

REVISED: June 12, 2006

**AHRMA BOARD OF TRUSTEES MINUTES
MAY 1, 2006
LANCASTER, CALIFORNIA**

Note: Any item marked with an asterisk () is confidential and not to be discussed outside the Board of Trustees or legal counsel. Unless indicated, all votes were unanimous.*

Trustees present: Craig Breckon, Tom Bentley, Robert Borg, John Goodpaster, Mark Hatten, Matt Hilgenberg, Dave Janiec, Rusty Lowry, Dick Mann, Fred Mork, Beno Rodi and Corky Root. Also present were Dave Lamberth and Matt Benson. The meeting was called to order at 8 a.m.

Janiec recognized new trustees Root and Hatten. He also thanked Jeff Smith and Ron Winget for their service as trustees. Both will remain involved with AHRMA on committees and other projects.

APPROVAL OF MINUTES

The minutes of the October 24, 2005, meeting in Birmingham, Alabama, went through the established 30 day review approval process. A motion to formally accept these minutes was passed, with Borg abstaining because he was not present at the meeting.

ELECTION OF OFFICERS FOR 2006

Chairman: Janiec and Mork both were nominated, but Mork declined. A motion was passed to elect Janiec. *Treasurer:* A motion to elect Mork was passed. It was noted that Jeff Smith served a total of 16 years as executive director and then as treasurer, and his continuity will be missed. *Secretary:* A motion to elect Lowry was passed.

* **ROB IANNUCCI LAWSUIT**

OPEN SESSION

The board went into open session at 10 a.m. with 8 members present, including Roadrace Director Cindy Cowell and Willow Springs promoter Yoshi Kosaka.

ROADRACE REPORT

Cindy Cowell reported that Willow Springs was a very successful event. The Discovery Channel's Biker Build Off participation in the event went very well. They agreed to give AHRMA at least five minutes of coverage in the program and filmed some of the racing and interviewed racers. The episode is to air August 7.

Regarding Daytona, the speedway staff was tremendously helpful this year. The pit area is not great, but it's all there is to work with due to changes in the infield layout. Cowell is exploring the possibility of AHRMA going back to the old Daytona track configuration. It would only take one change in air fence setup to make it work. Rider response to this idea has been enthusiastic. Hatten suggested that before making a change of this magnitude, AHRMA should ask in Vintage Views for rider response. Cowell also reported that tech day at the Volusia Fairgrounds went very well and is an excellent location. AMI is building a new location along I-95 just north of Daytona and they have invited AHRMA back. The facility would not be ready for 2007. Lowry said AHRMA should return to the AMI only if they are going to open their shop facilities to racers as they did in the past.

The owner of Road America raced AHRMA events at Kershaw and Daytona and would like AHRMA to return to the track, as part of back-to-back weekends with AMA Pro. No hard numbers on track rental will be available until fall.

Cowell suggested that AHRMA use the model created by Craig Murray at Sandia, Yoshi Kosaka at Willow and now Tom Kullen with Miller Motorsports, with a local coordinator who looks for money and support from local sponsors (bike shops, restaurants, state departments of transportation, etc.) for individual events. She recommended paying the local coordinator a percentage to find these sponsors/advertisers. Murray is willing to be the "coordinator of coordinators." AHRMA should create a framework of what the levels of sponsorship could be and what sponsors would receive in return. Hatten made a motion, seconded by Goodpaster, to create a roadrace promotions committee that will develop a sponsorship structure and address promotions in general. The committee will include at least one trustee. The motion was passed. Hatten, Cowell and Benson agreed to serve on the committee.

Cowell said she is very positive about where the roadrace program is at and where it is going. There is a great team of workers and excellent support from the board. Mork thanked Cindy for attending the meeting and for what she does for AHRMA.

Kosaka said he would like to see events become more of a "show" to attract spectators who might eventually become racers. In response to a question about the Willow event conflicting with the AMA event at California Speedway, Kosaka said his window for the event is the last weekend in April or first

weekend in May, and there is nothing he can do about the AMA's scheduling, but he will look to avoid conflict, if possible.

TREASURER'S REPORT

Lamberth reviewed the fiscal year 2005 audit. AHRMA received a clean bill of health from the auditor. The association had an excellent year. While there was an \$18,000 loss in operations in 2004, in 2005 revenue was \$73,000 in excess of expenses. Most of the gain came from the roadrace program. \$45,000 was placed back into reserve funds in 2005; currently there is about \$356,000 in reserves. Virtually the only program item that does not cover its expenses is awards banquets. The summary of FY2005 will be published in the June Vintage Views. Lowry commended staff for continuing to control expenses.

Goodpaster made a motion, seconded by Breckon, to accept the FY2005 audit and financial statement. The motion was passed.

EXECUTIVE DIRECTOR'S REPORT

Lamberth compared membership numbers for the past five years. The total has climbed slightly but steadily over the period.

AHRMA is ahead of the 2006 budget by \$9,000 for December through March. The budget is very conservative, which has paid off. Attendance was down at Daytona RR and VMX events, both are major revenue events for AHRMA. It has not been necessary to dip into reserve funds to meet expenses. One bright spot has been Willow Springs, which has grown by double-digit numbers over the past three years.

OPEN DISCUSSION

Lamberth reviewed the Bike Week entries, noting that it was a mixed bag. Daytona was way down, which hurt. Hatten recommended exploring the possibility of going to Daytona in the fall with the Biketoberfest event if the decline continues. Earl Burrows suggested doing a brief survey of those who attended in the past to find out why they didn't come this year.

In response to a question of whether there is any followup with those who have let their membership lapse, Lamberth said he is looking into doing a mailing to expired members. He is also considering using a post card electronically generated by the post office to do membership renewals. Hatten recommended setting up the website to accept online entry and membership transactions. Lamberth indicated this has been something he has intended to do, but has been budget constrained to date.

Patti Root suggested distributing posters to local motorcycles shops, etc., for the various events. In many cases this is being done today, but can be improved. Discussion revolved around whether an off-road promotions committee should be created and the need for a promoter package that clarifies the roles of the various parties. Hatten made a motion, seconded by Root, to create an off-road promotions committee that includes at least one trustee and tasked with creating a policy for the promotional responsibilities of AHRMA and of event promoters. The motion was passed with Lowry abstaining.

Burrows complained that the Perris, California, national trial was not laid out so that the sections were doable by Premier Heavyweights while still being challenging for Modern Classic riders. Mann said the

problem is that riders are not being advanced; instead, lines are being tightened up.

Lance Brown questioned the lack of an ambulance at the Cahuilla Creek MX nationals. Janiec explained the situation and AHRMA's response. There is a need to review AHRMA's ambulance policy, insurance carrier requirements and the current standard of care to make sure all is up to date.

Al Wenzel asked whether there are any alternatives to Gatorback for the Florida events. Lamberth said the only other venue where all the off-road disciplines could take place would be Hardrock, but AHRMA could not be its own promoter there. Wenzel also commended Lamberth for turning AHRMA's finances around.

The open session ended at 12:15 p.m. Wenzel remained for a discussion of PVMX motocross rules.

POST-VINTAGE MOTOCROSS RULES

Wenzel addressed the issue of whether there should be a "decade" class and said he does not agree with the philosophy that any bike 10 years old should automatically be eligible. There are plenty of PV bikes available now. At this point there is no need for continuously expanding the universe of machines. Wenzel also addressed some expected rule change proposals for 2007.

Lamberth reported that Wenzel has agreed to be the Western off-road coordinator, as Alex Moroz is doing in the East. They will be working out the duties in the near future. A meeting of regional coordinators will be held at Mid-Ohio to make sure everybody is working on the same page with regard to duties, responsibilities, era appropriate track requirements, and AHRMA philosophy.

MEMBERSHIP PARTICIPATION PROFILES

Lamberth is keeping track of national entry numbers to spot trends by region, discipline, etc. For the off-road disciplines, it will also be necessary to factor in participation in regionals to come up the average number of events a member participates in each year. Trends appear healthy at this time, and this will become standard review at board meetings in order to track the health and trends in each discipline.

BUSINESS PLAN

Janiec said AHRMA has never had a formal, written business plan, but has had most of the separate pieces. It is necessary to move in that direction. Hatten noted that a business plan is important for the board doing business and also for the members so they can understand why AHRMA is doing what it is doing. It also eases transition for new people coming onto the board.

Lowry said the bylaws and mission statement should either be revised to include AHRMA's modern classes, or these classes should be abandoned. A long discussion ensued over AHRMA's philosophy.

A motion was made by Lowry directing Lamberth, Janiec and Benson to begin collecting available sources of data to serve as the seeds of the business plan and begin drafting the mission statement. The motion was seconded by Hatten and passed. Discussion: Whatever the mission statement becomes, it needs to receive the full support of the trustees, staff and officials all need to get behind it 100 percent.

MEMBERSHIP SURVEY

A membership survey will be distributed before the end of the year. Benson asked that board members contact him by the end of May with suggestions for questions so that a final version of the survey can be approved at the Mid-Ohio meeting.

OFF-ROAD RIDER GRADING

Janiec provided background of the problem of assigning riders to the proper skill level category and how it has been addressed. At many nationals there are not enough members of a region's grading committee present to make a decision on new riders. The two main issues to deal with are cherry picking, and how to get a new rider properly classified between sign-up and race time. A possible way to deal with both problems would be to use the grading committee members present from any region to make skill level assignments on race day. Ron Winget should be tasked with working with the two new national off-road coordinators and regional coordinators to come up with a solution. Lowry suggested that the group's efforts be expanded to include all disciplines where there are ability levels.

PREMIER/CLASSIC EVENTS

Janiec raised two issues from EC discussions: Do P/C events enhance or detract from AHRMA motocross in general? Should scheduling be coordinated between P/C and nationals/regionals?

Mann said it was realized five years ago that these bikes were slowly disappearing from the nationals because the tracks are not suited to them. However, the bikes were still there and the riders were still there. Something needed to be done to reverse the decline, and the P/C events were created to address the concerns of these riders, primarily regarding era appropriate tracks. The events are completely self-sufficient and require nothing of AHRMA. Riders of Premier- and Classic-class machines have been participating not because of the title of the events but because the tracks are appropriate for their bikes. The intent was to build it back up at national and regional events, to enhance attendance and not replace them. In the meantime, post-vintage has been added to regional programs, and these newer machines are now even supplanting the Sportsman bikes. Now vintage racing itself is declining in some regions.

Janiec identified some other scheduling concerns, such as nationals in the East and West the same weekend and regionals overlapping nearby nationals (the Northwest Region PVMX scheduled against the Carnegie vintage national). He highlighted two issues: 1. Quality control of vintage tracks, which should be addressed by Lamberth working with the two national coordinators. 2. P/C should continue on a small level, coordinated at the national level so there is no conflict with other events.

Lowry expressed concerns about fragmentation. The board has already set a policy of not splitting out certain roadrace classes and allowing them to run at separate events. Is it good to allow this in MX? Mann said it is the difficulty of the tracks that is causing this in MX; this is not an issue in roadracing.

STANDARD OF CARE

There is a need to consult with Ted Bendelow and take a fresh look at the standard of care regarding having an ambulance on site for speed events versus the availability of life-flight aircraft, ALS quads, plus the current definition of "ALS." There also is a disconnect between what is in the rulebook and what is specified in AHRMA promoter contracts.

Bentley expressed concern that the Phoenix event is allowed an exemption from the ambulance requirement. Why should an injured rider have the exorbitant cost of helicopter transport forced on him just because the arrangement is more convenient or less expensive for the promoter? The AMA had previously verbally approved this arrangement as meeting their standards for a remote facility.

A motion was passed to obtain the current definition of standard of care, insurance requirements and to decide and clarify at the Mid-Ohio board meeting what the AHRMA policy will be for speed events.

TOWN HALL MEETINGS

It was mistakenly announced by AHRMA staff that there would be a Town Hall meeting at the Jasper dirt track during Bike Week, with no follow-through to make sure any trustees could be present. Town Hall meetings will be held during the balance of 2006 at Sandia on Saturday evening following the riders BBQ, Barber during the Sunday quiet hour and the DuQuoin dirt track.

PHILOSOPHY OF RULES

Consideration should be given to including Borg's article on rulemaking philosophy in the rulebook. This will be discussed at rules time.

RULES COMMITTEES

Hatten asked that the rules & eligibility committees be enlarged to five or seven members to allow more participation in the process. Additional members could be solicited via Vintage Views. The change could result in better-vetted rules and increase the board's productivity at rulemaking meetings.

RULEBOOK "HOUSECLEANING"

Hatten said he would like to look for areas of the rulebook where wording, layout, etc., is confusing or redundant. He and Benson will work on this.

ROADRACE ISSUE

An Indian roadracer raced by Gary Davis is equipped with two carburetors. This seems to be outside the spirit of the rule, which is intended to apply to vertical twins. A strict reading of the rule appears to allow dual carburetors on the V-twins. Mork said he will get input on what the intent is to see if the rule needs to be reworded for next year. He also will speak with Davis about changing the machine back to a single carb. A clarification should also be published in Vintage Views.

The meeting adjourned at 5:40 p.m.