

**AHRMA BOARD OF TRUSTEES MINUTES  
OCTOBER 24, 2005  
BARBER MOTORSPORTS MUSEUM  
BIRMINGHAM, ALABAMA**

*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: Tom Bentley (voting Robert Borg's proxy), Craig Breckon, John Goodpaster, Matt Hilgenberg, Dave Janiec, Rusty Lowry, Fred Mork, Dick Mann, Beno Rodi, Jeff Smith and Ron Winget. Also present: David Lamberth, Matt Benson and Ted Bendelow.

Janiec called the meeting to order at 8:10 a.m.

**APPROVAL OF MINUTES**

The minutes of the August 12 meeting at Chehalis, Washington, were approved as presented.

**TREASURER'S REPORT**

Smith reported that AHRMA is in its best financial position of the past five years. Lamberth has done an excellent job of corralling expenses and bringing in additional revenue. Smith said the 2006 budget is very cautious because of the uncertainty about the effects of high fuel prices and the possibility of inflation. AHRMA has been able to return \$45,000 to its reserve funds this year and probably will add more before the end of the fiscal year.

Plans are to have a full audit done this year. A review was conducted the previous two years (see discussion under Executive Director's Report)..

**EXECUTIVE DIRECTOR'S REPORT**

Lamberth reported that it is not possible to accurately look at expenses and income until end of fiscal year. There has been \$116,186 more revenue than expenses through September. However, the last two months are slow for revenue. The projection is to have a cash balance of \$22,000 at the end of the fiscal year. Membership revenue is up by \$5,000 and sponsorships have increased by \$14,000 (mostly from Triumph). In 2004 AHRMA was paid to be at two dirt tracks (Kankakee and Sandia, which did not happen this year. Every AHRMA discipline generates more revenue than expenses.

In formulating the 2006 budget, all event entries were based on 2004, which were less than 2005. Expenses were based on 2005 actual expenses. The result was a very conservative budget. A motion was approved to accept the 2006 budget as presented.

In a discussion of how often to conduct a full audit, Lamberth explained that the frequency is typically every three to five years. He advised to have the audit done now because three years is an appropriate

interval, AHRMA has the money now to pay for it and an audit gives members assurance that finances are being managed properly. A motion to conduct a review rather than an audit failed on a vote of 8-4, with Hilgenberg, Goodpaster and Bentley (plus Borg's proxy) voting yes. As a result, a full audit will be conducted as recommended by the Executive Committee.

Reporting on membership, Lamberth said the level is comparable to the previous two years. 126 members have given up their vintage motocross number, but it was hoped that there would be about 300. The fallback position is to use a full-size capital letter in front of two digits. The scoring people say this option would work.

Lamberth was asked about membership retention, but he indicated he did not have that information at hand. He will provide it for the next meeting. A discussion centered on how to continue to attract new members from the next generation of enthusiasts without harming older bikes. Smith said the AMA has had similar problems in attracting a younger generation of riders.

Benson provided a report on coverage of AHRMA events this year. While there has been a drastic drop in coverage in Cycle News, the Triumph Thruxton program has generated a considerable amount of positive media coverage. There also has been some good television coverage this year. Vintage Views advertising has been holding steady.

#### **VINTAGE ROADRACE RULES**

**Sidecars.** The Rules & Eligibility Committee recommended allowing sidecars at any minor events and at Mid-Ohio, provisionally for one year only. The events would constitute a mini-series. Lowry expressed concern over adding sidecars to the Mid-Ohio program, which is already an over-full event, as well as the issue of controlling passenger qualifications, handling entries, further cramming too many dissimilar classes onto the track at any given time and failing to reduce deadwood classes.

It will be necessary to review AHRMA's existing sidecar rules to see what needs to be updated, such as oil retention requirements. The driver should be a properly licensed sidecar racer, and passengers would need to be AHRMA members. A motion was approved (Smith, Lowry and Rodi opposed) accepting the committee's recommendation and adopting USCRA/VRRA rider and passenger licensing requirements. The AHRMA rules structure will be reviewed as well.

**Classic Sixties carburetors.** A member comment questioned the availability of the units specified by the rules. The consensus was that there is no shortage, and the action at the Chehalis meeting should stand.

**Overbore rule.** A comment from a member emphasized the need to include language maintaining the performance index in 200 GP. A motion was accepted to change the proposed rule to state that the overbore limit was the specific machine displacement in performance-indexed classes such as 200 GP and Classic Sixties 650.

**Additions to 200 GP.** On adding the Yamaha CS3 and CS5 to 200 GP, a member recommended restricting them to 20mm choke size or 20mm carbs. A motion to accept this change was approved

(Winget abstaining). Similarly restricted Bridgestone 200s should be added to the class as well.

A motion was approved to affirm the board's votes at the Chehalis meeting on all remaining 2006 rules proposals. Breckon and Goodpaster restated their objection to the proposed change in number plate sizes. After further discussion it was decided the change may not even be necessary. A motion was adopted to leave number plate rule 9.5.3 unchanged.

An item apparently was omitted from the 2005 rulebook to specifically allow the street-bike based replica of a Benelli 250 four-cylinder in 250 GP. A motion was approved to accept this addition.

### **DIRT TRACK RULES**

Only one comment was received, a proposal to merge AHRMA and VDTRA classes. A motion was approved to affirm the actions taken at the Chehalis meeting.

### **VINTAGE MOTOCROSS**

**Maximum number of classes.** Comments were received for and against adding a waiver to the AMA rule limiting a rider to three entries. Apparently the origin of the AMA rule was to prevent one rider from dominating a meet, not safety. Either way, Bendelow said this did not appear to be a standard of care issue that the board should be concerned over. A motion (Smith and Winget opposed) was approved accepting the rule change.

**Standardized starting procedure.** One comment was received. The board adopted a motion accepting the action taken at Chehalis on this proposal.

**1968-72 era exhibition class.** Bentley said he wants to do this right, with the board's blessing, in offering such a class at the regional level. Mann said it is just a perception problem that these machines are not being ridden in the Sportsman class. The best thing to do is to just start riding them and encourage one's friends to do the same. A motion was approved (Lowry abstaining) accepting the action taken at Chehalis, including giving Bentley and Borg authority to draft guidelines for an exhibition class.

**100cc class.** The R&E Committee's view is that the board took the correct action at Chehalis. The board still wants to see if it is a viable class before adding it at the national level. A motion was approved affirming the Chehalis action.

No comments were received on other proposals. A motion was accepted affirming the other vintage MX votes at the Chehalis meeting.

### **VISITOR**

Jeff Ray, executive director of the Barber Museum, welcomed the board and said AHRMA is an integral part of what Barber wants to do in showcasing vintage machines. Plans are in the works to add AHRMA off-road events to next year's Barber Vintage Festival. Janiec reported that AHRMA representatives met the previous day with Barber management and agreed in principle on expanding the event. The aim is to grow the event but do it gradually and to build on the relationship between AHRMA and the Barber

organization.

#### **POST-VINTAGE MX RULES**

The R&E Committee recommended affirming all Chehalis votes. A motion to do so was approved.

A motion was approved to add the Harley-Davidson MX250 to Historic 250.

#### **TRIALS RULES**

On a recommendation from the R&E Committee a motion was approved affirming the action at the Chehalis meeting.

An item for future discussion should be a rule specifying that if someone enters more than one class, it should not be in a class that uses the same line.

#### **CROSS COUNTRY RULES**

No input was received following the Chehalis meeting. A motion was approved accepting the action taken at Chehalis.

#### **MODERN ROADRACE RULES**

**Ducati 748 in BOT F-2.** Concerns were expressed about allowing the machine in at this time, while others have said it would be acceptable. Because of the uncertainty, a motion not to include the machine was approved (Winget abstaining).

**Two-stroke singles in BOT Two-Stroke.** The action taken at Chehalis was accepted (Winget abstaining), including a change in the class name to Open Two-Stroke.

**Kickstarter removal on supermotards.** A motion was accepted (Smith opposed) reversing the Chehalis vote and allowing kickstarters to be retained on these machines, provided there is a secondary restraint such as elastic band.

**Two-strokes in Sound of Thunder.** A motion was accepted allowing SOS Two-Stroke and Open Two-Stroke machines to bump up into Sound of Thunder. Smith and Lowry were opposed, and Hilgenberg abstained.

A motion was approved affirming all other actions taken at the Chehalis meeting.

The board discussed the problem of supermotard-type machines using racing lines that conflict with normal lines. Should these machines be excluded or placed in a class that will run alone, with no bump-up class? A motion was approved (Goodpaster abstaining) creating a special committee to assess supermotard machines and recommend how to deal with them. The committee will be made up of the roadrace R&E committee chairmen, race director and referee. This is a safety issue, and an attempt will be made to implement a solution during 2006.

#### **VINTAGE SUPERBIKE RULES**

A motion was approved affirming all action taken on proposals at the Chehalis meeting.

## **2006 SCHEDULES**

Reviewing the tentative 2006 schedule, Lamberth noted that Sanford, North Carolina, replaces Camelback at the recommendation of the Mid-Atlantic Region. This is a first-class facility. Hopkinsville and Monster Mountain are not on the schedule, with Barber replacing the Monster Mountain vintage event. A few other changes to the off-road schedule are likely. On the roadrace side, the only change is to insert Miller Motorsports in Utah in place of Pueblo.

There was discussion of trying to protect existing Premier/Classic events and not scheduling nationals on top of them. Also discussed was the appropriateness of having the Daytona warmup race at Kershaw. Rodi argued that Kershaw is too cold that time of year, and AHRMA should rent an airstrip at DeLand for a jetting day, with no race. Breckon said members want a warmup race, and there are no other racetrack options in Florida.

## **2006 BOARD MEETINGS**

Meetings were scheduled for the following dates:

- Monday, May 1, following the Willow Springs event.
- Monday, July 31, following Mid-Ohio (possibly at the AMA museum).
- Monday, Oct. 23, at Barber.

## **GROUPING OF CLASSES AT ROADRACES**

There is a need to make it easier to identify what is on the track at the same time and also make sure the bikes on the track are compatible. Lowry noted that his roadrace task force recommended establishing a standardized schedule. It would be possible to use same sequence, but rotate the sequence so the same classes are not first or last all the time. When drawing up the grids, vintage and modern classes should not be mixed.

## **COMMITTEE CHAIRMEN**

Committee chairmen for 2006 include:

- Vintage Roadrace Rules & Eligibility, Fred Mork
- Sound of Singles/Battle of Twins/Sound of Thunder R&E, Mark Hatten
- Vint Superbike R&E, Jerry Berreth
- Vintage Motocross R&E, Matt Hilgenberg
- Post Vintage MX R&E, Al Wenzel
- Trials R&E, Matt Hilgenberg
- Dirt Track R&E, Rusty Lowry
- Cross Country R&E, Ron Winget
- Awards, Tom Bentley
- Risk Management, Rob Stickler
- Benevolent Fund Advisory, Rusty Lowry
- Editorial Review, Ron Winget

## **BENEVOLENT FUND**

There was discussion of setting up the Benevolent Fund as a 501c(3) entity so that tax-deductible donations are permitted. The board agreed to have a full accounting done of the fund, then decide whether to restructure it into a c(3). This will be done either at the next board meeting or by action of the Executive Committee.

### **PACIFIC NORTHWEST**

The “A Team” was presented with a letter of contract for creating a limited Pacific Northwest off-road region.

Janiec said that no other regions have anything close to a contract or charter, and some regions are diverging further and further from AHRMA’s precepts. It would be beneficial to return to having the regional coordinators get together periodically to review their duties, share ideas, etc. The problem is getting them all in the same place. Additionally, all need to attend an AMA Risk Management meeting. Bendelow suggested a written protocol or section of the rulebook outlining the duties and responsibilities of regional organizations. Mann suggested a mission statement about what AHRMA vintage and post-vintage motocross is about, which could be published along with the protocol as a rulebook addendum.

The board agreed to adopt the concepts expressed in the PNW letter into a protocol that can be included in the rulebook. Bendelow will review it prior to adoption. The next step would be to convene regular meetings with regional coordinators. Hilgenberg agreed to chair a committee to draft the motocross mission statement. This could be broadened to include all disciplines.

### **NATIONAL OFF-ROAD COORDINATOR**

Janiec said there has been a consistency problem from national to national because of the different people acting as event-specific coordinators. There should be more standardization and more care in choosing who to run each event. What is needed is a coordinator, but not a director. This person would attend some, but not all, events — perhaps one such coordinator (or “assistant”) at either end of the country.

A motion was approved to create one or more positions of off-road assistant to help Lamberth as off-road director in administering national MX events. Compensation is to be on a per-diem basis, the same as roadrace workers.

### **RISK MANAGEMENT REPORT**

Smith said the Risk Management Committee consulted with AMA on several issues, since the AMA is considered the standard of care as motorcycle racing in the U.S.

**Medical information.** The committee recommended removing the medical information check-off items from event entry forms. AHRMA is unnecessarily assuming risk by asking for this information without taking action on it. A motion was adopted (Goodpaster opposed) to remove these items from entry forms.

The committee also recommended not accepting the roadrace proposal mandating that a lanyard be worn

with medical information. The lanyard should not be mandatory. It was clarified that the lanyard tag used in AHRMA roadracing includes emergency contact information, allergies and whether the rider has any condition that medical personnel should know about. A motion was approved to make the AHRMA-supplied information tag and break-away lanyard mandatory in roadracing and dirt track and strongly encouraged in other forms of competition.

**Helmet inspection.** The committee said that tech inspection of helmets could be misconstrued as an assumption that AHRMA is certifying that a helmet is not damaged. The committee recommended that wording be removed from rule 3.3.14 saying that helmets will be scrutinized for condition. Additional language should be added saying that AHRMA does not warrant the condition of a participant's helmet. Both recommendations were approved by the board.

**Helmet standards.** The committee recommended that several FIM standards be included in the list of allowable AHRMA standards. A motion accepting the list of additional standards for roadrace and dirt track was approved (Winget abstaining). In accepting the list of standards for other types of competition, the board also updated the Snell standard from Snell 85 or higher to Snell 95 or higher.

#### **BMW BRIGHTER IMAGE AWARD**

Recipients should have been receiving the \$500 payment. Lamberth will look back and see what the original arrangement was and the status of the funds.

The meeting adjourned at 5:45 p.m.

*Submitted by Matt Benson*