

VKA Board Meeting July 12, 2026

Call To Order: President Copeland called the meeting to order at 8:04pm

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

Board Members in Attendance:

John Copeland

Skip Owen

Scott Nagel

Marty Westen

Joe Swantek

Kurt Bogerman

Bob Barthelemy

Jack Hoegerl

Bill McCornack

Steve Mox

Gene Lang

Sal Palatucci

Lynn Haddock

Board Members Absent:

Guest Present:

Cheryl Furtch

Natalie Bogerman

Rick Chapman

Marcus Pardue

President's Report:

President Copeland advised tonight is going to be a busy night, with a lot on the agenda and needs everyone's cooperation to keep things moving.

M Westin and his crew pulled off a magic trick at Delmar and ran a three-day event in one day to beat the weather and from the sounds of it, everybody had a great time. Marty and Jack arranged for everybody to go to the Clinton Engine Museum. And also held a membership meeting that saw lots of good input and stated they should look at having more of that sort of open forum meetings at our events to get more input from our members and make sure they know that we're listening. So, well done, Marty and Jack and Bill and Gene who were also part of that as well.

President Copeland stated, as most of you know, Batavia has canceled for this year and we're replacing it with Quaker City Speedway on the same date. S Mox has invited Rick Chapman to join us tonight to give him a better idea of how we operate and if he has anything to tell us about his future involvement with that event and I'd like to do that during the Northeast Region Report.

President Copland addressed the board regarding including Promoters in our Officers& Directors Insurance policy. Copeland stated he has spoken to several people in the liability insurance business, and they have advised against this as the VKA is not a promoter of events and adding promoters to our liability policy would involve redefining what the VKA does, redefining what those promoters do, that they are actively engaged in staging these events, and with all the liability exposure that goes with that. There are several suggestions about how promoters could protect themselves either by being named on their specific event coverage or by adding an umbrella to

their personal homeowner's coverage. The bottom line is that from what I've been able to learn, adding promoters to our O&D insurance is not in the VKA's best interests.

Vice President Report:

S Mox advised he has a few things to address in other segments of the report, but nothing at this time.

J Copeland advised the meeting minutes from July 2026 were approved via email vote.

Secretary's Report:

S Owen advised June meeting minutes have been posted to the website.

S Owen updates the board on the previous discussion of switching over Conference call carriers. The account that suits us best is Zoom Pro. Just the quick details on that are really what pertains to us. We get 30 hours per meeting, 100 participants per meeting, both of which exceed our needs, but the free basic Zoom does not suit our needs. The Zoom Pro is what works best, \$14.16 per month, \$168 a year. Meetings will be recorded, so they can be transcribed.

L Haddock, asked for clarification that we would be paying for something that we get now free just so we can see each other? J Copeland advised yes, but zoom does have some advantages, such as people not talking over each other and sound clarity.

Conversation took place amount the board about how the plan pricing cost, and who can start a meeting, as each person with the ability to start and record the meeting has to be a paid user.

J Copeland thanked S Owen, Kurt and Natalie Bogerman for the research and information.

S Owen advised he will get a email draft typed up and sent to the board for review, so it can be discussed next month.

Membership report:

M Westin reported the July activity had Twenty-one 12-month individual renewals, three 12-month family renewals, and one 36-month individual renewal.

New memberships, we had four 12-month new individual memberships. Two of them were through the Member Get a Member Program.

Total membership as of July 31st was 467, made up of:

Northeast- 72

South- 80

Midwest -272

West- 43.

The September renewal postcards were mailed July 30th, and the Octobers are ready to be mailed.

Treasurer's report:

J Copeland advised the was submitted to the board for review prior rot the call and approved via email vote.

S Nagal provided the board with an update on the VKA financials.

Rule and Guidelines:

L Haddock advised he currently does not have at this time, as we move into the fall, we're probably going to have some things we want to talk about. He requested if anyone has anything that they e-mail him, and he will start a little spreadsheet, and then we'll amass the topics and get them out to everyone to look at once they're all in one document. But for the moment, he does not have anything, until all the data on the patriation spreadsheet is completed after the next 4 races.

Judging and Shows:

K Bogerman stated the award for Camden was completed and Jeff has it and will be working on next three events.

Regional Reports:

National-

B McCornack provided a quick recap of the remaining events. Camden, Ohio, August 27-29, Salem, Ohio, September 17-19. Whiteland, Indiana, October 8-10. Biloxi, Mississippi, October 3 Delmar had 64 entries. They typically have in the upper 70s, so for a second- and third-day rainout, having 64 entries is tremendous. It just about hit their normal mark.

M Westen advised think we made the best of what Mother Nature allowed us to do. There were some folks who wanted to run three heats on Thursday. Hel just called it after two heats, as it was already 9:30, 10 o'clock by the time we got the second heat done It rained all night, Friday night, and even into Saturday morning, so it would have been late Saturday before the event would have started again, so they did the best they could due with the weather they were dealt.

West-

J Swantek advised he has not been able to schedule a trip to Spring Mountain karting complex yet. The temperature's have been approx. 110 degrees and will reach back out to the track when the weather is a little more hospitable.

J Swantek advised he has reached out to Adams Motorsports park and is awaiting a call back from them.

Northeast-

S. Palatucci advised they had a Nicholson event this past weekend. It was not a good turnout at the event with 27 entries. The event had seven historic, four sidewinders, four cycles, six sportsmen rear. Nine people participated in the Monty thing.

S Palatucci advised he has been speaking with A Fox at Quaker City regarding logistics and the conversations have been really good, and is looking forward to hopefully expanding events past 2027.

J Copland asked R Chapman if he would like to add anything.

Mr. Chapman explained his relationship and connection with Quaker State, and stated that they are looking forward to having a vintage race there. As far as being a competitor there is that they've got a great banquet hall, very similar to Newcastle's. Restrooms are brand new. They've got showers there. They also have transponders and all that sort of stuff. At the track, they have gas pumps for 110. They also have methanol at the racetrack. For those that don't know it, Quaker City is actually a drag strip and the mile long go-kart track is built to the right side of it.

B McCornack advised that we will reach out to R Chapman regarding assisting him with promoting the event and some logistics.

South-

B Barthelemy advised that Biloxi is coming up in October, and he has spoken to M Pardue and they have some advance entries. M Pardue advised that they have a good bit more vintage entries than modern karts and are looking forward to hosting the vintage karters at the event.

Midwest-

G Lang stated, since the Delmar event has already been spoken about no need to recover that again. Camden is coming up on the 27th and he is looking forward to that event.

Member At Large:

J Hoegerl states he has nothing to report at this moment.

L Haddock asked, before moving onto old business, if the date that we're going to be using for Salem this year would revert back to the Batavia date, and then we would be finding a new date for Salem next year? S Palatucci advised that has not been set and will look at the calendars when scheduling for next year.

Old Business:

J Copeland advised the first item is the proposed tire rule:

M Westin stated he has a lot of points to make and asked for everyone to hold comments and allow him to finish:

First of all, we conducted a couple of polls. I'd like to thank John Conkle for contacting 12 West Bend competitors. Nine responded.

The majority wanted to stay with the current tire rule since most of them had sufficient tires to run the majority of next season. I said there's also one competitor that's already running the R70, and he's very competitive. He said that no one was against ultimately switching to the R70 or a spec tire once their current tire wore out.

We also agree that this class is not ultimately competitive, and therefore does not wear tires as quickly as some of the other classes. I believe that we give these folks the direction that we ultimately want to go. They will self-transition to the new tire, whatever that ends up being.

Gina and I contacted about a dozen dual Yamaha competitors, and most of them were in favor of staying with the current tire. The main reason stated was the additional grip needed to stop these heavier carts. Several said that they were not against going to a spec tire, but just not the R70.

With all that being said, I've got a couple proposals to open the discussion. The first being that we make the Hoosier R70 the spec tire in the following three classes. Effective with the 2027 Newcastle event, these classes are class 14, the Yamaha Limited, class 16, the Yamaha Masters, and class 19, Classic Piston Port.

The reason for these three classes is in that theory, someone can run all three classes with the same cart as they all run the SRY pipe. They could also run the Yamaha Piston Port, but I'm not sure how often that is happening. This would leave class 8, 100cc Sidewinder, class 12, Sportsman Sidewinder, class 13, Yamaha Piston Port, class 17, Yamaha Dual, class 18, West Bend, class 20, Classic Reed and Rotary, and class 21, 4-stroke on a current modern tire.

The thought process behind making the switch in Newcastle would allow the folks to get some use out of their current tires before we made the switch. The second proposal is based on there being some schools of thought that suggests we add class 8 and class 12 and class 13 to the list and make the change effective January 1st of 2027 so that we don't confuse the membership and potentially cause a difficult situation at Newcastle. I'm prepared to make a motion based on any of these proposals.

S Mox has contacted Keith Freber at Margay, and he has agreed to support VKA with this. S Mox stated whatever VKA wants to make the commitment, there will be a set of tires, a full set of Hoosier tires given out at each race to raffle to do what we want. When we get to the bigger races, just for example, like Newcastle, most likely there will be two sets be given away. There will be banners, signs, decals, hats, things like that, that will be given away to like a heat race winner, or we can hand them out whatever we want to do with the memorabilia, that kind of thing to do. He's fully set and fully committed.

I asked him if he had a problem, if he could come to Whiteland on Friday. K Freber advised he will try to make it, unless something else comes up as he has an Ignite Series event the next day in St. Louis.

L Haddock asked if he could provide some information regarding some information he has and provided the following:

I spoke to the MG guys, and the problem we are having with the current tire is also being experienced by some vintage and some club racers down in South America and Australia and Brazil.

And they have the same concerns. What we are using now is too sticky. The R1, which is the next one going back the other direction, is too hard. So next year, they're going to be investigating coming with a tire, to the R70. I think we should at least keep the door open to at

least look at it if it ever happens. Second thing, I think we should decide, obviously, the front tire, we know what that is.

I think we should decide if we're going to go with a 600 or a 710, because offering both, as we have found with the current tire, just means you've got to buy more tires to be sure you have what you might need on a particular day. If we go with a front tire and a rear tire, it totally eliminates that whole phenomenon. And the other thing, I like what Marty said in his first proposal, because it gives us some time to use up tires that people may potentially have.

And it also only applies it to some classes in case there is something about this R70 that we don't know yet.

Discuss took place among the board on tires and announcement date.

Motion Made By M Westin:

Motion that we make the Hoosier R70 the spec tire in the following classes.

Class 14, Yamaha Limited. Class 16, Yamaha Masters. Class 19, Classic Piston Port.

Also, Class 8, 100cc Sidewinder. Class 12, Sportsman Sidewinder. And Class 13, Yamaha Piston Port. This to be effective January 1 of 2028.

Seconded by: B McCornack

Vote made by roll call: J Copland: Yes, S Mox: Yes, S Owen: Yes, M Weston: Yes,

L Haddock: Nay- and stated that the reason is I don't want to have two selections of rear tires. I think that's just going to cost the members additional money. That's my only objection.

K Bogerman- Yes, B McCornack: Yes, J Swantek: Abstain, S Palatucci: Abstain, G Lang: Abstain,

B Bartholomay: Yes, J Hoegerl: Yes, S Nagal: Nay

The yays are eight. The nays are two. The abstentions are three. The motion carries

New Business:

J Copeland advised he would like to put a motion on the floor:

Motion Made: That the VKA replace the 30-year rule for eligibility with fixed dates for chassis. Specifically, all classes except for the classic division be limited to Karts. Be limited to karts manufactured before 1988, subject to the rules defining each class. And classic divisions be limited to karts manufactured between 1989 and 1996. And all karts in the classic divisions must run inch and a quarter or nothing larger than inch and a quarter or 30-millimeter axles.

Reasoning: is that we're on the cusp of allowing newer, wider karts that don't meet the definition of vintage karts and don't support our mission. And while there might be a few folks who might stay away, if they have newer, wider karts with 40-millimeter or 50-millimeter axles, the arrival of those karts is going to drive away more participants than it attracts. And vintage karting, as we know it, will disappear.

The time to do this is now before we see an influx of 40-millimeter karts. And I think this is in the best long-term interest of the VKA.

B McCornack asked for clarification that this applies to the chassis and not the motor. J Copeland advised that is correct.

Discussion continued around the board for clarification on the current rule and the proposed changes.

L Haddock suggested placing this on hold until a little more research can be done. There is time to do some research before the guidelines come out for next year.

J Copeland advised he will table it until next month's meeting.

G Lang asked that the over 70 class be discussed next meeting as this meeting had met its time limit.

Meeting adjourned 9:14pm EST.

Respectfully submitted by: Kelly Frazier