



**AHRMA Board Meeting  
October 12, 2015 (Third 2015 Board Meeting)  
Barber Vintage Motorsports Museum; Leeds, AL**

AHRMA's Chairman of the Board, Mark Hatten, was unable to attend the meeting; Treasurer Carl Anderson was the acting Chair, and called the meeting to order at 8:06am.

In attendance were Executive Director Dave Lamberth, Communications Directors Matt Hilgenberg and Ginger Hilgenberg, and Trustees Anderson, Tom Bentley, Fred Guidi, Louis LeBlanc, Fred Mork, Debbie Poole, Rob Poole, Pat Riley, Beno Rodi, Corky Root and Kelly Shane. Anderson held Hatten's proxy.

The meeting began in open session, with the Trustees and staff introducing themselves to the members in attendance.

**Approval of Millville, NJ minutes**

Mork moved to approve the minutes of the second 2015 Board of Trustees meeting, held July 13 at New Jersey Motorsports Park, as written, and D. Poole seconded. The final vote to formally approve those minutes was 12-0 in favor.

**Executive Director's Report**

Lamberth went over the 2015 event attendance summary to date, then presented the 2016 roadrace, motocross, cross country and trials schedules, explaining that dates were expected to be added to the MX and trials schedules.

Cash on hand was \$65K at Bank of America. Current membership stood at 3127.

The proposed 2016 budget was reviewed; Lamberth noted that it was complete, pending the motocross schedule finalization.

The October 10-11, 2015 Barber Vintage Festival (BVF) off-road events were recapped.

**Treasurer's Report**

Treasurer Anderson reported that the summary that was published in the August issue of *Vintage Views* best summarizes the current status of AHRMA's financial health. Due to Anderson's serving as Chairman of the Barber meeting, no formal report was presented.

Bentley asked for a Benevolent Fund update; it was reported that no major claims had been made, and the Fund was healthy, receiving more donations than payout requests.

The meeting went into recess at 9:15am.

The meeting reconvened at 9:38am with the Member Open Comment Session.

### **Member Open Comment Session**

David Sadowski began by saying he felt that AHRMA, not MotoAmerica, is the vehicle to restore roadracing in America, and that electric motorcycles (eBikes) would accelerate AHRMA growth “exponentially”.

Arthur Kowitz had submitted a 2016 rule proposal that requested AHRMA add two classes of eBikes to its permanent class structure – he expressed the desire to amend his proposal to just one class, eSuperSport, with Murrae Haynes as co-sponsor of the class. Shane asked, “Why AHRMA?” and Kowitz responded it was a match with the modern roadrace Mission Statement which is inclusive of alternative motorcycles under-represented in other organizations.

Bentley asked about eBike involvement with the American Motorcyclist Assn. (AMA). Kowitz replied that the AMA was very transitional at the time he was looking to find a place for eBike racing, and that it was not a good fit. Bentley concluded by saying that AHRMA has added many new classes since 1998, mostly for modern bikes, which moves the organization away from its original Mission Statement.

LeBlanc opined that the oldest bikes are not being raced, so progressive thinking within AHRMA is necessary.

Haynes said his began racing with AHRMA because his aging modern bike could still be competitive. Since joining, he has purchased an eBike, and is building a vintage motorcycle for the '16 season.

Kevin Burns said that the idea that we hold to a “vintage” persona is a perfect notion for the vintage side of the roadrace program, but that AHRMA also has a modern aspect for alternative bikes, and that the eBikes are a good fit there. He felt that the membership is aging, that growth through younger members is required, and that those younger members would be most interested in racing the same machines they rode when they first began racing.

Wendy Newton next had the floor. She was involved in an accident while roadracing with AHRMA at Willow Springs International Raceway in April, 2015, receiving serious injuries. She felt that: 1. AHRMA was understaffed at Willow Springs, and relied too heavily on track personnel. 2. Pets should not be allowed in the pit area. 3. Physical examinations – including EKGs – should be required for AHRMA competitors. 4. Random drug testing should be administered.

At 10:09am, Barber’s Brian Slark visited the meeting and said that he hoped all were happy and had a good time during the weekend’s BVF.

Newton resumed, introducing Antonio Valverde, from the Univision television station; Valverde had accompanied Newton at BVF, and was planning to air coverage of the event.

Newton also felt that a call for a red flag should not come solely from Race Control, and that corner workers should be empowered to do so. Anderson said he would bring the subject to the attention of Roadrace Director Cindy Cowell. Anderson also stated that AHRMA usually uses the same company to provide race control services as WERA and MotoAmerica use, so the practices in place are standard.

Continuing the conversation about safety, Newton said that in July, she faxed a list of questions and concerns to (she believed) Lamberth's fax number, but did not receive any reply. Lamberth said he did not receive any such list, and Newton indicated she would re-send.

Haynes noted that AHRMA staff tech-inspects bikes each racing day, but it's difficult to control what participants work on during the weekend.

Stacie London said she thought Newton's accident had spurred some positive action, including the implementation of a sighting lap to check track conditions before each race.

Haynes shared that he had received a list of staffing assignments from Cowell prior to BVF, including a list provided by Chief Technical Inspector Cal Lewis to aid volunteer tech staff. Tech meetings were also held at the track to help ensure safety.

London asked about understaffing at Willow Springs. Anderson replied that several volunteers failed to show-up at the event, but that the positions were filled on race day. Burns noted that he – along with a number of other racers – volunteer(s) to help when needed. Newton suggested putting out a call for volunteer workers in the weeks leading up to each event.

On the subject of volunteers, Wes Willis thanked the various Trustees who worked the BVF motocross, calling it “The most impressive thing (he had) seen in a long time.” He then challenged Trustees to reach-out to folks whose membership had expired, and encourage them to renew.

Haynes also thanked the Trustees, “...for listening, and doing what you do so we can have the organization that we do.”

Ron Perconti suggested that all bikes be subject to a mandatory re-tech after any maintenance is performed. That is something already in place, but it's done by the honor system. Newton thought that many racers have a lack of respect for race officials, which can make things difficult for those officials. London shared that she thought the honor system works in general, but that a compressed time frame on race day can possibly influence people's judgement.

Kowitz supported AHRMA's choice of having Hot Tech at Pit In. He credited Gregg Bonelli for the idea of having a Track Marshal run a sweep/inspection lap between races, a position Kowitz filled at Miller Motorsports Park and BVF. Kowitz said some didn't like the extra time that lap took, but it was well worth any inconvenience. He also suggested that when credentials are given out each weekend, it would be worthwhile to ask people if they'd be interested in volunteering during the weekend; those who were could leave their mobile phone numbers and be contacted, if needed.

Cindy McLean suggested that an email blast be used to notify members when a News item is added to [www.ahrma.org](http://www.ahrma.org).

Bentley reminded that a call for volunteers may produce only inexperienced or unqualified candidates who would have to work under those with more experience to be truly helpful.

Newton shared that the Willow Springs Motorcycle Club used to require that Novice-class racers work in various positions on race days before being issued an Expert license.

Patti Root told the Board that for the past two seasons, there had been as many post-entries at off-road events as there had been pre-entries.

At 10:48am, the Member Open Comment Session ended, and the meeting continued in open session.

The Chairmen for the various 2016 Committees were confirmed to remain as in 2015, with the exception of Dirt Track Rules & Eligibility, where LeBlanc would assume the position.

2016 Rules Proposals review and final voting began at 10:51am.

The meeting went into lunch recess at 11:53am.

The meeting reconvened for Rules Proposals review at 12:14pm.

The meeting went into recess at 1:44pm.

The meeting reconvened for Rules Proposals review at 2:02pm.

The Rules Proposals process was completed at 2:43pm, and the meeting continued in open session.

### **Other Business**

After discussion, R. Poole made a motion that the 2016 Board Meetings be held at the following dates and locations: April 30 at Crooked River Ranch, OR; July 18 at Soda Springs, CA and October 10 at Leeds, AL (all pending meeting room availability). Guidi seconded, and the vote was 11-0 in favor, with Hatten abstaining.

During the detailed discussion relating to the 2016 Board Meeting schedule, the following items were specifically mentioned:

An effort would be made to alternate each year between two meetings in the West and two in the East, with Barber remaining as the anchor meeting.

- There was no requirement for meetings to be held at a National event and some well-attended regionals would be suitable.
- The Board recognized the importance of having meetings at all AHRMA disciplines.
- Town Hall-type meetings, if possible, would be held at the event coinciding with the Board meeting.

Guidi made a motion to change the requirements for certain off-road helmets in the 2016 Handbook to say, *"It is recommended that vintage and post vintage motocross and cross country helmets be removed from service after five years from date of manufacture; helmets greater than five years old – but no more than 10 years old – may be used at the discretion of the Tech Inspector."* Rodi seconded. The matter was later put before the Risk Management Committee, and the Trustee vote taken electronically the first week of November. The result was 8 in favor, 3 against (FM, DP, PR) and one no-vote (MH).

D. Poole wanted confirmation that Advanced Life Support (ALS) ambulances are not always required at motocross or cross country events, and that the use of Emergency Medical Technician (EMT) personnel would fulfill insurance company requirements. Lamberth said that Jones Birdsong

Insurance did allow that arrangement under special circumstances, such as a fire station or ambulance service being located very near the event location.

Anderson asked that efforts be made to determine/release a National dirt track schedule earlier in the season.

Root made a motion to allow National Off-Road Director Guidi to move forward with the concept of separation of vintage and post vintage weekends for 2017, as outlined in the first two Board meetings of the year. D. Poole seconded, and the vote was 12-0 in favor.

The meeting went into recess at 4:32pm.

The meeting reconvened in closed session at 4:44pm.

At 5:00pm, Guidi made a motion to adjourn the meeting, and Root seconded. The vote was 12-0 in favor.