

VKA Board Meeting May 18, 2026

Call To Order: President Copeland called the meeting to order at 8:05pm

Roll Call: S. Owen called the roll with the following results:

Board Members in Attendance:

John Copeland

Skip Owen

Marty Westen

Scott Nagel

Steve Mox

Lynn Haddock

Jack Hoegerl

Joe Swantek

Gene Lang

Sal Palatucci

Kurt Bogerman

Board Members Absent:

Bill McCornack

Bob Barthelemy

Guest Present:

C Furtch Furtch

President's Report:

President Copeland advised the board to buckle their seat belts, as the busiest part of the VKA season has begun. He is concerned that the gas prices may impact attendance and asked the board to talk to their members and encourage them to get to the track.

Copeland reminded the board, the member get a member drive is officially underway, and we have a couple of new members from this already. One of whom was at Springfield looking for a kart to buy. The program isn't going to work unless each of us talks it up with our friends and whenever we're with other vintage karters in order to make the promotion work.

President Copeland advised the board that they should have all received a booklet about the VKA that C Furtch put together. The copy that she sent out was specifically targeted at the northeast. He said she could easily generate copies highlighting the mid west, the south, and the west regions. President Copeland asked C Furtch, to tell the board what she's done with these booklets in the northeast and how they were received?

C Furtch stated, she created the booklet because she thinks New York has a unique situation with three tracks right along the NYS Thruway and in close proximity to each other. The booklet tries to promote the three tracks and raise awareness of the VKA. Even if we just get spectators and communicate that these tracks are available, she thought that makes a difference. She took them to a kart shop outside of Utica, New York, which is about an hour east of the Lafayette track. Their customers use dirt tracks out there, but when she and Ted were there about five years ago, the owner was actually restoring some vintage karts. She reached out and met with the owner of the shop, he was thrilled that the VKA thought of him. He said that he has had customers coming in asking about road courses, and he was more than happy to display the booklets in his shop. She also left an 8 1/2 by 11 sign that he hung in the doorway. C Furtch has also dropped booklets off at the Lafayette track with a sign for them to hang to promote their event. They also were thrilled and were going to have it laminated to hang in their registration booth. Both were received well. We don't know if anything will come of this as it's kind of a test.

J Copeland stated he has already told C Furtch how much he appreciated her for putting in the effort and thinks that we, as an organization, ought to consider, asking her to put together something tailored

to each of the other regions and send them out to people who can host them. He would like to speak with her off the call

President Copeland stated would be remiss if he didn't publicly thank S Nagel for pulling together the first issue of the Wheel-to-Wheel newsletter. He understands there were a couple of glitches, but he's correcting those and sending out a revised copy. But he really appreciates it.

Vice President Report:

S Mox provided an update on the Springfield event. The VKA has to commend John and Ken for putting one heck of a good effort into the event, but the rain beat them out on Saturday. They put on a nice show with good attendance. S Mox advised that the board has discussed events being 2 or 3 day events and he feels this event maybe be good for a 2 day event versus three with the following proposal for consideration:

- Two-Day Show Format: Recommended for familiar, high-repetition tracks where the same core group of people attend.
- Proposed Schedule: * Thursday: Host track keeps the revenue from Thursday practice.
 - Friday: Organization takes over. Practice starts at noon, followed by 1–2 heats and an evening kart show/dinner.
 - Saturday: Complete the remaining racing program in the morning, allowing participants to depart early.

Cost-Saving Benefits for Members:

Reduced Expenses: The shortened schedule allows members to miss one less day of work and saves them the cost of a one-night motel stay.

- Fuel Cost Pressures: * Diesel prices have already hit \$6.00/gallon near Springfield.
 - Projections based on trucking industry fuel surcharge metrics indicate diesel could spike by three tiers, reaching \$6.50 to \$7.00/gallon regionally.
 - California diesel is likely already at or above \$7.00/gallon, with gasoline expected to follow the upward trend.

Track Selection Strategy:

Strategic Choices: While major tracks like New Castle and Norway are huge, the organization needs to carefully pick and choose venues to actively minimize the financial burden on its membership.

S Mox also advised he had sent out email to John and to clarify his email; it was a lady had offered to make them. They're \$15, and they're not that big, heavy, thick shirts with the pocket, these are race T-shirts or jerseys. The stuff that they sell like the sprint car tracks, the cup tracks, a very mid-level shirt that everybody is going to be happy with, but it gives us an opportunity to make some money on shirts if that is a chosen thing for 2027.

J Copeland stated he thought that the show at Springfield was really good and doesn't think there's any problem with offering two-day shows where it's appropriate, if promoters want to do that. Something needs to be put in writing about how it ought to be structured for a two-day show so the promoters aren't guessing what they're supposed to do and get some guidelines around that.

K Bogerman asked, what is the difference between having heats on Friday and Saturday versus having heats on Friday and Saturday and offering practice time on Thursday? You have another motel. To me it seems like if you can't make it work with the tracks, that's one thing, but people don't need to come if they don't want to practice on Thursday.

S Mox advised the karters feel compelled to be there on Thursday even though Thursday is not a VKA sanctioned practice day and the VKA event does not start until Saturday.

C Furtch stated that it sounds like who you present it on the event flyer that maybe the confusion for some. Make sure Thursday is listed as an optional practice day, and then for Friday have practice in the morning and heats in the afternoon.

J Copeland stated the key is how we present this and we promote the fact that we have adequate practice time Friday morning and again Saturday morning, then if you want to have a two-day event where the track handles Thursday practice and the VKA program runs two days, Friday and Saturday. You have to make sure that people know that there will be adequate practice Friday and Saturday morning.

M Westin advised he just read the guidelines, and the guidelines say that they are intended to be three-day events. It is his recollection that a couple years ago we also explained what a two-day event would look like., so he's doesn't know when that got taken out of the guidelines, but he would think that's something that if we're going to offer two-day, that we should explain in the guidelines so that people knew how it worked. He thinks the validity and the fact that people only have to take off on Friday. He's had some people request, why don't we run on Saturday and Sunday, so they don't have to take off work at all. So I think Steve makes a good point there in eliminating one day less taking off of work.

J Copeland stated he agrees completely and this should be referred to the Rules and Guidelines Committee and let them draft the language, and then we can circle back to this next month.

G Lang advised he had looked back in his meeting notes, and this was addressed in the January meeting. Discussion continued among the board on two day versus three day events, promoting practice days, and discussion/ communication among the promoters.

Secretary's Report:

J Copeland advised the April 2026 meeting minutes were approved via email votes.

S Owen advised he has nothing additional for his section to report at the moment.

Membership report:

M Westin advised for the April activity, we had 16 12-month individual renewals, one 12-month family renewals and four 36-month individual renewals.

And we had 11 12-month new individual memberships. Two of them were from the Member Get a Member Program.

Total membership through April 30th is 483, made up of the following:

Northeast -73

South-96

Midwest -275,

West -39.

The June renewal postcards were mailed May 1. The July postcards are ready to be mailed. And he mailed a newsletter out on May 4th.

Treasurer's report:

J Copeland advised the treasurer's report was approved via votes online

S Nagel advised the transition is complete. J Swantek will remain on the account and can sign checks if he needs to, but S Nagle feels he has everything he needs to step into the role now. J Swantek was very helpful in the transition of duties.

Rule and Guidelines:

L Haddock advised he did update the guidelines to include the changes and updates and whatnot that the West Bend people wanted. That was done about the first of the month, but other than that, he doesn't have anything additional to report.

Judging and Shows:

K Bogerman advised nothing particularly interesting to report. He has completed the design of car show award certificates for Avon, New Castle, and Lafayette. For July, he has Norway and Delmar to do. The New Castle certificate will be getting mailed out probably in the next week, and he will take the ones for Avon when he heads up there.

Regional Reports:

National-

B McCornack was currently not on the call.

West-

J Swantek reported that the Southside, Rear Carters, and Torrance have a test and tune on May the 24th, and he will be attending that. They run predominantly carts from the 50s and 60s. Always happy to have them supporting our event in Tucson and whatever else we cook up here in Southern California.

Spring Mountain, the track in Nevada, he had a date set for May the 4th, to go up and test and take a look at the layout up there, which got canceled because they rented the track out for some corporate event. So, they are working on another date, maybe later part of June.

Northeast-

S. Palatucci reported the NE Region has 4 events ready to go, with 2 ancillary fun competitions added on top of 3 Lap Monte with its \$200+ payout.

At our Batavia event in September, we will be organizing the VKA's 1st-ever team for 12 Yamaha LTD drivers. Six competitors from the NE region vs 6 from the NW region for bragging rights. Each of the 12 drivers who make the grid cut will receive \$50 each.

Time trials will determine the grid positions. It's a point race which means where competitors are in the middle of the pack are as important to the winning team as the drivers up front. A team can finish 1st and 2nd and if the rest of their drivers finish at the back of the pack, they will not win the 10 lap race.

At our **Nicholson** event in August we will have a Hawaiian shirt contest at our favorite local restaurant, The Harbor Shack. The top voted shirt by napkin ballet will go home with \$50.

Given rising event costs and competition for local track time, we are trying to insert cash winnings in as many of our non-heat race situations to draw more members to our events. If only 2 members attend because of these fun adjuncts, that's \$300 for the track.

South-

B Barthelemy currently not on the call

Midwest-

G Lang advised the Springfield event did go off really well. They dodged a lot of potential bad weather Friday and got everything in. Unfortunately, Saturday morning it did get rained out. The event went very well with 105 or 107 drivers or entries.

Newcastle is in five weeks.

J Copeland stated he appreciated that Ken spent some time in the drivers' meeting promoting the other races that are coming up.

Member At Large:

J Hoegerl advised he has nothing to report at this time.

Old Business:

J Copeland advised the board has discussed this in the past regarding the Sudan motors. Some promoters are openly promoting the Sudan- style oval-ported cylinders in the 150 class and more and more of them are showing up and wanted to open up the conversation among the board. J Copeland asked J Swantek to share his knowledge on the Sudan cylinders.

J Swantek provided his experience with the Sudan cylinders and stated that buying the cylinders does not guarantee competitiveness in this racing class. He and his brother have done a lot of testing and succeeding in this class requires a significant amount of hard work, deep dedication.

J Copeland asked L Haddock to provide his thoughts.

L Haddock stated he thinks that we probably just need to keep an eye on things at the moment and if the billet engines start dominating, they will need to be separated out into an A and B group. Because the possibilities with the billet cylinder are really great compared to what you can do with the original cast cylinder. It's about the way that you can do the porting in a billet cylinder versus the old cylinder. But until it becomes an issue he thinks they just keep going right on down the road.

Discuss continued among the board with ideas presented to keep classes competitive and the decision was made to continue to keep an eye on it.

New Business:

M Westin advised he been receiving a lot of calls regarding a current tire situation. People are concerned about the wear of the MG SH2s and Evinco SKH2s, tires being too grippy, difficult to drive, dangerous due to low pressures, the wear and longevity, like I said, and then the potential for future costs with the tariffs in their current place anyhow. He would like to open up discussion about the tires and possibly making the Hoosier R70 the spec tire for the following classes only, not all across the board, but just for these four classes, the Yamaha Masters, the Yamaha Limited, the Yamaha Piston Port, and the Junior. He just wanted to bring it up and get the discussion started for possible rule changes in 2027 regarding our tires.

J Copeland advised, he did check with Hoosier to make sure that if we were to decide to go this way, that the R70 was not going to disappear and was told that the demand for R70 is significant for them and that they do not anticipate changing that in any way for the foreseeable future. He is encouraging everybody on the call to talk to your constituents, talk to people who are particularly running those classes, the Yamaha classes, and get some feedback from them, and we can circle back to this at our June meeting

J Copeland asked if anyone else had any thoughts and discussion continued among the board.

After a long discussion, J Copeland suggested taking next month and talk to our constituents and see what they have to say and then circle back to this at our June meeting and go from there.

J Copeland adjourned the meeting, thanking everyone for everything you're doing for VKA, and hopefully I'll see a good number of you at Newcastle.

Meeting adjourned 9:05 pm EST.

Respectfully submitted by: Kelly Frazier