

**AHRMA BOARD OF TRUSTEES MINUTES  
OCTOBER 30, 2004  
SAN FRANCISCO, CALIFORNIA**

*Note: Unless indicated otherwise, all votes were unanimous. Items marked with an asterisk (\*) are confidential and should not be discussed outside the board.*

Trustees present: Robert Borg, Craig Breckon, John Goodpaster, Matt Hilgenberg, Dave Janiec, Fred Mork, Rusty Lowry, Dick Mann, Beno Rodi, John Sawazhki, Jeff Smith and Ron Winget. Also present: David Lamberth and Matt Benson.

Janiec called the meeting to order at 8 a.m.

**PORTLAND MINUTES**

The minutes of the August 27 meeting in Portland, Michigan, were approved with the following corrections:

- Page 1, roadrace proposal #5 (ease restrictions on Classic Sixties carburetors). Mann should have been recorded as voting no.
- Page 4, vintage motocross proposal #2 (BSA B50 in Classic 500). Remove the two sentences after "Discussion" and replace with, "The machine, along with many others, was actually the beginning of the Sportsman era."
- Page 7, motocross "statement of philosophy" item #1. Change wording of last sentence to read, "It was suggested that promoters pay AHRMA 30 percent of entry fees or \$1,000, whichever is greater." Change made with Sawazhki abstaining.

**TREASURER'S REPORT**

Smith deferred to Lamberth for a presentation of financial reports as part of the executive director's report.

**EXECUTIVE DIRECTOR'S REPORT**

Lamberth compared year-to-date results through October against the same point the previous three years. He also presented a comparison of the 2004 budget versus actual revenues and expenses. The model has been modified to try to make it more accurate in the next cycle.

Lamberth presented the FY2005 budget and discussed the assumptions made. One assumption is that Benevolent Fund revenue will drop to 10% of the prior year because of the change to credit card charges. Smith suggested that the number could be increased to 50% by actively promoting the fund among the membership and by holding events such as raffles and auctions to benefit the fund. He also pointed out that the board has discussed setting a target of 5% revenue over expenses. The budget should be adjusted to show this.

Lamberth said he expects AHRMA to end the fiscal year with a loss of \$15,000-\$20,000. In discussing what could be trimmed further in the budget, he said that while it would not be possible to operate without the roadrace or dirt track coordinator, the position of off-road coordinator could be eliminated. The office could set the schedule and put together the race order for events, and could compensate regional workers to put on events where possible. A second item is printing costs. However, he has not been able to find anyone in the Nashville area who could print Vintage Views and the rulebook for less than the current contractor. A third area where costs could be reduced would be to find a less expensive executive director and assistant.

In discussing Vintage Views, Smith suggested that some or all of the four-color pages be eliminated, or that the

cover be printed in two colors. Janiec said that Vintage Views is a good member benefit and care should be taken not to cheapen it. He also advised looking harder at the revenue side of the budget.

To address the shortfall at the end of the year, the board approved a motion giving the Executive Committee and Lamberth authority to remove up to \$25,000 from AHRMA investments.

**Off-road director.** A long discussion took place regarding the position of national off-road director. Discussion points: There are many people who could be called on to help put on nationals. Past discussions of the topic have highlighted the need for consistency from one event to another. There will need to be a lot of training and assistance from the national office to make it work without a coordinator. If we are going to have a coordinator, we should be putting on our own events, which in turn brings the possibility of more revenue. On the other hand, if AHRMA is going to have promoters run more events, then there is less need for a coordinator.

Janiec summed up, noting that the position of off-road coordinator needs to be redefined. A qualified regional coordinator, trustee or the national coordinator must be present at every event. The person acting as coordinator at the event should not be competing unless the event is running well and there is a qualified person in charge while the coordinator is on the track. Lamberth indicated that he would be comfortable eliminating the national off-road director position and having the national office coordinate all events. The board directed Lamberth to do what he thinks necessary, based on the input he was given.

**Pre-Daytona event.** Concerns have been expressed about Kershaw as the location for the pre-Daytona race, particularly with regard to the weather. No other tracks were available, but riders want a pre-Daytona shakedown event, so Kershaw was the only option. Kershaw is intended as a stopgap for 2005, with the intention of returning to Roebing Road in 2006. The board's consensus was to proceed as planned.

**Sponsorship proposal.** Lamberth presented a proposal from AMS Racing to sponsor the national vintage motocross series. The decision whether to accept it is up to the executive director rather than the board. In a discussion of sponsorship issues, Lamberth said it is difficult to get the industry to realize that vintage racers are big consumers of parts and accessories. Lowry said there is a need for more structure to AHRMA's sponsorship guidelines. Goodpaster recommended that AHRMA have a full-time person to deal with sponsorship and publicity. A motion was passed directing Lamberth to establish a value range for series, class and event sponsorship for AHRMA and to come up with guidelines for what AHRMA will provide in return.

**Communications.** Benson reported on coverage of AHRMA nationals during 2005 in various publications. The number of articles and total column inches will end up being significantly greater than in 2004. He asked for more columns in Vintage Views addressing tech and eligibility issues and talking up upcoming events. More help also is needed in making sure that nationals are covered in VV and outside publications.

**Daytona credential fee increase.** Lamberth recommended increasing the Daytona credential fee to \$60. An

article should be published describing the value of the credential, including insurance and access. The board's consensus was to increase the fee.

**Triumph Thruxton Challenge.** Lamberth provided a copy of the proposal for review. Triumph would issue a rebate to buyers rather than the cost-plus-10% deal. They will be encouraged to offer a contingency as well. A motion was approved to close the deal with Triumph.

## **VINTAGE ROADRACE RULES PROPOSALS**

The board reviewed the following preliminary actions from the Portland meeting:

1. *Create guidelines for exhibition rides.* Discussion: The time issue must be kept in mind; any rides would have to be during the lunch break so they would not interfere with the race program. The guidelines will be for a "rolling display" type of ride. Vote: Yes. The rulebook will state that guidelines for exhibition rides are available from the national office.
2. *All Hondas in Formula 500 to displace up to 650cc.* Vote: No.
3. *Allow Keihin Special carburetors in all Formula classes and in 500 Premier.* Mork read a past Vintage Views column by Bob Barker that explained AHRMA's philosophy about carburetors. That is, old carburetors wear out and AHRMA has allowed newer replacements; however, AHRMA does not allow replacement carburetors that offer a performance advantage over their predecessors. Discussion: F-500 participants spoke as a group at the Barber event in favor of allowing the change. An update of this article should be written, listing available carbs that can be used, and unless riders can show there is no viable alternative, then the board will stick with its philosophy. Vote: No change to current rules; Janiec, Breckon, Lowry and Goodpaster opposed.
4. *Ease restrictions on Classic Sixties carburetors.* No additional input was received. It was clarified that Amal Mark I concentrics *are* allowed. Vote: No.
5. *Ease exhaust restrictions on Classic Sixties machines.* The exception remains for Velocettes as a safety consideration. Vote: No; Smith opposed.
7. *Hydraulic damping on girder and springer forks.* Wording was presented to allow hydraulic dampers in place of springs on such forks as a safety measure and to encourage that dampers be "camouflaged" to give a more period appearance. Vote: Accept wording; Lowry abstained.
8. *Hydraulic rear damping in Class C and Pre-1940.* Norbert Nickel provided a letter from Jack Turner saying that this had been approved for his BMW. Mork spoke with Nickel, who said he is not willing to remove the dampers from his machine. Bikes ridden by Carleton Palmer and Stu Rogers also had been granted permission to use rear dampers on their machines. A motion was approved to change the rule as presented, prohibiting hydraulic rear dampers unless they were original equipment on that machine; Goodpaster opposed. Letters will be sent to the three individuals telling them they must remove the rear dampers unless they were OEM units on those machines.
9. *Clarify whether Historic Production riders may also compete in other classes.* Considerable input was received opposing the board's tentative vote that riders who compete in another class disqualify themselves from Historic Production. A motion was approved accepting the change; Janiec and Beckon opposed, arguing

that it simply should be at the race director's discretion to move a rider out of the class if it is obvious the person belongs in AHRMA's regular classes.

The issue was then discussed further. A motion was approved changing the class name to Novice Historic Production; Goodpaster opposed. A motion was approved to not award series points for the class and allow riders to compete in any class they like. By not awarding points, there is no incentive to stay in the class longer than necessary.

8. *Increase the allowable overbore on two-strokes to extend cylinder life.* Vote: No.

9. *Allow Hondas to be up to 600cc in 500 Premier.* Vote: No.

10. *Allow period Yamaha 350cc two-strokes in Formula 750.* Vote: No.

11. *Require period exhaust systems on all machines.* Vote: No.

12. *Use transponders.* The roadrace crew believes there are no scoring problems that justify this additional expense. No action taken.

14. *Extensively revamp AHRMA's roadrace class structure and race program.* Proposal forwarded to roadrace task team.

15. *Eligibility request: Kawasaki W1 in Classic Sixties 650.* The request was approved, but it was emphasized the machine must meet all class requirements, including carburetion.

16. *Require full-face helmets in roadrace and dirt track.* This new safety-related proposal was approved. The words "full coverage" will be struck from the rulebook. The board discussed whether flip-up helmets should be prohibited, but no action was taken.

Several items were forwarded by Tim Lile on behalf of the roadrace tech crew, most of which were simply editorial clarifications. The following items were discussed and acted on:

A. *Vintage Superbike table.* Does the reference to "AMA Superbikes" mean a machine similar to an AMA Superbike of the period, or a certified and documented AMA Superbike? The question was forwarded to the Vintage Superbike Rules & Eligibility Committee for clarification.

B. *Production Singles clarification.* The class requires machines have "full EPA and DOT approval," but many of the supermoto bikes eligible for the class are not EPA or DOT approved for highway use. A motion was approved to exclude supermoto machines from these requirements.

C. *Production Singles tire clarification.* There is a discrepancy between the tire requirements for Production Singles and other tires allowed in the modern classes. A motion was approved to allow the option to use slicks in Production Singles as well.

## **MODERN ROADRACE PROPOSALS**

1. *Remove Supersport restrictions from Suzuki SV650s.* Vote: No.

### **VINTAGE SUPERBIKE PROPOSALS**

1. *Move the Honda CB400F from Middleweight to Lightweight.* Vote: No.
2. *Create an "F1" class as a bump-up for Heavyweight class machines.* Vote: No.

### **CROSS COUNTRY PROPOSALS**

1. *Create separate Historic post-vintage classes (88-200cc and 201cc-plus).* Vote: Yes.
2. *Add a Post-Vintage +60 class.* Vote: Yes.
3. *Every rider must come to a complete stop each lap at the scoring point until signaled to proceed.* Vote: Yes.
4. *All cross country events will be scored as a single event even if multiple-day events.* Vote: Yes.
5. *Allow class champions to run #1 number plates.* Vote: No.
6. *Prohibit Barkbuster-type handguards.* Vote: No.

### **DIRT TRACK PROPOSALS**

1. *Allow the Yamaha DT1 in Classic 250.* Discussion: The machine is properly classified, even though it might not be the fastest machine in Sportsman. Vote: No.
2. *Allow the Kawasaki Greenstreak in Classic 250.* Vote: No.
3. *Allow period flat-slide carburetors in Seventies Singles and Seventies Two-Stroke.* Vote: Yes. Acceptable carburetors include Lake, Lectron, Posa and Gardner.
4. *Move the Bultaco Astro model 195 to Seventies Two-Stroke.* Member input was that the bike should remain in Sportsman. Vote: Leave rules unchanged.
5. *Move the Harley-Davidson MX250 to Seventies Two-Stroke.* Vote: Yes.
6. *Create a Seventies Twins support class.* Vote: Yes.
7. *Eliminate mention of Veteran class from rulebook but allow at promoter's option..* Vote: Yes; Breckon, Janiec, Borg and Hilgenberg opposed.
8. *Create two new classes for 20-year-old machines under and over 500cc.* Vote: No.
9. *Add the 1982 Kawasaki KX250 to Seventies Two-Stroke.* Vote: Yes.
10. *Allow hydraulic clutches to help prevent creeping at the starting line.* Vote: No; Breckon opposed.
11. *Raise the displacement limit in Seventies Singles to 600cc.* Discussion: One comment was received against the proposal. Concerns were expressed about changing the class to fit those who might be cheating, but on the other hand the change brings the class in line with other racing groups. Vote: Yes; Mann, Hilgenberg and

Winget opposed.

12. *Review “Seventies” class shock rule to clarify what is legal.* The determination was that remote-float reservoirs are not allowed, but piggyback-type shocks are.

### **POST-VINTAGE MOTOCROSS PROPOSALS**

1. *Allow the 1977 Montesa 250/360 VB in the Historic class.* Discussion: There has been considerable discussion of the issue, most in favor of placing these machines back into Historic. Technology was moving so fast during the period that it can be difficult to properly classify machines, and this is one of the borderline cases. Vote: Yes. The R&E committee will list restrictions to ensure the machines are not updated.

2. *Allow dual skill-level ability ratings as in done in vintage MX.* Discussion: In vintage, riders are allowed to move down in skill level only in Sportsman, which is the most competitive class. In post-vintage, it isn't possible yet to identify which is the most competitive class. Vote: No.

### **VINTAGE MX PROPOSALS**

1. *Prohibit Barkbuster-type handguards.* Vote: No.

2. *Ease the Premier Lightweight expansion chamber rule for Jawas.* Vote: No.

3. *Move the BSA B50 from Sportsman to Classic 500.* Discussion: Feedback was received on both sides of the issue. The difficulty is that there will always be machines in any given class that are not as competitive as other machine. Vote: No; Smith, Winget and Rodi opposed.

4. *Change the refund policy to allow a full refund up to seven days after the event.* Vote: No.

5. *Allow riders under age 16 to compete.* Vote: No.

6. *Change rule 11.4c so that a rider cannot score points by completing just one lap.* The following sentence was proposed for addition to the end of the rule: “If there are fewer than three entrants in a class, the winner must complete at least half the prescribed race distance (track conditions allowing, as determined by the referee or race director), to receive first-place points.” No change will be made to the “last place plus two positions” portion of this same rule regarding non-finishers. Vote: Yes; Janiec and Lowry opposed.

7. *Create a “European Prime” class to fit between the Classic and Sportsman eras.* Vote: No.

8. *Clarify that the checkered flag signals the end of a race, whether shown in error or not.* The following is added under section 11.4: “Each race concludes with the display of the checkered flag, even if a competitor believes the number of laps is not consistent with pre-race instructions. If there has been a flagging error, the race referee may revise the results if he/she deems it appropriate.” Vote: Yes.

9. *Establish a three-year moratorium on future changes to the vintage MX class structure.* Discussion: Comments were received against the proposal. The board should have a commitment to rules stability, but shouldn't tie its hands or shut the door to member input. On the other hand, the same proposals are made year after year to try to get motorcycles into classes where they do not belong. The motion to establish the moratorium failed on a 6-6 tie vote.

10. *Eligibility additions.* The following are to be listed as like-design models: Honda SL175 in Classic 250 and Honda CL360 in Sportsman 500.

### **TRIALS PROPOSALS**

1. *Move Rigid Novice riders to line 4.* Discussion: Instead of advancing riders, sections have been made more difficult. Vote: Yes. The trials committee will look at further revamping of the line-use structure for 2006 to lessen the perceived East-West divide in section difficulty.

2. *Add a twin-shock class.* Vote: No.

### **ROADRACE TASK FORCE**

Lowry gave a presentation on the findings of his task force. The major findings are that AHRMA road racing remains a viable entity; the higher the quality of events, the better the turnout; and there is a need to take some of the expenses off the back of riders by finding sponsorships.

Janiec highlighted the following as items to take up immediately:

1. AHRMA's guiding philosophy for scheduling should be four "cornerstone" events (Daytona, Mid-Ohio, Sandia, Barber), plus a reasonable geographical spread to come up with a total of 16-19 rounds. Back-to-back events should be avoided where possible.

2. Review classes and combine where numbers and philosophy allow. (This is for follow-up by the task force. An additional member or two should be added to the group.)

3. Sponsorship/promotion.

4. Create a template for a regional program.

### **2005 SCHEDULING**

Lamberth said the 2005 road race schedule accomplishes some of the items identified by the task force – fewer back-to-backs and 19 rounds total. Off-road there are a number of question marks, such as the Northeast date, Kentucky and perhaps Alabama if entries aren't good this year. Janiec pointed out that all of these tentative events are Eastern. If these come out, AHRMA need to look at keeping geographic balance.

Mann said he would like to run a Premier/Classic event at Reddick, Florida, on the same date as the Gatorback post-vintage MX national. He said some Premier/Classic riders expressed concern about the Gatorback track. Also, Gary Gillum in Missouri is interested in running a Premier-only trial late in 2005.

Lowry asked whether the P/C events might possibly hurt AHRMA in the long run, creating fragmentation and an elitist sort of attitude. When there was the opportunity to run Premier-only bikes at some road race events, the AHRMA stance was all or none. Mann responded that there is a need to do something to keep these bikes coming out or they will disappear altogether. Janiec warned of the danger of losing the exposure of the rest of the members to these bikes. He suggested surveying the Premier riders to find out if the problem with participation is the tracks or some other factors.

## 2005 BOARD MEETINGS

Meetings were scheduled for:

- Wednesday, March 9, DeLand, Florida.
- Friday, August 12, in the Chehalis, Washington, area.
- Possibly Monday, October 24, in the vicinity of Barber Motorsports, Birmingham, Alabama. Could also be one weekend later at another location and still meet the rulebook publication schedule.

## COMMITTEE ASSIGNMENTS

The following committee assignments were made for 2005:

- Vintage Roadrace Rules & Eligibility – Mork, chairman; Brian Slark, Tim Stancill.
- Sound of Singles/Battle of Twins/Sound of Thunder R&E – Al Charles, chairman; Mark Hatten; added later was Mike Parker.
- Vintage Superbike R&E – Charles, chairman; Mark McGrew, Jerry Berreth.
- Vintage Motocross R&E – Hilgenberg, chairman; Mann, Winget.
- Post-Vintage MX R&E – Al Wenzel, chairman; Borg; added later was Mitch Winder.
- Trials R&E – Hilgenberg, chairman; Bob Ginder, Mike Fenner.
- Dirt Track R&E – Breckon, chairman; Rusty Lowry, Tom Horton; added later was Gary Davis.
- Cross Country R&E – Smith, chairman; James Smith, Corky Root.
- Awards – Sawazhki, chairman; Breckon, Al Knapp.
- Risk Management – Rob Stickler, chairman; Smith, Borg.
- Benevolent Fund – Lowry, chairman; Borg, Goodpaster, Rodi.
- Editorial Review – Mork, chairman; Pat Conroy, Terry Pratt.

## OTHER BUSINESS

**Board votes.** In a discussion of publishing the names of dissenting trustees in board votes, it was observed that the board should “stand as a monolith” after each vote; reports should just list vote count and not the names. On the other side, everyone is accountable for their votes and not naming names smacks as secrecy. A motion was made that when there is a split vote, only vote tallies will be listed in AHRMA publications, but all names will be shown in the full minutes. Research should be done into what other organizations do with regard to publishing names. Motion passed, with Janiec opposed.

**Appeals Board membership.** There is a membership suspension that will be appealed, and an appeals committee must be set up immediately. On a long-term basis, there is a need to reestablish the mechanism for creating appeals committees. The names of several possible appeals committee were provided. A call will be put out for members to volunteer to be on list to serve on appeals committee. If a name is chosen, the person will not serve again. Appeals are rare, but it’s important that members are available to serve.

**Rider grading.** Winget presented a modified version of his rider grading mechanism. There will be a request-for-observation form available for any new member who wants to sign up as Novice. A motion was approved to accept the changes as presented. Members must be made aware that a form is available at sign-up to request confirmation. This will include an article in Vintage Views and communication with coordinators and sign-up people. The membership applications also will be changed to eliminate the Novice option and state that new

racers must sign up as at least an Intermediate until evaluated.

**Benevolent Fund.** Lowry said the Benevolent Fund started out with a great fanfare and intent, but is not as visible now. He suggested that the bylaws be revised to show that the fund exists, what its intent is and how it is administered. Ted Bendelow should be brought into the discussion to advise on the best way to accomplish this. A second issue is to ensure that the fund is no longer mingled with other assets. It must be a separate, dedicated account.

**One-day memberships.** In response to an inquiry by Sawazhki about offering one-day memberships to prospective members, it was explained that this has been done in the past, but it wasn't worth the trouble. Winget noted that this has been done in at least one region with both AHRMA and AMA memberships. A person fills out the forms and pays the money, and then at the end of the day the money is refunded, less an administrative fee, and the applications are destroyed. The board reiterated the policy that AHRMA does not allow one-day memberships and if it is learned that the practice is taking place, action will be taken to stop it.

**Four-stroke support race at Monster Mountain.** In response to a question, Lamberth explained that the promoter wanted to attract a few more entries on his post-vintage day, and it was allowed under guidelines set up by the board. The race would run after the day's AHRMA racing was done and would be open only to AHRMA members on modern four-strokes. Concerns were expressed that if allowed, it could become a slippery slope. [Note: The support race ultimately was not run.]

*Adjourned at 10:40 p.m.*