

REVISED: November 29, 2006

**AHRMA BOARD OF TRUSTEES MINUTES
OCTOBER 23, 2006
BIRMINGHAM, ALABAMA**

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, Mark Hatten, Matt Hilgenberg, Dave Janiec, Dick Mann, Fred Mork, Beno Rodi and Corky Root. Also present were David Lamberth, Matt Benson and Ted Bendelow. The meeting was called to order at 8 a.m .

APPROVAL OF MINUTES

July 31, Pickerington, Ohio. Approved as presented (last revised October 3).

* **September 7 conference call:** The minutes were approved as corrected.

* **October 3 conference call.** The minutes were approved as corrected.

* **October 9 conference call.** The minutes were approved as corrected.

* **LITIGATION UPDATE**

ROADRACE REPORT

[Cindy Cowell, Andrew Cowell and Will Harding joined the meeting at 10 a.m.]

Cindy Cowell offered her application for executive director and said that whether she is hired or not, she would like to take over the full roadrace program, including processing pre-entries. She wants to have someone available to service the roadracers, no matter what happens.

Cowell also presented the 2007 roadrace schedule:

- February 28-March 1, Roebing Road
- March 5-6, Daytona (March 4, tech day at Volusia Fairgrounds)
- April 20-22, Talladega
- April 27-29, Willow Springs
- May 25-27, GingerMan
- June 16-17, Grattan
- July 27-29, Vintage Motorcycle Days, Mid-Ohio
- Aug. 17-19, Kershaw
- Sept. 7-9, Miller Motorsports
- Sept. 14-16, Sandia
- Oct. 19-21, Barber

She noted that while 2007 at Roebing Road will be a Wednesday-Thursday event, there is a chance of moving it to a more desirable Thursday-Friday slot the following year. At Daytona, plans are to use the old configuration. Talladega returns to the schedule for '07. The facility has been fully rebuilt. It was decided to drop BeaveRun due to the high cost of the facility. Concerns were expressed by Hatten that his leaves the Northeast without a venue but with a large membership base to serve. Summit Point was considered, but the track will offer only a one-day event.

In discussions of the Barber weekend, it was noted that things went very well. Any issues that came up were relatively minor. The weekend was far bigger than the track had anticipated.

[The Cowells and Harding left the meeting at 10:20.]

DAYTONA

Trustees discussed the new versus old track configuration. Concerns were expressed about the speeds of

the modern machines on the track, both in terms of tire wear and closing speeds. There is no clear consensus among modern or vintage riders which configuration would be better. One option would be to alternate configurations from one year to another.

A motion was made by Breckon, seconded by Root, to follow the recommendations of the roadrace director. The motion was approved unanimously.

*** LEGAL ISSUES**

BYLAWS CHANGE

Bendelow provided the clarification wording on conflict of interest and removal of trustees. On removal, there is currently no “cause” standard in the bylaws; the amendment would correct that. The new language also deletes the section allowing the question of trustee removal to be put to a vote of the full membership and adds a notice period of 30 days and the opportunity for a removed trustee to be heard by the board. One question is whether, on a removal vote, to specify that nine votes or more are needed for removal or a certain percentage of those voting.

On a motion by Hatten, seconded by Borg, a minimum vote of 9 trustees to remove another trustee. Written proxies would be permitted. The motion passed, with Borg and Breckon opposed.

A motion was made by Borg and seconded by Mann to remove the language providing a trustee with 30-days’ notice before a removal vote. The motion passed by a vote of 7 yes (Mann, Breckon, Bentley, Hatten, Mork, Borg and Rodi) and 3 no (Janiec, Hilgenberg and Root).

Bendelow will redraft the two amendments. A brief conference call meeting will be held to approve the changes.

TREASURER’S REPORT

In a comparison of the 2006 budget versus actual revenue and expenses through September, Lamberth pointed out that if legal expenses were omitted, AHRMA would have been \$23,000 in the black but behind budget. There is currently \$38,000 in the operations fund plus \$60,000 in the Merrill Lynch account.

EXECUTIVE DIRECTOR'S REPORT

Lamberth provided information on attendance for the year at the various types of nationals. Overall, AHRMA struggled in roadracing, with a few bright spots, particularly Miller and Barber. The off-road events at Barber also were very successful, particularly for first-time events. The only real complaints at Barber were about access to the cross country and trials venues, and the difficulty of the trial.

Lamberth presented a proposed 2007 budget, based on AHRMA's current structure and scheduling practice.

Commenting on membership levels, Lamberth said the numbers have gone up and down over the years, but the current level of 5,500 is the highest ever.

In response for requests for data at the Pickerington meeting, Lamberth made the following recommendations:

1. Do not change post-entry rates. Even with the computer system used in roadracing, the additional work associated with an increase in post-entries would be difficult.
2. Move toward tiered roadrace entry fees in the future. There is no reason for treating roadracing differently from motocross in this regard. The recommended rate would be \$70 for the first class and \$60 for each additional class, with higher rates at more costly venues.
3. Increase the base membership rate to \$45 and eliminate the SOS/BOT surcharge. Keep all other add-on rates, such as foreign memberships, the same.
4. Do not change entry fees for the off-road disciplines.
5. Do not change the vintage motocross promoter fee. There have been no complaints directly to the national office from promoters.
6. Change the post-vintage promoter fee from \$200 to \$500 and \$5 per rider over the base of 100 riders.

Lamberth presented an outline of the 2007 off-road schedule. At Gatorback, the vintage and post-vintage MX days have been switched. Consideration should be given to removing Milliken and Moberly from the schedule; both are declining. Similarly, Portland is a good event, but entries keep dropping. The schedule still needs some work and there will be hard decisions to make.

In a discussion of moving the awards banquet to the Arizona event, Lamberth said the date does not give enough time to order jackets after the season ends and to have them ready for the banquet. Keeping the awards banquet at Gainesville would help draw attendance to an AHRMA-promoted event, as well as the planned meeting of all regional off-road coordinators at the site. The board affirmed Lamberth's recommendation to hold the banquet at Gainesville, at least for 2007. Mann suggested splitting the banquet in two to allow more time to present awards instead of one long evening.

Lamberth thanked the trustees for the opportunity to work with AHRMA. [He left the meeting at 12 p.m.]

Note: Numbering of rules items corresponds to those in the minutes of the July 31 meeting at Pickerington, Ohio. The original proposal is summarized, then the preliminary action from Ohio is shown, followed by any final discussion and action at this meeting.

VINTAGE ROADRACE RULES PROPOSALS

1. Establish a one-year probation for any class the board decides to eliminate. Preliminary action: Yes. Discussion: The policy would establish a safeguard for classes that are endangered, giving members an opportunity to show their support for the class. Final action: Motion (Hatten/Breckon) to apply the policy to all classes and disciplines. The motion failed on a tie vote of 5 yes (Hatten, Breckon, Borg, Hilgenberg and Janiec) and 5 no (Root, Mann, Rodi, Mork and Bentley). Motion (Borg/Breckon) to apply the policy to all roadrace classes. The motion passed unanimously.
2. Convert to transponder scoring. Preliminary action: No. Final action: No.
3. Extend the cutoff date of the Pre-1940 class to 1942 and rename Pre-War. Preliminary action: No. Final action: No.
4. Establishes a formula for eliminating under-subscribed classes. Preliminary action: No. Final action: No. (See item #1 above.)
5. Allow Astralite wheels in Vintage Superbike. Preliminary action: Yes. Final action: Yes (Hilgenberg abstaining).
6. Allow air-cooled 250cc OHV/OHC four-stroke singles built before Dec. 31, 1972, and like design in 250 Grand Prix. Preliminary action: No. Final action: No.
7. Move Bridgestone 200 twin and Yamaha CS3 from 200 GP to 250 GP. Preliminary action: Yes. Final action: Yes.
8. Extensively overhaul AHRMA's roadrace class structure and race program. Preliminary action: No. Final action: No.
9. Allow machines that finish in the top three places in their class to bump up into any other similar-displacement class. Preliminary action: Change rule 9.2.1 to permit a vintage machine to enter no more than two vintage classes per day for which the motorcycle is eligible, including that listed in the bump-up schedule. Final action: Yes, as amended at the Ohio meeting.
10. Clarify that Class C machines must use OEM or period-type transmission. Preliminary action: Yes, with the addition of a sentence saying that 750cc sidevalve machines must use a three-speed transmission. Final action: Yes.
11. Include a disclaimer in rule 3.3.7 stating that tech inspection by AHRMA does not warrant the condition of a participant's tires. It is the responsibility of participants to ensure that their tires are in good and safe condition. Preliminary action: Strike "to ensure safe condition" from the portion of rule 3.3.7 stating, "Tires will be inspected to ensure safe condition, and must be modern racing compound

only.” Final action: Yes, as amended at the Ohio meeting.

12. Clarify that rear brakes in Sportsman 750 may be a period-type fixed steel disc with a two- piston caliper or a period-type drum. Preliminary action: Yes. Final action: Yes.

13. In 200 GP, allow 200cc Bultaco to use a 32mm carburetor and five-speed transmission, and 175cc Bultaco to use a 34mm carb. Allow all other 175cc and 200cc two-stroke singles to use a 32mm carb. Preliminary action: No. Final action: No.

14. Combine Class C hand- and foot-shift classes to economize race program. Preliminary action: No. Final action: No.

15. Allow GP replicas of Honda 350 twins in 350 GP. Preliminary action: No. Final action: No.

A. 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.” Preliminary action: Yes. Final action: Yes.

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

C. Eliminate Classic Sixties 650 for 2007. Preliminary action: Yes. All motorcycles from the class to be included under BEARS eligibility. Final action: Motion to place the class on probation for 2007 and to revert to the original practice of running Classic Sixties and Classic Sixties 650 together but scored separately; 350cc machines also will be scored separately, but not as a championship class. The motion was approved, with Root and Mann opposed and Janiec abstaining..

MODERN ROADRACE PROPOSALS

1. Eliminate the SOS/BOT license surcharge. Preliminary action: Raise the U.S. competition membership to a flat \$45 fee, with no SOS/BOT surcharge, effective January 1, 2007. Final action: Yes.

3. Eliminate the post-entry penalty. Instead, change it to a \$10 pre-entry discount. Preliminary action: No. Final action: No.

4. Allow post-entry at all races. Preliminary action: No. Final action: No, with Breckon & Hatten opposing.

4A. Implement tiered pre-entry fees for roadracing. Preliminary action: The executive director was directed to look into revising the roadracing pre-entry discount schedule and implementing a tiered entry fee. Final action: Based on the ED’s recommendation, implement a pre-entry fee of \$70 for the first class and \$60 for each additional class. The fee will be adjusted as appropriate for higher-cost venues.

5. Allow 16-year-olds to race SOS Two-Stroke on bikes up to 125cc and 200 GP. Preliminary action: No. Final action: No, with Hatten opposing.

6. Allow the Ducati 748 in BOT F-2 in Supersport spec. Preliminary action: Yes. Final action: Yes.
7. Limit pushrod OHV machines over 900cc to Supersport spec in BOT F-3. Preliminary action: Yes. Final action: Yes.
8. Eliminate all engine displacement limits in Sound of Thunder. Preliminary action: No. Discussion: Manufacturers already are planning twins over 1000cc. Ironically, machines in BOT F-1 would not be eligible for their bump-up class, SOT, without a change. Final action: Yes, with Borg, Hilgenberg and Bentley opposed, and Root abstaining.
9. Change Production Singles to Motard; allow MZ Skorpion in SuperMono 2 in Supersport spec. Preliminary 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. Final action: Change Production Singles to Motard; allow motards in that class with no displacement restrictions; MZ Skorpions will be allowed in Super Mono 2 in Supersport spec (Breckon and Janiec abstaining).
10. Allow Triumph Thruxtons in BOT F-3 with current Thruxton class restrictions. Preliminary action: Yes. Final action: Yes.
11. Split Production Singles into pre- and post-1990 classes. Preliminary action: No. Final action: No.
12. Create vintage BOT classes. Preliminary action: No. Final action: No. Discussion: This is a worthwhile idea, but a fleshed-out proposal is needed.
13. Remove Supersport spec restriction from Kawasaki Ninja 650 in BOT F-3. Preliminary action: No. Final action: No.

An issue for the future: Look at increasing protest fees for teardowns. The fees are not realistic now in the context of what it costs for gaskets, etc.

VINTAGE SUPERBIKE PROPOSALS

1. Increase the maximum fork diameter from 41mm to 41.7mm to allow use of the Marzocchi M1R fork. Preliminary action: No. Final action: No.
2. Increase maximum front rim width from 3 to 3.5 inches to allow proper tire fitment. Preliminary action: Yes. Final action: Yes.
3. Allow clip-ons on Honda Ascots. Preliminary action: No. Final action: No, with Breckon abstaining.
4. Allow four-stroke Novice Historic Production Heavyweight machines to bump up into Vintage Superbike Middleweight. Preliminary action: No. Final action: No.
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. Preliminary action: Yes. Discussion: Input from the Rules & Eligibility Committee is to leave the rules unchanged. The class is currently very competitive. Allowing Japanese machines to build to the proposal's limit would tilt the playing field. There was one member comment in favor of the change. Final action: No.

6. Allow four-valve four-cylinders to 890cc in the Heavyweight class. Preliminary action: Yes, but go to the existing 931cc limit for other machines. Final action: Yes, as amended at the Ohio meeting.

7. Allow the Honda CB400F in the Lightweight class. Preliminary action: No. Final action: No.

A. Restrict forks in Vintage Superbike to conventional units (no upside-down units). Preliminary action: Yes. Final action: Yes, with Root abstaining.

B. Combine Vintage Superbike Lightweight and Middleweight. Preliminary action: Put the Lightweight class on one-year probation. Final action: A motion to put the class on one-year probation without combining it with Middleweight failed on a vote of 3 yes (Root, Hatten and Rodi) and 7 no (Bentley, Borg, Breckon, Hilgenberg, Janiec, Mann and Mork). A motion to leave the class unchanged but monitor it passed, with Hatten opposed, and Rodi and Breckon abstaining.

DIRT TRACK RULES PROPOSALS

3. Break all classes into Expert/Intermediate/Novice skill levels. Preliminary action: No. Final action: No.

4-1. Allow AHRMA membership to be waived in certain instances or sell one-day memberships. Preliminary action: No. Final action: No.

4-2. Ease restrictions in Seventies Twins, especially for Harley XR750s. Preliminary action: Remove the requirement for D-shape port and the 31mm intake restriction, but retain other carburetor rules. Final action: Yes, with Mann and Hilgenberg opposed, and Borg abstaining.

5. Allow Rotax-based four-strokes. Preliminary action: No. Discussion: AHRMA is not yet ready to add these machines. Final action: No.

6. Move the Yamaha TT500 to Sportsman 600. Preliminary action: No. Final action: No.

7. Make Seventies Singles a class for all four-valve singles, including Rotaxes. Preliminary action: No. Final action: No.

A. Decide whether to continue Seventies Twins as a support class or make it a permanent, championship class. Preliminary action: Continue as a support class in 2007; review again the following year to see if changes to the XR750 rules help turnout. Final action: Agreed with action at Ohio meeting.

B. There is a discrepancy between the 28mm twin-carb rule for Class C in roadrace and 26mm for Dinosaur in dirt track (rule 14.5j). Preliminary action: Remove reference to 26mm to make the two disciplines consistent. Final action: Agreed with action at Ohio meeting.

C. Either allow bigger carburetors for Honda 500s in Seventies Singles or specify a maximum carb size for the XL350. Preliminary action: Specify a 44mm maximum carb size for the entire class Final action: Yes, with Mann, Borg and Hilgenberg opposing.

VINTAGE MOTOCROSS PROPOSALS

1. Allow the 1971 Yamaha RT1 360 in Classic 500. Preliminary action: No. Final action: No.
 2. Allow 1975 Bultaco frames Model 134-136, 143, 144 to be used as replacement frames in Sportsman. Preliminary action: Allow frame-only (swingarm must be pre-1975, 4-inch travel) as a replacement, as like-design. Discussion: A lot of people already using these frames with '75 swingarms, with spacers in the shocks. Final action: Yes, as amended at Ohio meeting, with Root and Janiec opposed.
 3. Allow the Bultaco M-42 Pursang in the Classic 250 class. Preliminary action: No. Final action: No, with Root abstaining.
 4. Change name of Sportsman Open Twins to Classic Open Twins. Preliminary action: No. Final action: No.
 5. Add a youth class for riders under age 16. Preliminary action: No. Final action: No.
- A. 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. Preliminary action: Yes. Final action: Yes.
- B. Include the following on the eligibility lists: Honda SL350 in Sportsman 500, Kawasaki Bighorn in Sportsman 500, Aermacchi/Harley-Davidson 350 in Classic 500. Preliminary action: Yes. Final action: Yes, with these additions too: Honda CB/CL 160 and CB/CL72 in Premier Lightweight. The Montesa 66M should be in should be in post-vintage, not on the Classic 500 list.

C. Clarify that the Sachs 6D engine is eligible for Sportsman 125, not Classic 125. Preliminary action: Yes. Discussion: This generated many member comments. After review of the input, the committee agreed that the 6D should be in Classic 125. However, the committee is concerned there may be people who oppose letting the 6D into the class, but the board has not heard from them because they did not see this as a rulemaking allowing the engines. Final action: The following motion was approved, with Janiec abstaining: Since there appears to be misunderstanding and the Sachs 6D engines have been running in Classic 125, the engines will be allowed into the class on a probationary basis in 2007, with a request for more member input per the normal rulemaking process for 2008.

POST-VINTAGE MX PROPOSALS

1. Disallow Keihin flat-slide carburetors. Preliminary action: Yes. Final action: Yes.
2. Limit use of OEM Yamaha and Honda dual-leading-shoe front brake hubs to GP and Ultima classes only. Preliminary action: Yes. Final action: Yes, with the addition of the words “motocross and off-road” before “dual-leading-shoe.”.

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 alloy 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. Preliminary action: Yes. Final action: Yes. Discussion: The onus is on members to provide documentation of anything they believe should be made eligible.
4. Move Montesa VB125 to Historic 125. Preliminary action: Yes. Final 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. Preliminary action: Yes. Final action: Yes.
6. Add the 1981 Yamaha YZ250 in the GP 250 class. Preliminary action: Yes. Final action: Yes.
7. Add the 1975-78 Husqvarna 360 and 390 Automatics to Historic 500. Preliminary action: Yes for the 1975-77; the '78 will be included only if more documentation is provided. Final action: Yes, as approved at the Ohio meeting.
8. Add the 1979-84 Husqvarna 390, 420 and 500 Automatics to the GP 500 class. Preliminary action: Yes, with the inclusion of the 1978 model as well. Final action: Yes, as approved at the Ohio meeting.
9. Move the Honda XR200R (single shock) from Ultima 250 to Ultima 125. Preliminary action: No. Final action: No.
10. Expand the post-vintage program to include motorcycles equipped with front disc brakes (no rear discs). Preliminary action: No. Final action: No.
11. Change the name of the post-1974 MX program to Evolution. Preliminary action: No. Final action: No.

OBSERVED TRIALS PROPOSALS

2. Do not allow competitors to ride two classes on the same line in the same event. Preliminary action: Yes. Final action: Yes.
 3. Give the points keeper 20 points for doing his job, as is given to checkers. Preliminary action: No. Final action: No.
 4. Allow riders to come to a stop while balancing without being penalized. Preliminary action: No. Final action: No.
 5. Allow post-1979 machines that have suspension typical of the AHRMA Sportsman era. Preliminary action: No. Final action: No.
- A. Clarify that Otter-type chassis are not allowed in Premier and must run in Classic or Modern Classic. Preliminary action: Yes. Final action: Yes.

6. Change the “best of” number used for championships to half the number of events plus one.
Preliminary action: No. Final action: No.

CROSS COUNTRY PROPOSALS

1. Modify rule 11.4c to address DNS and DNF. Preliminary action: Approve item #2 instead. Final action: Agreed with action at Ohio meeting.

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.” Preliminary action: Approved with the addition of “as a finisher” after the word “scored” above. Final action: Yes, as modified at the Ohio meeting.

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.” Preliminary action: Approved, minus the word “blatantly.” Final action: Yes, as modified at the Ohio meeting.

5. Require promoters to always run separate vintage and post-vintage races. Preliminary action: Approve the following two 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. Final action: Yes, as approved at the Ohio meeting.

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.” Preliminary action: Yes. Final action: Yes.

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

8. Add a +70 class. Preliminary action: Yes. Final action: Yes, with Hilgenberg, Janiec and Hatten opposed.

A. Add cross country to the list showing the minimum age (16) for competitors. Preliminary action: Yes. Final action: Yes.

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.
Preliminary action: Reject the proposal and instead recommend that the executive director explore using a different color membership card or other identifiable marking for minors so they can be easily identified at sign-up. Final action: Approve action taken at Ohio meeting.

GENERAL RULES

1. Put bylaws changes to a vote of the full membership. Preliminary action: No. Final action: No..
2. Change the decal requirement in 9.7.17 so that two AHRMA decals must be displayed in a conspicuous or readily visible position, rather than one on either side of the motorcycle. Preliminary action: Yes. Final action: Yes, with Hilgenberg opposed.
3. Do not allow track personnel and vehicles on a designated race course while races are in progress. Preliminary action: No. Final action: No. If there is a safety issue, it will be dealt with administratively on a track-by-track basis.
4. Allow nonmembers to participate in regional events without being an AHRMA member. Preliminary action: No. Final action: No.
5. Allow members to join for two or three years at a time for a discount. Preliminary action: Can be addressed administratively. Final action: Agreed with decision at Ohio meeting.

ADDITIONAL RULES CHANGES

The following were presented by Benson as items that had been put forward during the year.

1. Change the wording on the Benevolent Fund to remove the requirement that payments can only be considered for injuries that occur at an AHRMA event. The reality is that some payments are made for other reasons, such as following Jim Pomeroy's death. Action: Approved, with Hilgenberg abstaining.
2. Should the protest section be reworded so that appeals can only focus on the same issues that were raised in the original protest decision (such as in the Brid Caveney appeal)? The board's consensus was to leave the rule as is.
3. Add a new rule 3.4.2 prohibiting sparking knee or toe pucks in roadracing. This is a safety-related issue that has been raised at riders' meetings. Action: Yes.
4. The Yamaha R5 should be included in the eligibility list for Novice Historic Production Heavyweight, per Bob Barker, who developed the original class rules. Action: Yes.
5. Add the following to the section on offenses: No use of alcohol or other intoxicating/debilitating substances by a competitor, participant, crew or official until competition is complete. Action: Yes.

COMMITTEE CHAIRMEN

The following committee chairman were selected for 2007:

- Vintage Roadrace Rules & Eligibility – Mork.
- SOS/BOT Rules & Eligibility – Hatten.
- Vintage Superbike Rules & Eligibility – Janiec will consult with Berreth and put Hatten on the committee, with either Berreth or Hatten as chairman.
- Vintage MX Rules & Eligibility – Hilgenberg.
- Post-Vintage MX Rules & Eligibility – Al Wenzel (or Borg if Wenzel declines).
- Trials Rules & Eligibility – Hilgenberg.

- Dirt Track Rules & Eligibility – Lowry (or Breckon if Lowry declines).
- Cross Country Rules & Eligibility – Ron Winget (or Root if Winget declines).
- Awards – Bentley.
- Risk Management – Rob Stickler.
- Benevolent Fund Advisory – Borg.
- Editorial Review – Winget.

An ED Search Committee was set up with Janiec as chairman, plus Mann and Hatten. Borg will serve as alternate and Hatten as vice chairman. The committee will receive, solicit and vet applications, then make recommendations for interviews to board. Applications will be accepted until November 17. The applications will be reviewed in the week following and interviews will be set up for the first week in December.

2007 BOARD MEETINGS

The following dates were set:

- Wednesday, March 7, after Daytona
- Monday, July 30, after Mid-Ohio
- Monday, Oct. 22, after Barber

A regional coordinators meeting will be scheduled at Gainesville during the Bike Week events there.

The board needs to commit to having more town hall meetings through the year. Trustees will be needed for a town hall meeting at Phoenix.

*** AHRMA STAFF STRUCTURE**

BENEVOLENT FUND PROCESS

Borg will put together something on how the streamlined process will work.

UNOFFICIAL AHRMA BBS

The board reemphasized that it has no control over the site; our only connection is allowing it in our links section on our website as a courtesy. Hatten changed the structure of the bulletin board to

emphasize the “unofficial” status. The BBS has been a little quieter lately. The consensus of the board is that it would be worse to de-link from a public perception point of view than to leave things as they are.

MX RIDER GRADING

This now seems to be working with the changes put in place at the Ohio meeting.

ROADRACE PROMOTIONS COMMITTEE

Hatten reported the committee is working on class sponsorships for the full season that provide something to the riders. In discussion of the policy for Barber of no cash prizes for vintage classes, it was noted that the vintage riders have taken that as a slight. On the other hand, people should not be racing old motorcycles for money. Money, no matter what the amount, always clouds one’s judgement. Mann made a motion, seconded by Breckon, to continue the current policy of no cash prizes for vintage classes. Certificates and merchandise are acceptable. The motion passed, with Borg and Hatten opposed.

*** DUCATI SPONSORSHIP**

BUSINESS PLAN

Janiec said he had not had time to flesh out anything due to other priorities. He will try to make time to get back at it. The project will include a mission statement.

THRUXTON NOVICE CLASS

Cowell will be asked to talk with Triumph about how the class would work and to come to the board with a specific proposal.

BILLET REPRODUCTION PARTS

Hilgenberg said people are ready to start making wheel hubs machined from billet that are not strict reproductions, as specified by the rules. Is AHRMA ready to go down that road with major components? The board agree that it goes against the grain philosophically. Language should go into the follow year’s rulebook to clarify the issue.

*** PAYMENT OF BENDELOW’S BILL**

*** ED COMPENSATION**

The meeting adjourned at 7:30 p.m.

Submitted by Matt Benson