

REVISED: October 3, 2006

**AHRMA BOARD OF TRUSTEES MINUTES
JULY 31, 2006
PICKERINGTON, OHIO**

Note: Any item marked with an asterisk () is confidential and may be discussed only among the Board of Trustees or with legal counsel. Unless indicated, all votes were unanimous.*

Trustees present: Craig Breckon, Tom Bentley, Robert Borg, John Goodpaster (left the meeting at 1:15 p.m. and gave his proxy to Hatten), Mark Hatten, Matt Hilgenberg, Dave Janiec, Rusty Lowry, Dick Mann, Fred Mork, Beno Rodi and Corky Root. Also present were Dave Lamberth, Matt Benson and Ted Bendelow. The meeting was called to order at 8 a.m.

VINTAGE MOTORCYCLE DAYS REVIEW

Cooperation with Mid-Ohio continues improving, although they were slow in meeting some requests, such as getting more portable toilets to the motocross area. Entries were huge, except trials was down slightly. There was a slight conflict with Husqvarna wanting to hold dirt bike demo rides in the same area where the trial was to occur. There seemed to be excessive speeding in the pit areas, although it may not have been racers. The motocross was very well laid out. The vintage MX was at or close to the maximum entry that could be accommodated..

APPROVAL OF MINUTES

May 1, Lancaster, California: Approved as circulated.

June 14 conference call: Approved as corrected.

June 29 conference call: Approved as corrected.

July 3 conference call: Approved as corrected.

July 10 conference call: Approved as corrected.

Corrected copies of all of the above conference call minutes will be provided to the trustees.

***LITIGATION UPDATE**

MOTOCROSS RIDER GRADING

Ron Winget was present for this portion of the meeting. He reported there are still problems at nationals getting new members placed in the right level. There are also problems getting riders properly graded if they don't ride regional events. One suggestion is to create an ad-hoc grading committee at nationals

made up of any three grading committee members who are present. The recommendation would go back to the rider's home region for a final decision. Lowry expressed his frustration that this issue has never been resolved after all the discussion that occurred.

A motion was made by Bentley, seconded by Hilgenberg, that any three regional grading committee members present at a national can make a grading decision on the spot. If the rider's home regional committee disagrees with the decision, it can be appealed to the executive director. The motion was approved.

Winget expressed concern about some of the regions operating outside the AHRMA model, discouraging some of the long-time members. AHRMA is about old bikes and does not exist to be a source of family motocross entertainment. Too many support classes are being offered, and too many programs are being operated too much like a business. Janiec said meetings will be held between the regional coordinators and the assistant national coordinators, who in turn will have to go back to their regions and encourage them to comply. This has to occur before the next season.

Winget also recommended reducing the number of off-road nationals to about 12 events per discipline. The focus should be on a limited number of high-profile, high-quality events. This will reduce strain on volunteers and increase participation.

Notes on rules discussions below. The following portion was circulated previously to trustees. Some corrected are noted, based on input received. Numbering corresponds to what was shown on handouts at the meeting. Proposals raised at the meeting are numbered A, B, C, etc.

VINTAGE ROADRACE RULES PROPOSALS

1. Create a system for merging under-subscribed classes. A class with four or fewer participants at 60 percent of the events would be put on probation for the following year. If entries did not increase by at least 25 in the probationary year, the class would be merged into its bump-up class the next season. Committee recommendation: Deferred to board. Discussion: It is AHRMA's mission to provide a venue for historic racing motorcycles, so care should be taken to continue to accommodate these machines. Board action: Establish a one-year probation for any class the board decides to eliminate. There will be no hard-and-fast numeric formula trigger for eliminating classes. Decisions will be made on a case-by-case basis.
2. Convert to transponder scoring (with video backup) to improve accuracy and allow riders to review their lap times. Transponders would be sold and rented by AHRMA. Committee recommendation: Believe it is worth doing, but can't afford at this time. Discussion: The cost of the system to AHRMA would be about \$15,000, even if riders buy their own transponder. Board action: Form a committee to look into all aspects of roadrace scoring, including transponders, and report back at the first meeting of 2007.
3. Extend the cutoff date of the Pre-1940 class to 1942 and rename Pre-War. Committee recommendation: Leave class as is. Board action: Leave the class unchanged.

4. Any class with five or fewer active riders by the sixth event of the season would be put on notice. If attendance is not brought up to at least eight by the end of the season, the class would be eliminated the following year. Committee recommendation: Nearly the same as item 1. Board action: In deference to the decision on item 1, this proposal rejected.
5. Allow Astralite wheels in Vintage Superbike. Committee recommendation: Yes. Declined on safety grounds previously; committee believes it is up to competitors to decide the safety issue for themselves. Board action: Yes, with Hilgenberg abstaining.
6. Allow air-cooled 250cc OHV/OHC four-stroke singles built before Dec. 31, 1972, and like design in 250 Grand Prix. This would essentially be the Honda XL250. Committee recommendation: No. Board action: No.
7. Move Bridgestone 200 twin and Yamaha CS3 from 200 GP to 250 GP. Committee recommendation:

14. Combine Class C hand- and foot-shift classes to economize race program. Committee recommendation: The separation of Class C (which are always run together in the same race) has not brought out more machines, but has made the participants happy. Board action: No change.

15. Allow GP replicas of Honda 350 twins in 350 GP. Committee recommendation: No, the machine would potentially dominate the class. The bike is already legal in F-250 in this configuration. Board action: No change.

A: Committee proposal: Change Class C rule 10.4.1A(d)(4) to clarify that 750cc sidevalve machines must use one carburetor. In place of “twin-cylinder rules,” insert “single-carburetor rule.” Board action: Yes.

B: Committee proposal: Clarify the cutoff date for Classic Sixties to state “1960 era and earlier” machines. Board action: Yes.

C: Committee proposal: Eliminate Classic Sixties 650 for 2007. The class has already been on probation without any increase in participation. All motorcycles from this class will be included under BEARS eligibility (in particular, the KH Harley-Davidson and W1 Kawasaki). Board action: Yes, with Rodi opposed.

MODERN ROADRACE PROPOSALS

1. Eliminate the SOS/BOT license surcharge. Committee recommendation: Yes. There is no additional administrative burden on AHRMA that justifies the surcharge. Board action: Yes. A motion was made stating that an AHRMA competition license gives a member one competition category; additional categories would cost an additional fee, with the amount to be determined at the Barber meeting following analysis by the ED. The motion failed, with Breckon and Lowry voting yes, and all others voting no.

A motion was made to raise the racing membership to a flat fee of \$45 beginning January 1, 2007. Discussion: The amount has not been increased since 2002. The motion passed, with Lowry and Breckon opposed.

3. Eliminate the post-entry penalty. Instead, change it to a \$10 pre-entry discount. Committee recommendation: Yes. Board action: A motion to reduce the post-entry penalty to \$10 per class failed with Hatten, Goodpaster (proxy held by Hatten) and Breckon voting yes, and all others voting no.

4. Allow post-entry at all races. Committee recommendation: Yes. Make it easy to race with AHRMA, don't turn away income. Discussion: From a logistical point of view, it may not be possible with Daytona and Mid-Ohio. Board action: A motion not to accept the proposal passed, with Hatten and Goodpaster opposing.

A motion was approved directing the ED to look into revising the roadrace pre-entry discount schedule and implementing a tiered entry fee (note: proposal #2 was to implement a tiered entry fee), and to report at the Barber meeting. An additional motion was approved expanding the prior motion to include all disciplines.

5. Allow 16-year-olds to race SOS Two-Stroke on bikes up to 125cc and 200 GP. Committee recommendation: No (split 2-1), based on liability concerns in having young racers share the track with adults. Discussion: The board has traditionally been conservative on the issue of youth racing. Board action: Follow the committee's recommendation, with Hatten and Goodpaster voting in favor of the proposal.
6. Allow the Ducati 748 in BOT F-2 in Supersport spec. Committee recommendation: The committee amended the proposal slightly after it was defeated last year at Barber over concerns that the bike would be dominant. Board action: Yes.
7. Limit pushrod OHV machines over 900cc to Supersport spec in BOT F-3. Committee recommendation: Yes. The change would correctly accommodate the Buell XB9R, as was intended by the committee last year. Board action: Yes.
8. Eliminate all displacement limits in Sound of Thunder. Committee recommendation: Discussion: Concerns were expressed about the safety aspects of no displacement limits. Board action: A motion to approve the rule failed with Hatten, Goodpaster, Rodi and Breckon voting yes; Lowry, Bentley, Borg, Hilgenberg, Janiec, Mann and Mork voting no; and Root abstaining.
9. Change Production Singles to Motard; allow MZ Skorpion in SuperMono 2 in Supersport spec. Committee recommendation: Yes. Discussion: The board should decide whether AHRMA wants supermotard bikes at all. There is a safety issue with the lines they use compared to traditional roadrace lines, and they shouldn't share the track with vintage machines. The committee created at the Barber meeting last year to address this issue has not materialized. The committee was to be made up of the chairmen of the three roadrace R&E committees, the roadrace director and the referee. Board action: Change Production Singles to a motard class or eliminate it, based on the work of the committee commissioned at last year's meeting at Barber. In either case, all existing machines in Production Singles will be assigned to a class. A final decision will be made at this year's Barber meeting.
10. Allow Thruxton Cup bikes in BOT F-3. Committee recommendation: Yes, with current Thruxton class restrictions. This will allow these bikes to continue to run when series ends after 2007. Board action: Yes.
11. Split Production Singles into two classes — pre- and post-1990. Committee recommendation: No. There are not enough entries in the class to support it. Also, this is a modern class, and the nature of modern racing is that newer, better machines displace the older ones. Board action: No.
12. Create vintage BOT classes. Committee recommendation: No. Idea has merit, but need a fleshed-out proposal. Board action: No change.
13. Remove Supersport spec restriction from Kawasaki Ninja 650 in BOT F-3. Committee recommendation: No. The class is highly competitive and any changes could upset the balance. Board action: No change.

VINTAGE SUPERBIKE PROPOSALS

1. Increase the maximum fork diameter from 41mm to 41.7mm to allow use of the Marzocchi M1R fork. Committee recommendation: No. Already allowed an increase from 39mm; can't make a change for every specific instance. Board action: No change.
2. Increase maximum front rim width from 3 to 3.5 inches to allow proper tire fitment. Committee recommendation: Yes. Board action: Yes.
3. Allow clip-ons on Honda Ascots. Committee recommendation: No. Board action: No change, with Breckon abstaining.
4. Allow four-stroke Novice Historic Production Heavyweight machines to bump up into Vintage Superbike Middleweight. Committee recommendation: No. Board action: No change, with Lowry abstaining.
5. Allow Heavyweight four-cylinders to displacement more than 1025cc if they have the stock bore and stroke and use the stock, OEM carbs. Also, carburetor pumper mechanisms (rule 10.13.2) would not have to be disabled. The change would allow the Honda CB1100F, Kawasaki GPz1100 and Suzuki GS1100. Committee: No; allows too much displacement. Discussion: People have said the class is too restrictive. Opening it up would draw more entries and bring the rules more in line with other organizations. Board action: Accept proposal, with Borg opposed and Lowry and Bentley abstaining.
6. Allow four-valve four-cylinders to 890cc in the Heavyweight class. Committee: Yes, but go to the existing 931cc limit for other machines. Board action: Yes, with Root opposing.
7. Allow the Honda CB400F in the Lightweight class. Committee: No. The machine would outclass the existing twins and singles. Board: No change. (*Note: Corrected to Lightweight rather than Middleweight.*)
 - A. Board proposal (Hatten): Restrict forks in Vintage Superbike to conventional units (no upside-down forks). Board action: Yes, with Root and Mann abstaining.
 - B. Board proposal (Hatten): Combine Vintage Superbike Lightweight and Middleweight. Could strengthen the category by consolidating two weak classes. One-year probation would apply. Board action: Yes, with Breckon abstaining.

BYLAWS ISSUE

Hatten stated that the bylaws don't address the issue of a conflict of interest by having someone on the board who is a competitor of AHRMA, such as running a non-AHRMA vintage series. Bendelow said he does not really see the conflict, unless the person's other entity benefits from his board membership. The board asked Bendelow to research the issue and give advice on where the line, if any, should be drawn. He will report at the upcoming conference call.

STANDARD OF CARE REGARDING AMBULANCES

Bendelow explained that the promoter/racetrack is responsible for providing emergency services on race day. The sanctioning body is responsible for ensuring the consistency of emergency services from one

event to another. He found that there is a standard protocol that the major sanctioning bodies are all following (NFPA 1561 Standard on Emergency Services Incident Management System).

Lamberth said the AMA rulebook specifically states what is required. There must be an ambulance on site legally capable of transporting, with oxygen. If the rule is not met, insurance is void for the day. Any air ambulance, in place of a conventional ambulance, must be cleared by Naughton in writing as an exemption. It would also be necessary for the AMA to sign off on the exemption. This has never been granted for an AMA-sanctioned race. The current AHRMA contract calls for ambulance on-site with advanced life support.

A motion was approved amending rule 7.7 to adopt the AMA wording for ambulance requirements, plus on-site ALS. The wording is to be approved by the insurance carrier. The language in the rulebook will match what is in the promoter contracts. This information will be communicated to the regions.

CROSS COUNTRY PROPOSALS

1. Modify rule 11.4c to address DNS and DNF. Committee recommendation: 11.4c is a motocross rule. Proposal #2 is more appropriate for cross country.
2. Modify rule 15.2.7 to read, “A rider must complete at least one full lap to be scored in hare scrambles/cross country type events or the first regular checkpoint in enduros, hare and hound and ISDT type events. Board action: Approved with the addition of “as a finisher” after the word “scored” above.
3. Change section 15.2.11 to read, “A rider who blatantly cuts the course will be docked a minimum of one lap. If the infraction is more serious, rule 6.2 may also apply.” Committee recommendation: Yes. Board action: Approved, minus the word “blatantly.”
4. Fix a typographical error in MX rule 12.6. No need for action.
5. Require promoters to always run separate vintage and post-vintage races. Committee recommendation: Two committee members voted against this, believing that it is best handled administratively and would be too restrictive for small events and for enduros, hare and house and ISDT type events.

A proposal by committee member Root would add the following two new rules: 15.2.12—Cross country races will be split into two sessions, with the vintage motorcycles first, followed by the post-vintage motorcycles after a sufficient break to allow those entering both events to have a short rest.

15.2.13—Enduro, hare and hound, and ISDT type events can run vintage and post- vintage at the same time, but every effort should be taken to separate them on the course; e.g., PV early numbers, vintage later numbers, etc. Board action: Approve.

6. Modify 15.2.3 as follows to account for a rider leaving in the wrong row at the start: After “Not less than 30 seconds,” insert “If a rider leaves the starting grid in a wave PRIOR to the one he/she is assigned to, there will be an automatic one-lap penalty. There is no penalty for leaving in a LATER wave.” Committee recommendation: Yes. Board action: Yes.

7. Allow post-vintage events to be 1.5 hours instead of the current one hour. Committee recommendation: No. Rules already allow for longer races if the situation warrants it. Board action: No.

8. Add a +70 class. Committee recommendation: No. There are not enough entries to warrant a new class. If a new class is to be added, it should be +40 first. Board action: A motion to add +70 was approved, with Mork, Rodi, Bentley, Root, Borg and Mann voting yes; Hatten, Goodpaster, Lowry and Janiec opposed; and Hilgenberg abstaining.

A: Add cross country to the list showing the minimum age for competitors. Board action: Approved.

General rule 1. A parent or guardian who does not ask for and complete a minor release for the day of the event will lose his/her points for the day and the minor will lose his/her points for the day. Board action: Reject the proposal and instead recommend that the ED explore using a different color membership card or other identifiable marking for minors so they can be easily identified at sign-up.

DIRT TRACK PROPOSALS

Skip 1. & 2. because they are background to #4 and not actually a current proposal.

3. Break all classes into Expert/Intermediate/Novice skill level. Committee recommendation: No. No need for more classes at nationals. There is already option for Novice support class. Board: No.

4-1. Allow AHRMA membership to be waived in certain instances or sell one-day memberships. Committee recommendation: No. Don't do temporary memberships. Board action: No.

4-2. Ease restrictions in Seventies Twins, especially for Harley XR750s. Committee recommendation: Remove the requirement for D-shape port and the 31mm intake restriction, but retain other carburetor rules. Board action: Accept committee recommendation.

5. Allow Rotax-based four-strokes. Committee recommendation: No. This is no lack of racing opportunities for these essentially modern machines. Board action: No.

6. Move the Yamaha TT500 to Sportsman 600. Committee recommendation: No. The TT500 is what made Seventies Singles a popular and fast class. Board action: No.

7. Make Seventies Singles a class for all four-valve singles, including Rotaxes. Committee recommendation: No. Board action: No.

A. Committee: Should Seventies Twins be made a permanent AHRMA class or continue as a support class? Board action: Continue as a support class in 2007; review again next year to see if changes to the XR750 rules help turnout.

B. Committee: Unsure where there is a discrepancy between the 28mm twin-carb rule in roadrace and 26mm in dirt track (rule 14.5j). Recommendation: Remove reference to 26mm to make the two disciplines consistent. Board action: Agreed.

C. Committee: Either allow bigger carbs for the Honda 500s in Seventies Singles or specify a maximum

carb size for the XL350. A motion was approved specifying a 44mm maximum carb size for the entire class, with Borg, Mann and Hilgenberg opposing.

POST-VINTAGE MOTOCROSS PROPOSALS

1. Disallow Keihin flat-slide carburetors. Committee recommendation: Yes. This was an error in the rules. Research found that these units were not introduced until 1985, outside the PV era. Board action: Yes.
2. Limit use of OEM Yamaha and Honda dual-leading-shoe front brake hubs to GP and Ultima classes only. Committee recommendation: Yes. No bikes from the Historic era had dual-leading-shoe brakes, but people are starting to use them. Board action: Yes.
3. Change suspension rules to allow only period aftermarket alloy swingarms in the Historic classes (unless OEM equipped). Use of later-model OEM alloy swingarms on Historic-class motorcycles is prohibited. Modification of Ultima-class single-shock allow swingarms for use on dual-shock Gran Prix motorcycles is prohibited. Use of period aftermarket or accurate replica alloy swingarms in all PV classes is allowed. Committee recommendation: Yes. Board action: Yes.
4. Move Montesa VB125 to Historic 125. Committee recommendation: Yes. Board action: Yes.
5. Period aftermarket suspension modifications, including shock reservoirs, are allowed in the Historic classes, provided they still meet the 9-inch travel limit. Committee recommendation: Yes. Discussion: Need to have a shock/swingarm chart created for Historic classes. Board action: Yes.
6. Add the 1981 Yamaha YZ250 in the GP 250 class. Committee recommendation: Yes. Board action: Yes.
7. Add the 1975-78 Husqvarna 360 and 390 Automatics to Historic 500. Committee recommendation: Need to do a little more research on the '78 model and whether the Auto lagged behind or not in development. Add the 1975-77 to the Historic 500 list; the '78 will not be included unless more information is received. Board action: Agreed with committee.
8. Add the 1979-84 Husqvarna 390, 420 and 500 Automatics to the GP 500 class. Committee recommendation: Yes. Will include the '78 too, depending on what information is received. Board action: Yes.
9. Move the Honda XR200R (single shock) from Ultima 250 to Ultima 125, since they are outclassed by 250cc two-strokes. Committee recommendation: No. Sets a bad precedent. Board action: No.
10. Expand the post-vintage program to include motorcycles equipped with front disc brakes (no rear discs). Committee recommendation: No. Not yet ready to move to the next era of machines. Board action: No.
11. Change "post-vintage" to Evolution, since "post-" has a mostly negative connotation. Committee recommendation: No. AHRMA is honoring Rick Doughty's request not to use the term Evolution.

Board action: No.

VINTAGE MOTOCROSS PROPOSALS

1. Allow the 1971 Yamaha RT1 360 in Classic 500. Committee recommendation: No. This was the type of bike that obsoleted the Classic-era class machines in the first place. Board action: No.

2. Allow 1975 Bultaco frames Model 134-136, 143, 144 to be used as replacement frames in Sportsman. Committee recommendation: Allow frame-only (swingarm must be pre-1975, 4-inch travel) as a replacement, as like-design. Board action: Yes.

3. Allow the Bultaco M-42 Pursang in the Classic 250 class. Committee: No. This was the first of the five-speed models. Board action: No.

4. Change Sportsman Open Twins to Classic Open Twins, since the machines originate from the Classic era. Committee recommendation: No. Board action: No.

5. Add a Youth class. Committee recommendation: No. Discussion: Issue has already been fully debated. Board action: No.

6. Trials proposal. Change the “best of” number used for championships to half the number of events plus one. Committee recommendation: No. Board vote: No.

A. Committee proposal: Swingarms in the Premier and Classic classes must be steel. The only exception is the period cast aluminum swingarm made by A&A Racing for BSA unit singles. Board action: Yes.

B. Eligibility additions: Honda SL350 in Sportsman 500. Kawasaki Bighorn in Sportsman 500. Aermacchi/Harley-Davidson 350 in Classic 500. Board action: Yes.

C. Committee proposal: Clarify that the Sachs 6D engine is eligible for Sportsman 125, not Classic 125. Board action: Yes, with Root and Rodi opposing, and Janiec & Lowry abstaining. (*Note: Corrected to emphasize that the engine is legal for Sportsman, not Classic.*)

OBSERVED TRIALS PROPOSALS

1. Allow trials to have a full day for the event, without sharing with another discipline. Committee recommendation: No. An operational issue, not a rules question. Vote: No, with Rodi abstaining.

2. Do not allow competitors to ride two classes on the same line in the same event. Committee recommendation: Yes. Board action: Yes, with Root abstaining.

3. Give the points keeper 20 points for doing his job, as is given to checkers. Committee recommendation: No clear consensus. Discussion: Points keepers and other regular workers already get free entry. Board action: No.

4. Allow riders to come to a stop while balancing without being penalized. Committee recommendation: No. This is the fundamental difference between modern and vintage trials. Board action: No.

5. Allow post-1979 machines that have suspension typical of the AHRMA Sportsman era. Committee recommendation: No. Board action: No.

A. Eligibility: Clarify that Otter-type chassis are not allowed in Premier and must run in Classic or Modern Classic. Board action: Yes. (*Note: Corrected to state that the chassis is not allowed in Premier.*)

GENERAL RULES

1. Change article VIII, section 2 of the bylaws to match item 8, section 1 of the articles of incorporation. Discussion: AHRMA is a representative organization; can't put bylaws changes to a vote of the full membership. Board action: No.

2. Change the AHRMA decal requirement in 9.7.17 so that two decals must be displayed in a conspicuous or readily visible position, rather than one on either side of the motorcycle. Board action: Yes.

3. Do not allow track personnel and vehicles on a designated race course while races are in progress. Discussion: A track-management and safety issue that can be worked out administratively. Not a rules change. Board action: No.

4. Allow nonmembers to participate in regional events without being an AHRMA member. Board action: No.

5. Allow members to join for two or three years at a time for a discount. Board action: Will be addressed administratively.

FEE STRUCTURES

Lamberth was asked to look into adjusting motocross promoter fees in addition to entry fees. It should probably should work out to a small increase in post-vintage promoter fees and a decrease in vintage MX.

OFF-ROAD COORDINATORS

Lamberth will put together information that the assistant national coordinators need to communicate with the regions about AHRMA policies and expectations.

Mann said he is concerned that regional tracks are not suitable for the Premier and Classic class motorcycles, and in many cases even Sportsman, because the selection of the tracks have become more modern. There is a need for more opportunities to ride era-appropriate tracks. There have been tracks within a region willing to put on a vintage-only event, but the coordinator hasn't allowed it. Janiec cautioned to take care when stepping on a coordinator's turf; such an issue needs to be worked out jointly with the regional coordinator.

DRAFT BUSINESS PLAN

Janiec distributed the outline of a draft business plan. There are sections that need input from various individuals, and volunteers are need to help. He would like to have an integrated draft copy at the

Birmingham meeting.

FINANCIAL REPORT

Lamberth reported that the wildcards for the remainder of the year are Miller and Barber. Barber should be played up as strongly as possible to draw some additional entries.

ROADRACE PROMOTIONS COMMITTEE

Hatten reported that as a way to get started, the committee came up with quick class sponsorships at Grattan and BeaveRun. A little more effort for Mid-Ohio yielded about 15 class sponsors. A goal for 2007 will be to morph that effort into season class sponsorships that includes money that comes into AHRMA. Lowry said the board had previously agreed not to give money in the vintage classes. He also was concerned about undervaluing the class sponsorships and undermining the national sponsors. The board's consensus was that there should be no payouts to the vintage classes.

Triumph strongly wants a novice class, with sponsorship from D&D. Roadrace officials are fine with the idea. There is discussion about some sort of three-race international Thruxton series. A motion was made by Hatten, seconded by Breckon, to tentatively add a Thruxton Novice class for 2007, provided there is sponsorship. The class would be run with the current Thruxton class and scored separately. The motion passed, with Lowry opposed, and Rodi and Hilgenberg abstaining.

OFF-ROAD PROMOTIONS COMMITTEE

Janiec asked for a trustee to volunteer to head up the Off-Road Promotions Committee and to integrate it with what the roadrace committee is doing. It was suggested that Ron Winget be asked to chair the committee.

The meeting adjourned at 9 p.m.

Submitted by Matt Benson