

AHRMA BOARD OF TRUSTEES MINUTES
AUGUST 12, 2005
CHEHALIS, WASHINGTON

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, Robert Borg, John Goodpaster, Matt Hilgenberg, Dave Janiec, Fred Mork, Dick Mann, Jeff Smith (voting Rusty Lowry's proxy) and Ron Winget. Also present: David Lamberth and Matt Benson.

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

VINTAGE ROADRACE RULES PROPOSALS

Note: All rules proposals are presented in the order in which they were considered. Numbering corresponds to what was shown on the summary sheets included in the trustee packets. Vintage roadrace proposal numbering comes from Mork's working copy of the summary, which he distributed at the meeting.

Mork reported that more than 40 proposals were received. He and Janiec will suggest a better system for organizing and addressing proposals for next year. The proposal deadline should be changed so the committees have an additional week to work on proposals before this board meeting.

1. Allow vintage-class motorcycles to bump up into Vintage Superbike. Vintage Roadrace Rules & Eligibility Committee recommendation: No action. Board action: Agreed with committee.
2. Eliminate the post-entry penalty of double the standard entry fee and institute a \$10 pre-entry discount. Committee recommendation: Not an issue for the committee to address; no action recommended. Discussion: The board has addressed this issue many times and wants to continue with its current entry fee structure and pre-entry discount. Entry fees were increased last year, but the post-entry amount was unchanged. Board action: Leave fee structure unchanged; Goodpaster opposed.
3. Return to offering series points for Novice Historic Production. Committee recommendation: Pay series points and award end-of-season awards. Otherwise, the class structure is just fine. Board action: Adopt committee recommendation; Smith, Borg and Mann opposed. The committee was asked to develop wording giving the roadrace director authority to move up riders who are clearly too fast for the class.
4. Create a tiered entry fee structure where each class entered costs slightly less. Committee recommendation: Not an R&E issue. Discussion: Because there are different fee schedules for different tracks, which already causes confusion for riders filling in entry forms, it would be difficult to administer. Board action: No change to fee structure.
5. Eliminate Classic Sixties 650. Only three riders have participated so far this season. Committee: Leave the class as is. It may attract more entries, and there have been some nice machines participating. Board: Agreed with committee; Janiec opposed (need to eliminate or consolidate classes that are not working).

6. Add “Novice” to Historic Production under 9.2.1. Just an editorial correction. Board: Accepted.
7. Change the definition of “GP kitted” in Section 2 to allow factory-welded brackets to be retained, making it easier to convert bikes into racers and then back to street machines if desired. Committee: Agreed: Board: Accepted.
8. Pay Historic Production points. Accepted under item 3.
9. Clarify what is meant by “stock” and what is meant by “no-compromise GP or clubman racers in essentially factory-standard trim” in the Classic ‘60s class rules. Board: Remove the sentence under 10.4.3 that says it is intended to be a more or less stock class and the phrase “no-compromise” under 10.4.3A(I). The rules otherwise make it clear what can and cannot be changed.
10. Clarify 9.7.2(c), the overbore rule. Committee: Accept the proposal, so that the displacement limit is the class maximum plus the allowed overbore (as opposed to a machine’s OEM displacement plus the allowed overbore). Board: Accepted.
11. Specify that the Yamaha RD350/400 be air-cooled in Historic Production and Formula 500. Committee: Yes. Board: Accepted.
12. Allow rearsets in Novice Historic Production. Committee: No. The class is intended to be inexpensive and as stock as possible. Board: Agreed with committee.
13. Accept European helmet safety standard ECE R22-05, as allowed by many other racing organizations. Committee: Not enough time to research. Should defer to Risk Management Committee for recommendation to board. Board: Assigned to Risk Management to investigate and report back at the October meeting. The standard will be accepted unless Risk Management advises otherwise. (Note: Following the meeting, the AMA indicated that they accept this standard.)
14. Pay series points in Novice Historic Production. See item 3.
15. Prohibit riders who hold a current professional roadrace license, similar to what is done in AHRMA dirt track. Committee: Deferred to board to address pro riders in various disciplines. Discussion: No problems are seen in disciplines other than dirt track. Board: No change to rule.
16. Require replacement of helmets after rider is knocked unconscious. Committee: Defer to Risk Management Committee. Board: Assigned to Risk Management, to report by the October meeting.
17. Allow an exception to rule 9.7.10 for “aero humps” commonly found on leathers. The rule currently prohibits streamlining to be attached to the rider or helmet. Committee: Yes. Board: Yes.
18. Include sidecars as a regular part of the AHRMA program. Committee: Accept, but not at venues with large entries and time constraints (Daytona, Mid-Ohio and Barber). The sidecar group should be required to provide a supplemental tech person to assist AHRMA tech. Acceptance should be

provisional, to be reassessed after the 2006 season. Discussion: It is difficult to eliminate a class one its created. While sidecars are a part of vintage history, the potential for catastrophic engine failures is very real. Board: Accepted committee recommendations.

19 & 20. Pay Historic Production points. See item 3.

21. Create a vintage Battle of Twins class for machines that are no longer competitive in the current BOT classes. Committee: No. Need a stronger proposal and a plan for how any additional class would be integrated. Board: Accepted committee recommendation, with Janiec opposing (need to begin planning for future classes).

22. Use transponders for scoring. Committee: No. The committee and the roadrace director have researched the matter. The devices are too expensive for both AHRMA and members at this time, and manual scoring as a backup is still needed even with transponders. Board: Agreed with committee.

23. Pay Historic Production points. See item 3.

24. Allow the new model five-speed Royal Enfield. Committee: No in Classic Sixties, unless the transmission is mechanically limited to four speeds; yes in Premier. Board: Accepted committee recommendation, with Winget abstaining. The committee will come up with specific wording.

25. Prohibit Astralite-type wheels across the board for safety reasons. Committee: Table for additional research. A safety-related change could be made at any time. Board: Agreed with committee recommendation.

41. Remove the wheel-size restriction for OHC machines in Classic Sixties. Committee: No. The current rule is at the heart of what distinguishes the class from 500 Premier. Board: Accepted committee recommendation.

26. Revise rule 9.5.3 to require that all motorcycles have three number plates 10 inches by 12 inches in size, with Sportsman and Historic Production using rectangular plates and all other classes using oval plates no smaller than 9x11. (Currently this rule only specifies the vintage classes.) Committee: Yes. Board: Yes, with Goodpaster opposing (many bikes don't have room for the bigger plates).

27. Clarify number plate colors in 9.5.3. An editorial change. Committee: Agreed. Board: Yes.

28. Review use of "roadrace director" and "executive director" in Section 9 to make sure they are still relevant since the ED does not attend all roadraces. Committee: No action needed; all references are still OK. Board: Agreed with committee.

29. Add "BOT" before Formula 1, 2, 3 to add consistency and clarification. An editorial change. Committee: Yes. Board: Yes.

30. If Section 5 deals just with roadracing officials, the rulebook should specifically say so. Committee: No change needed. Board: Agreed with committee.

31. Require medical information card be worn. Discussion: Roadracers are currently required to wear a lanyard with the medical information, but it is not specified in the rulebook. Committee: Recommended referring to the Risk Management Committee and the board to consider whether the requirement should be expanded to include other AHRMA disciplines. Board: Agreed to refer to Risk Management.

32. Change rule 9.1.1 to specify the venues where new novice AHRMA roadracers may not compete (for instance, Daytona, Mid-Ohio and Barber). Committee: Agreed. Discussion: Could require updating this rule each year based on the venues where AHRMA will be competing in the coming season. Board: Leave the rulebook unchanged, but do a better job of specifying the venues in Vintage Views, the website and entry forms.

33. Allow the Yamaha CS3 and CS5 in 200 GP. Committee: Yes, should be carburetor restriction if they show a clear performance advantage. Board: Agreed with committee.

34. Reword rule 10.3.5d to specify that brake calipers in Formula 125/250/500 be period type with a maximum of two pistons, rather than “period, two piston type.” The change would allow early, single-piston front calipers. Committee: Yes. Board: Yes.

35. Specify that modern inverted type forks are not permitted in the Formula classes. Committee: Yes. Board: Voted to include language in the general roadracing rules saying that no major components may be newer than the cutoff date specified by the class (giving the example of no inverted forks in the vintage or Vintage Superbike classes); opposed were Smith, Goodpaster and Winget (already covered broadly in 3.3. and no need to micro-manage).

36. Reverse action allowing hydraulic dampers with springer or girder forks in Class C and Pre-1940. Committee: No. The issue has been sufficiently debated and no problem is seen with the current rule. Board: Agreed with committee.

37. Remove Astralite exclusion for Vintage Superbike. Committee: Deferred for more research (see item 25). Board: Agreed with committee.

38. Expand the use of Keihin CR Special carburetor to all Honda fours in all Formula classes. The carb is readily available and will not dramatically improve performance. Committee: Yes. Discussion: Should be careful not to expand to other motorcycles in other classes. Board: Yes, with Hilgenberg abstaining. The board also made permanent the 2005 interim rule allowing this same Keihin on the Honda CB350 four in F-250.

Trustees discussed the mid-season rule change that allowed the Keihin carburetors on these Hondas in F-250 and whether the change was appropriate because it was not safety-related. Comments: The committee may have overstepped its authority. A voting quorum of the board should be involved when making such a change. The consensus was that this was a one-time circumstance and no policy change is needed.

39. Clarify which carburetors are allowed under Classic Sixties rule 10.4.3A(c) by replacing “up to and including” with “or,” so that only period-type carbs and Amal Mki Concentrics are permitted. Also,

remove the sentence stating, “OHC machines must use original model carburetors.” Committee: Yes.
Board: Yes.

40. Confirm the 2005 interim rule allowing the Kawasaki S1 triple in F-250. Committee: Yes. Board: Yes.

MODERN ROADRACE RULES PROPOSALS

1. Eliminate the \$10 SOS/BOT license surcharge. SOS/BOT/SOT Rules & Eligibility Committee: Yes. Discussion points: Originally, the charge was to cover the cost of administering a separate numbering system for these machines. The amount of the surcharge has never changed, while other costs and fees have increased over the years. Even with the seemingly unfair fee, AHRMA licensing is still less expansive than other organizations. AHRMA should look at eliminating the surcharge and raising dues or entry fees. Board: Tabled for further discussion.

2. Implement a tiered entry fee schedule in which each additional class entry costs less. Committee: Yes. Board: Decided previously to retain current structure (see vintage roadrace item 4).

3. Eliminate the post-entry “penalty.” Committee: Yes. Board: Decided previously to retain current pre-entry discount policy (see vintage roadrace item 2).

4. Allow the Ducati 748 (no SPS, R or RS models) into BOT F-2 in Supersport spec. Committee: Yes. Board: Yes, with Winget abstaining.

5. Add the wording “air-cooled four-valve 1000cc” to BOT F-2 rules. The change would allow the Triumph Thruxton and any other air-cooled four-valve machine under 1000cc. Committee: Yes. Board: Yes, with Borg abstaining.

6. Raise the limit on OHC two- or three-valve bikes from 750cc to 800cc in BOT F-3. The change would allow the newer air-cooled Ducati 800 which replaced the 750 in the lineup. Committee: Yes. Board: Yes, with Borg, Mann and Bentley abstaining. The board requested input from members on whether the change is needed.

7. Raise the limit on pushrod OHV machines from 900cc to 1000cc in BOT F-3. Committee: Yes. The change would allow the Buell XB9R, which the committee recommends run under Supersport spec. Board: Yes, with Winget abstaining. The board requested member input on the proposed change.

8. Require DOT tires for all Supersport-spec machines. The change would bring AHRMA in line with other organizations, making it easier for outside racers to compete. Committee: Yes. Board: Yes, with Janiec recusing himself as a class competitor.

9. Allow SOS Two-Stroke machines to bump up into BOT Two-Stroke. Change the name of the latter to Open Two-Stroke Twins, Battle of Two-Strokes or Sound of GP. Speeds and corner lines are compatible between the two types of bike. Committee: Yes. Board: Yes, but with no name change; Winget and Hilgenberg abstained.

10. Allow electric quick-shift devices in Supersport specs. Committee: Yes. Other organizations allow them, and cost of the devices have dropped significantly. Board: Yes; opposed, Goodpaster; abstained, Winget.
11. Allow 16-year-olds in SOS Two-Stroke as a way of getting young riders involved. Committee: Yes. Board: No.
12. Clarify that tire warmers are allowed in all modern-bike classes. Committee: Yes. Board: Yes.
13. Allow SOS Two-Stroke and BOT Two-Stroke to bump up into Sound of Thunder. Committee: Yes. Board: Yes.
14. Correct rule 10.11.1(e)5 to specify that oil pans are “required” and not “strongly recommended.” Committee: Yes. Board: Yes, with wording changed to: “Fluid containment systems are required on all roadrace machines (see 9.3f).” Check with the committee to see if the change in wording is satisfactory.
15. Split Production Singles into two classes — one for pre-1990 and one for post-‘90 machines. Committee: No. Not enough entries to warrant the split, and AHRMA has no precedent for dividing its modern classes as new machines displace older models. Board: Agreed with committee, with Janiec recusing himself.
16. Allow supermotard-type machines to have a kickstart lever. Committee: No. Board: Agreed with committee, with Hilgenberg and Mann opposing. The board requested input from the membership on the issue.
17. Create a Triumph Thruxton “modified” class. Committee: No. The change would dilute a fledgling class, and the racing is currently close, competitive and affordable. Board: Agreed with committee.
18. Create a Thruxton “novice” class. Committee: No, for the same reasons as in item 17. Board: Agreed with committee.
19. Give a “first tube frame” award in BOT Two-Stroke. Committee: No (see item 15 regarding the philosophy behind modern classes). Board: Agreed with committee.

VINTAGE SUPERBIKE

1. Create a bump-up system for Vintage Superbike classes. Vintage Superbike Rules & Eligibility Committee: Yes. Board: Yes, with Lightweight machines bumping up into Middleweight and both Middleweight and Heavyweight bumping up into Formula Vintage.
2. Move the cutoff date to anything manufactured before December 31, 1981, and like design. Committee: Yes, the motorcycles that would be added are compatible with existing machines. Board: Yes. (Note: The committee later asked that the cutoff be listed as the 1982 model year, since the date is stamped on VIN plate, making it easier for tech to check for eligibility.)
5. Combine Lightweight and Middleweight into one class. Committee: No. Board: Accepted committee

recommendation.

6. Allow 1025cc four-cylinders to use 29mm carburetors *or* the stock constant velocity carbs that originally came on the machine. Committee: Yes. Board: Yes.

CROSS COUNTRY

A. Change the opening paragraph of Section 15 to state that events currently are of short *duration*. Cross Country Rules & Eligibility Committee: Yes. Board: Yes.

B. Add a clarification in rule 15.1.1a that Classic 125 machines may choose to ride in Sportsman 200 if they wish. Committee: Yes. Board: Yes.

C. In rule 15.3a, change the tie-breaker language to state, “Year-end scoring ties will be broken by the greatest number of wins in the class contested, then second-place finishes, then third-place, etc. In the event of an absolute tie, the oldest rider wins.” Committee: Yes. Board: Yes.

D. Allow multiple-day events to award double points. Or, allow a multiple-day event to pay separate points for each day. Committee: No change to current rules. However, the rules should be clarified to state that separate points may be awarded if a weekend had two completely separate events and not a single overall event. Board: Agreed with committee recommendation, with Janiec opposed (double points should be awarded for multiple-day, ISDT-type events).

E. Make the events longer. Committee: Does not recommend longer events now, but consideration might be given in the future to 90-minute post-vintage races. Making events longer and harder will drive people away. Those who want a greater challenge can enter both the vintage and post-vintage events. Board: Accepted recommendation of committee.

DIRT TRACK

1. Create a Rotax-based class. Dirt Track Rules & Eligibility Committee: Opposed to creation of any new classes. The program is as large as can be currently accommodated. Would require separate practice sessions for these bikes and multiple heat races. Additionally, the Rotaxes are a currently manufactured machine and competitive in modern racing. May be a consideration for the future. Board: Agreed with committee.

2. Add under rule 14.2b, prohibiting current pro dirt trackers: Division 2 and Division 3 speedway riders also are eligible. Board action: Passed with Borg recusing himself.

POST-VINTAGE MOTOCROSS

1. Change the class names to something less confusing, such as PV1, PV2 and PV3. Post-Vintage MX Rules & Eligibility Committee: No. Existing names are fine. Board: Agreed with committee.

2. Move the 1978 Suzuki RMs from Gran Prix to Historic. Committee: No. AHRMA is very conservative with respect to the Historic class period from 1975-77 since this class represents the fastest evolution in suspension of any of our classes. Therefore, '78 models that improved major components (such as the Suzuki and the Yamaha, mentioned below) would not be approved. The '77 models are

already at the top of this class. Board: Agreed with committee.

3. Change the class names to GP1, GP2, GP3. See item 1.

4. Allow the 1978 Yamaha YZ in Historic 125. Committee: No. It's a very much different bike from the '77 model. Board: Agreed with committee.

7. Create GP and Ultima Four-Stroke classes. Committee: Yes. Would recreate the four-stroke nationals era when these bikes competed on their own. Board: Yes.

5. Move the Husqvarna 510 four-stroke to GP. Committee: Split 2-1 to leave in Ultima. Board: No change.

6. Create a PV Heavyweight sidecar class, with no separate rider skill levels. Committee: Yes. Discussion: Concerns included the amount of time taken up in the program and possible track damage by the sidecars. Options would be to name sidecars as an official support class, or simply allow them to continue running as they are at selected events. Board: No change to rules; allow sidecars to continue as they are; Janiec and Mann opposed, Borg abstained.

The committee may consider adding the Harley-Davidson MX250 to Historic and requested input from members.

VINTAGE MOTOCROSS

1. Create a schoolboy class for riders age 9-15 on Sportsman 125 machines. Vintage MX Rules & Eligibility Committee: No. The board has previously decided the youth question based on liability issues. Board: Agreed with committee.

2. Allow a rider to compete in more than three classes on a given day. Officials would have the right at any time to remove the competitor from the track if they believe he is not riding safely. Discussion: AMA rules set a three-race limit for entries, and AHRMA would be allowed an exemption if accompanied by the language above that allows riders to be pulled off if they obviously are too tired or otherwise riding unsafely. Committee: Yes. Board: Yes.

3. Standardize the starting procedure from race to race. Committee: No. Due to differences from one track to another, it would not be realistic to do so. Starting procedures are described in detail at the riders meeting, and it is good to explain them at each event. Board: No change to rules. David Lamberth was directed to write up a recommended procedure for using a rubber band start to be given to AHRMA race promoters and coordinators, and covered at every riders meeting.

4. Always run vintage events on Saturday and PV on Sunday. Discussion: Generally, the policy is vintage first on natural-terrain tracks and PV first on "tractor" tracks. The proposal is good as a general policy but not as a rule. Committee: No change needed. Board: Agreed with committee, with Mann opposing (should have a formal policy).

5. Create a 1968-72 era exhibition class for machines that are perceived as not being competitive in

Sportsman. Committee: Might be an option as a support class on the regional level. Board: Do not accept proposal; Bentley opposed (those bikes are not being used; what's the harm in creating a class that would bring them out?). Discussion: Vote does not prohibit regions from experimenting with a support class. There was further discussion of developing some sort of "European Prime" support class guidelines for such machines.

6. Create a pro/ex-pro class separate from Expert. Committee: No. Don't see a need for it. Discussion: Blue numberplates are used for such riders in the Northwest PV Region; may be something to watch and consider. Board: Accepted the committee recommendation.

7. Correct a typographical error to the fourth sentence in 11.1.4b.

9. Add 100cc class. Committee: Not recommended at the national level, but it should be encouraged as a support class at the regional level. Discussion: Need to see that it is a viable class before adding it to the nationals. Board: Agreed with committee recommendation.

Borg formally offered to provide trophies for "First 100" in Sportsman 125 and Classic 125 in each rider skill level. The winning rider would have to identify himself to the awards people. Bikes would have to be manufactured as a 100cc motorcycle. He will work with the R&E committee on any other restrictions. Board: Approved.

8. Allow one-day memberships. Discussion: The practice can be a device to attract new members or an administrative problem. Suggestion: Sell these riders a non-racing membership and allow them to race that one day, which they can upgrade if they want to continue racing with AHRMA. Board: Approved a motion reiterating AHRMA's policy against one-day memberships and to communicate to the regions AHRMA's policy; opposed, Winget and Janiec.

VINTAGE MX RIDER NUMBERS

There has been considerable misunderstanding about what AHRMA meant in the letter requesting that members give up unused numbers to free them up for new motocross members. Some members think that AHRMA is demanding that numbers be turned in. Lamberth said that if all the unused numbers are turned in, it will alleviate the number shortage. Allowing a letter in front of a number would cause a scoring nightmare. Smith supported the use of a full-size letter ahead of the number. Some letters couldn't be used (O and I, for instance). Other numbering solutions will be explored if the give-back program is not successful.

The board went into open session at 5 p.m., with about 50 members in attendance.

APPROVAL OF MINUTES OF DELAND MEETING

The minutes of the March 9 meeting were approved with the following correction: Page 2, treasurer's report, fix typo to read, "A" huge loss (in merchandise sales). Passed with correction.

TREASURER'S REPORT

Smith reported that after five years of borrowing from reserves to get through the fiscal year, AHRMA is finally able to pay back into reserve funds. So far approximately \$40,000 has been repaid of the

\$60,000-\$65,000 removed in the previous five years. If possible, more will be added to the reserve funds during the last quarter of the current fiscal year. Financially, AHRMA is running a very tight ship this year.

EXECUTIVE DIRECTOR'S REPORT

Lamberth reported that AHRMA is running about \$60,000 ahead of budget and should end the fiscal year with a positive cash position. Both roadrace and off-road have been held under budget, while entry numbers have been very good. AHRMA's investments also are performing well.

Membership reached 5410 at the start of August, the highest level of the last five years.

National event coverage has declined in Cycle News due to a change in the publication's policies. However, AHRMA has received some good television coverage and some very good press via Triumph's involvement with the Thruxton series.

Three payments have been issued from the Benevolent Fund this year. One application for assistance is pending.

Reese Dengler asked about membership in the Northwest, which he had heard was declining. Lamberth did not have the data on hand to answer the question, but he noted that Chehalis race entries have stayed steady. Mann said he had not seen anything negative in the region's membership trends.

Al Wenzel thanked Lamberth for minding the budget and getting AHRMA out of red.

Janiec said recent media coverage has had a positive effect in attracting new participants and spectators.

PACIFIC NORTHWEST OFF-ROAD PROPOSAL

"A Team" leader Dirk Williams explained that his group made a proposal late in 2004 to create a separate Pacific Northwest off-road region. At the Board of Trustees' encouragement, a post-vintage "test" series was put together for 2005. The reason for creating the new region is a matter of economics — many riders can't afford to travel far to events. The Washington/Oregon area also is under-served by AHRMA and needs more events for members, he said. The group modeled its organizational structure on the very successful Northwest vintage program and have learned a lot by working through the issues that have come up. The organizers are not looking to "take over," but to build on the existing Northwest cornerstone.

Dengler suggested that the team organize a few more Lumberjack Series rounds to demonstrate how well they can perform.

In response to a question of whether the Northwest can absorb more races, Williams said he sees plenty of opportunity and will try not to bump into other events on the West Coast.

Jim Patterson said he heard some feedback about tracks not being Premier/Classic friendly. Williams responded that the group would keep working to improve the tracks. They want to use tracks that can be changed for two-day events to accommodate each kind of bike.

Ed Parsons said efforts already were ongoing to expand AHRMA opportunities in the Northwest.

In response to whether the Lumberjack would still serve as the interconnect series, Williams said it would be up to the trustees.

Questioned about whether trials events also would be accommodated, Williams said the group would be willing to try, even if it would mean a three-day format.

There was a long discussion of why a proposed Klamath Falls event fell through.

Mann explained that Northwest organizers have always planned to split off the Pacific Northwest, but didn't want it to happen before it was ready, so that it wouldn't fail. Currently, without the California riders, there would not be sufficient numbers to have successful events in the Pacific Northwest. That, in turn, would mean organizers will have to add support classes. When vintage and post-vintage are run together on the same track on the same day, vintage entries shrink. The intent has been to start having Lumberjack-only events before splitting off. More Oregon and Washington riders are starting to participate in the events. The plan is working, just not as fast as hoped.

In response to whether Hammer & Tongs rules would be eliminated if it becomes an AHRMA series, Christopher James indicated that events would use AHRMA rules for those entering AHRMA classes. He does not want to polarize relations between AHRMA and other groups. Smith posed a number of questions on meeting AHRMA requirements, such as insurance and ALS ambulances, and James indicated the group would be prepared to meet those requirements.

Dorian Sleeper asked how the organizers would make AHRMA a value to the VDR and Hammer & Tong people, who don't pay any membership fees. James said the group hopes to reduce entry fees so that riders save more in entries than they pay in membership fees.

Other comments included the need for more vintage-friendly tracks in the series so that riders have fun and return for more. Also, local leadership is key to bringing two successful groups together in the Pacific Northwest area.

The open session ended at 7:10 p.m.

TRIALS RULES

1. Add a "0" line above the existing "1" line to help level differences in difficulty between East and West events. A chart was presented showing how the redistribution of lines would occur in the East and West. Discussion: AHRMA is trying to accommodate two different philosophies—riders who want to challenge themselves and those who simply want to ride old trials bikes. The other approach to renumbering would be a rider grading committee. Board: A motion to accept the proposal was defeated by a vote of 9-2. (Yes: Goodpaster and Winget. No: Smith, Bentley, Borg, Hilgenberg, Janiec, Mann and Mork.)

2. Create a twin-shock class for post-1979 machines. Committee: No. It would make the problem of line difficulty even worse. Board: Agreed with committee.

GENERAL RULES

1. Reestablish the position of off-road director. Discussion: The current arrangement has pluses and minuses. There is sometimes a lack of consistency on race day from one event to another. The off-road duties take Lamberth away from other tasks, such as sponsorship. There is a lack of consistent communication about the off-road program in Vintage Views without a regular director's column. The season has gone well even without an off-road director. It would be possible to have a lower-level off-road director who would have limited duties. Board action: Approved a motion to leave things as they are and continue to monitor.
2. Form a national rider grading committee. Discussion: Regional committees are forming an informal national network. There is also a formal national process in place for grading. Board action: No change needed, because there is currently a national process that addresses the issues.
3. Raise entry fees by \$5 to fund the off-road director. Board action: Fees will not be raised for this reason.
4. Move the off-road banquet to West Coast, where the first event of the year takes place. Discussion: Should consider rotating the banquet to make it fair. The contract for the coming year's banquet is already done, so it would have to start the year after (2007, for 2006 awards). Board action: A motion was passed to move the banquet to the site of the first 2007 Western national as a test before making final determination on rotating it from coast to coast.
5. Recognize Premier/Classic as a national series. Discussion: There are already championships for the Premier and Classic classes. The Premier/Classic events offer a different attitude for those who just want to go have fun. Board action: No new national series.
6. Allow 14-year-olds to compete on 125cc machines. Board action: Keep the existing youth policy.
7. Require trustees to go to all nationals in their region. Discussion: Trustees are already encouraged to be active members and go to as many events as possible and make themselves available. It is not possible to require them to attend all events. Board action: No.
8. All voting records must be open. Discussion: This is already being done under a policy adopted at the March 2005 board meeting.
9. Better compensation for AHRMA race directors, regional and national. Discussion: This is the executive director's job as part of the budgeting process at the end of the year.
10. Eliminate the ED position and delegate all work to national coordinators. Discussion: The bylaws require the position. There has to be a full-time manager running all aspects of a \$1-million organization. Board action: Continue to follow the bylaws.
11. Get ready for new trustees who are more positive thinkers. Discussion: This is not a proposal, just a comment.

MEMBERSHIP SURVEY

Janiec suggested that the time has come to conduct another membership survey. The board agreed.

TRUSTEE MEETING REIMBURSEMENT

Trustees currently have their expenses reimbursed for traveling to the final rulemaking meeting of the year. A motion was approved to allow trustees to choose which of the three meetings they want to be reimbursed for. However, attendance at the final meeting of the year is mandatory.

The meeting adjourned at 10:50 p.m..

Submitted by Matt Benson