goes; he has used a regular socket and raced TaG when he was 15-years-old and he's racing KA and has never seen a socket break; have they come off a starter, yes, but that was because someone didn't have it attached properly; that's just his opinion. Ted Cradlebaugh stated it can break though. He said we have to come up with a way to show what it has to be; let the club ourselves come up with one that we say works. Banfield responded first we have to define what we're asking for then we can figure out how to communicate it and get that all out. Dylan Cradlebaugh said we can come up with something, design it, and have a visual of something that we approve of that we can show at a driver's meeting; we call a two-cycle meeting and have every driver and parent there and go over it step-by-step. Banfield reviewed wording to state all external starters must have all spinning attachments properly secured by either welds, set screws, pins, or clips. Elliot Bokeno stated he thinks that sounds good. Banfield made a motion that we introduce a new rule effective immediately and we give one race where we will go in, we will have Gorilla tape and for the next race we can tape a swivel starter and the language would be all external starters must have all spinning attachments properly secured by either welds, set screws, pins, or clips. The motion was seconded by Scott Golladay. Brian Schroeder said after this he would like to make a motion for us to purchase the necessary swivels to adapt and change over our starters so that the club has them on hand for the next race. Dylan Cradlebaugh said the starters need tested because they haven't been used on-track in three or four years and they need to be gone through thoroughly. Banfield noted the batteries were replaced this year. McKibben said it was brought to his attention that some of these swivels, the low cost, cheaper ones, have pins in them in the swivel part and can wear because they are not a high grade like the one that Huntsbarger posted a picture of in the meeting chat. He asked if we want to look at that a little closer. Banfield replied for right now, let's get this settled and let's take a look at those out at the track and inspect them and assess that. Boles said he thinks we are jumping in just a little bit but at least this will get us started towards it and it could be updated further. Gary Gregg said he thinks the wording needs to say properly secured and discussed liability. He asked if all the KAs need a swivel to which Banfield said it's not all of them. He further stated he thinks we're better served by defining giving specific options rather than just saying properly secured as he thinks we'll end up with debates on what's properly secured. Gregg said let's have some Gorilla tape available to which Banfield agreed. Gregg said swivels are going to be hard on that bearing because swivels take a little power to turn them. Lynda Coombs asked if WKA has a policy on this and if not, is this something that we should partner with them about? Wyke stated he can weigh in a bit on WKA rules and the fact that early on in the KA classes and with all Daytona classes, they did not allow starters on the grid; your kart had to be started with the battery or you didn't go out. He said another thing that some folks had done once starters were allowed, they changed the nut to the

Yamaha starter nut where they could just slide in and start it without a nut on the end of the starter; just use the starter as it was originally designed; they got disqualified because that was not an IAME part. He said whatever you think you might know, just remember, it's come through many disqualifications and rules changes and probably followed much of the path that Gary's saying right now; how much liability do we assume when we give specifics rather than safety general practices; this is the best thing for you guys; that's the direction we're going kind of talk. Banfield rescinded his motion and said he is going to reach out to WKA but at the next race, he's going to require every starter to be gorilla taped up for that race; secure enough that we don't have that. He said he is going to ask for Dylan Cradlebaugh's support because it's a race day call. Dylan responded he agrees 100% that the starter nuts need to be secured on there but he thinks we are stretching it a little bit too much as far as requiring what type of socket the person uses; sure, it will break eventually. Banfield stated he will follow up with WKA and get some guidance from them; he thinks the language that we have here is pretty close to right but let's follow up with them. He said at the next race he is going to be on the grid, we'll talk about it ahead of time and get it posted out on Facebook; we'll figure out the wording; we're not going to have unsecured starters. Banfield said he will table his motion for now. Schroeder stated he just mentioned correcting our OVKA starters for the next race to which Banfield agreed; Schroeder will take care of that. Wyke made a motion that we purchase the swivel and CV socket and see if Wes Schroeder can weld those up for us for the OVKA starters that will be available on the grid. Dylan Cradlebaugh replied then all you have to do is not allow people to not use their own starter. Banfield said he can authorize this expenditure. Schroeder reported on sockets he found on Amazon and said they are all from various manufacturers; he wants to find a high quality one. Banfield asked Schroeder to get together with Huntsbarger about this. Banfield said he knows we have a roll of gorilla tape in the tower. Banfield said he appreciates the discussion on this and thanked everyone.

ADJOURNMENT: Ray McKibben, seconded by Aaron Banfield, motioned to adjourn the meeting at 8:54 p.m. Motion carried.

SUMMARY OF COMMITMENTS:

- Aaron Banfield – Contact Larry Neuzel regarding photography for the Champ Race, check on status of Hoosier R70 tires, reach out to WKA regarding starters.
- Lynda Coombs – Check on meal pricing and deposit for OVKA 2023 banquet.
- Brian & Dawn Schroeder – Look into online email opportunity for disseminating information about OVKA.
- Brian Schroeder – Reach out to the Bokenos regarding live streaming information, assist with assessing and preparing the club starters, partner with Brian Huntsbarger about sockets.

UPCOMING EVENTS & MEETINGS:

- OVKA Monthly Board Meeting – 7:00 p.m., Tuesday, August 1, 2023, virtually via Microsoft Teams Microsoft Teams (link on the OVKA website).

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

MEMBERS / VISITORS PRESENT: Ethan Bokeno, L. Coombs, D. Cradlebaugh, E. D'Agostino, D. Fiehrer, L. Ford, B. Huntsbarger, C. Irby, D. Jennings, C. Moore, T. Myers, D. Schroeder, and D. Shappard.

Respectfully submitted by Lynda Coombs, OVKA Secretary, 7/28/2023