



2016 RULES PROPOSALS SUMMARY

On October 12, 2015, AHRMA's Board of Trustees met to make final decisions on rules proposals for the 2016 season.

A summary of the proposals is below, along with the voting record of the Board. Voting Trustees are: Carl Anderson, Tom Bentley, Fred Guidi, Mark Hatten, Louis LeBlanc, Fred Mork, Debbie Poole, Rob Poole, Pat Riley, Beno Rodi, Corky Root and Kelly Shane. Hatten did not attend the meeting; his proxy was held by Anderson. Each Trustee's initials are listed by his/her actions below.

The votes recorded below are votes for/against a Trustee's motion; if the motion was to reject the proposal, a "For" vote is a vote against the proposal. Underlined wording will be new for the 2016 Handbook, a strike-through indicates wording to be removed.

GENERAL

LIFETIME MEMBERSHIP

Grant Lifetime Membership status to people who have maintained "in good standing" membership status for 25 consecutive years. **(Clyde Williams)**

July Discussion: RP motion to reject; DP seconded. The general consensus is that this action would place a financial burden on future generations of members.

July Board: (12 For/ 0 Against the motion)

October Discussion: FG motion to reject; DP seconded

October Board: (12 For/ 0 Against the motion)

4.5 – Entry Fee

Adopt a tiered entry-fee structure for roadracing. **(Chris Spargo)**

July Discussion: TB motion to reject; FG seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: LL motion to reject; FG seconded

October Board: (12 For/ 0 Against the motion)

(No section number for reference)

Return the position of Eligibility Scrutineer (formerly Section 5.6, 2014 AHRMA Handbook and years prior) to the rulebook. **(Wendy Newton)**

July Discussion: CA motion to reject on the basis that no one person can know everything about every possible motorcycle and/or class; CR seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: RP motion to reject; FG seconded

October Board: (12 For/ 0 Against the motion)

6.1 – Offenses

Change wording as follows: 6.1.11 Physical violence, acts of hate or discrimination, sexual harassment, or any unlawful abuse of any other participant or official will result in prosecution through local authorities as well as immediate suspension that will continue for one year from date of payment of a \$500 fine. suspension that will continue for a term deemed appropriate by the Executive Director and Executive Committee and payment of a \$500 minimum fine. Additionally, illegal acts may result in prosecution by local authorities. **(Carl Anderson)**

July Discussion: LL motion to accept; BR seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: PR motion to accept; BR seconded

October Board: (12 For/ 0 Against the motion)

6.2.1.e – Suspension

Change as follows: **Suspension:** Competition licenses may be suspended for violation of probation, as well as flagrant breach of these rules. Suspension will begin with delivery of the entrant's license. Suspension shall begin with notification by registered letter from the National Office. Suspension may be imposed only by the AHRMA Executive Director. Membership may be retained and Vintage Views received while the member is suspended from competition. Suspended members are not in good standing and may not vote for trustees. **(Carl Anderson)**

July Discussion: CR motion to accept; FM seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: DP motion to accept; CR seconded

October Board: (12 For/ 0 Against the motion)

6.2.1.g – Banishment

Change as follows: **Banishment:** In cases of the most flagrant breaches, or with entrants who are habitual and deemed incorrigible, banishment will be applied. This punishment will include lifetime loss of AHRMA license and membership rights, as well as notification to the rest of the motorsports industry of the action taken, and the particulars of the case. Banishment will be levied upon a majority vote of the AHRMA Board of Trustees. **(Carl Anderson)**

July Discussion: FG motion to accept; DP seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: LL motion to accept; RP seconded

October Board: (12 For/ 0 Against the motion)

6.2.4 (New rule)

“When a competitor is found to be out of compliance with a rule that does not affect performance (a non-performance rule), the competitor shall be warned by the Race Director or Referee, without loss of race standing. A second failure to comply with a non-performance rule can result in loss of points and results for any class in which that machine was ridden at that event.” **(John Rickard)**

July Discussion: FG motion to accept, RP seconded

July Board: (11 For/ 1 Against (PR) the motion)

October Discussion: TB motion to accept; PR seconded

October Board: (11 For/ 1 Against (CR) the motion)

SECTION 9 – GENERAL ROADRACING RULES

9.3.f – Oil Containment

Change as follows: “Two-stroke and dry-sump machines must use a an oil-catch pan with minimum capacity of ~~one~~ quart, ~~or approved oil-absorbing material with a screen backing and fastened securely.~~ adequate to contain what is required of the bike.” **(Wendy Newton)**

Change as follows: “Oil containment systems are required on ALL roadracing machines. Oil containment pans on wet-sump engines must be designed to hold the capacity of the engine sump with nominal reserve. Two-stroke and dry-sump machines must use a pan with a minimum capacity of one quart, ~~or approved oil-absorbing material with a screen backing and fastened securely.~~ Material used must be durable, fastened safely, and removable for inspection, if required. The pan must have a retaining dam at the rear. Oil-absorbing material, securely retained in the bottom of the pan, is strongly recommended. All oil containment systems are subject to approval by technical inspection.” **(Patrick Wilkening)**

Committee: No

July Discussion: After lengthy discussion, TB motion to reject both proposals; PR seconded. New additional wording for 9.3.f is below.

July Board: (12 For/ 0 Against the motion)

October Discussion: RP motion to reject; KS seconded

October Board: (12 For/ 0 Against the motion)

“Oil containment systems...Two-stroke and dry-sump machines must use a pan with a minimum capacity of one quart, or approved oil-absorbing material covered with an impermeable layer of material and a screen backing, and fastened securely. Oil...” **(Proposal resulting from Board discussion)**

July Discussion: LL motion to accept, RP seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: RP motion to accept; DP seconded

October Board: (12 For/ 0 Against the motion)

9.5.3-9.5.7 – (Roadrace) Numbers and Number Plates

Change to read: “Any number plate background color is legal. Numbers can either be black or white, whichever provides the best visibility.” **(Steven Thompson)**

Vintage Committee: No; **Modern Committee:** Yes

July Discussion: FG motion to accept, for modern classes only; RP seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: DP motion to accept, for modern classes only; FG seconded

October Board: (12 For/ 0 Against the motion)

9.5.8 – Numbers and Number Plates

Make current rule applicable to vintage and Vintage Superbike classes only. Add new 9.5.8.b for SoT/SoS/BoT machines: “Front number size minimum of 6” height. Side number size minimum of 4” height. Side number placement can be at the rider’s discretion whether placed on either side of the seat cowling or either side of the fairing.” **(Karsten Illg)**

Committee: Yes

July Discussion: RP motion to reject; FG seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: DP motion to reject; CR seconded

October Board: (12 For/ 0 Against the motion)

SECTION 10 – REQUIREMENTS FOR ROADRACING CLASSES

(No section number for reference)

Place a three-year moratorium on adding new vintage roadrace classes. **(Debbie Poole)**

Committee: No

July Discussion: RP motion to accept; CR seconded

July Board: (4 For (DP, RP, CR, KS)/ 7 Against/ 1 Abstain (PR) the motion)

October Discussion: FG motion to reject; CR seconded

October Board: (9 For/ 3 Against (DP, RP, KS) the motion)

10.2.5 – 200 Grand Prix Plus

Add Suzuki X5 and T200 to the list of eligible motorcycles. **(James Pooler)**

Committee: Yes

July Discussion: FG motion to accept, with maximum 22mm carburetors; CR seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: LL motion to accept, with maximum 22mm carburetors; RP seconded

October Board: (12 For/ 0 Against the motion)

10.3.3 – Formula 250

Delete the reference “57.5mm stroke” for Can-Am 250. **(David Pierce)**

Committee: No

July Discussion: DP motion to reject; FG seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: RP motion to reject; PR seconded

October Board: (12 For/ 0 Against the motion)

10.3.4 – Formula 125

Add Husqvarna 175 to the eligible bike list. **(Laf Young)**

Committee: No

July Discussion: RP motion to reject; FG seconded

July Board: (10 For/ 0 Against/ 2 Recuse (CA, LL) the motion)

October Discussion: KS motion to reject; FM seconded

October Board: (10 For/ 0 Against/ 2 Recuse (CA, LL) the motion)

10.6.2 – Eligible Novice Historic Production Lightweight motorcycles

Redefine as: “All street-legal four-stroke motorcycles displacing less than 500cc, built up to December 31, 1978, and two-stroke streetbikes from the list below:

Bridgestone 350cc twin

Bultaco 250 Metralla

Kawasaki A1 250cc, A7 338cc twin

Suzuki T250, X6 and T305 twin

Yamaha 250 (up to RD250)” **(Patrick Wilkening)**

Committee: No

July Discussion: RP motion to reject; DP seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: LL motion to reject; FG seconded

October Board: (12 For/0 Against the motion)

10.6.2 – Eligible Novice Historic Production Lightweight motorcycles

Add the following machines to the class:

1967-'79 BMW R60/5, R60/6, R60/7

1973 Honda CB350G

1974-'77 Honda CB/CL/CJ360

1978-'82 Honda CB400T1/T2/N, manual transmission only

1971-'73 Honda CB500K

1974-'79 Kawasaki KZ400/405/440

1973-'79 Yamaha RD250

1976-'82 Yamaha XS400 **(Bob Burns)**

Committee: No

July Discussion: FG motion to reject; RP seconded

July Board: (10 For/ 2 Against (CA, LL) the motion)

October Discussion: LL motion to reject; FG seconded

October Board: (11 For/ 0 Against/1 Abstain (CR) the motion)

10.6.3 – Eligible Novice Historic Production Heavyweight motorcycles

Redefine as: "All street-legal four-stroke motorcycles displacing less than 750cc, built up to December 31, 1978, and two-stroke streetbikes from the list below:

Kawasaki 500 two-stroke

Suzuki 500 two-stroke

Yamaha R5 and RD350/400 air-cooled two-stroke" **(Patrick Wilkening)**

Committee: No

July Discussion: RP motion to reject; TB seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: RP motion to reject; CR seconded

October Board: (12 For/ 0 Against the motion)

10.6.3 – Eligible Novice Historic Production Heavyweight motorcycles

Add "Any eligible Vintage Superbike Lightweight motorcycle (must follow all existing Production Heavyweight rules as defined in 10.6.2)." **(Bob Burns)**

Committee: No

July Discussion: RP motion to reject; PR seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: CR motion to reject; RP seconded

October Board: (12 For/ 0 Against the motion)

10.6.3 – Eligible Novice Historic Production Heavyweight motorcycles

Add the following machines to the class:

1974-'78 Honda CB550K/F

1976-'78 Honda CB750K

1973-'78 Yamaha TX500

1973-'82 Yamaha XS650

1973-'74 Yamaha TX750

1976-'79 Yamaha XS750 triple **(Bob Burns)**

Committee: No

July Discussion: TB motion to reject; CR seconded

July Board: (10 For/ 2 Against (CA, LL) the motion)

October Discussion: CR motion to reject; FG seconded

October Board: (10 For/ 2 Against (CA, LL) the motion)

10.6.4.f – Requirements and Modifications for Historic Production

Allow clip-ons, rearsets, café seats and/or rear fender combinations in Lightweight. **(Bill Howard)**

Committee: No

July Discussion: RP motion to reject; TB seconded

July Board: (11 For/ 0 Against/ 1 Abstain (CA) the motion)

October Discussion: CR motion to accept (portion regarding rearsets only, applicable to both Lightweight and Heavyweight classes); DP seconded

October Board: (11 For/ 1 Against (FM) the motion)

(No section number for reference – new class recommendation)

Create a new class, provisionally called 350 Cafe, to be populated by machines that currently compete in WERA's GP350 division. **(Bill Howard)**

Committee: No

July Discussion: FG motion to reject; PR seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: LL motion to reject; KS seconded

October Board: (12 For/ 0 Against the motion)

10.8.2.a.3 – Vintage Superbike (General)

Delete "Headlight shell must be retained." **(John Rickard)**

Committee: Yes

July Discussion: RP motion to reject; FG seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: LL motion to reject; KS seconded

October Board: (12 For/ 0 Against the motion)

10.8.2.c.13 – Vintage Superbike (Chassis and Frame)

Delete entire rule (rule requires OEM speedometer and tachometer housings). **(John Rickard)**

Committee: Yes

July Discussion: CA motion to reject; RP seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: KS motion to change rule wording to, “All motorcycles must use OEM-appearing speedometer and tachometer housings”; LL seconded

October Board: (12 For/ 0 Against the motion)

10.8.3.c – Vintage Superbike Lightweight

Increase the absolute displacement limit for pushrod twins to 674cc (up from 650cc), which would allow .060” overbore. Stock displacement on a standard bore BMW R65 is 649.6cc. **(Daniel May)**

Committee: No

July Discussion: FM motion to reject; CA seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: CR motion to reject; RP seconded

October Board: (12 For/ 0 Against the motion)

(No section number for reference – new class recommendation)

Create a new class, Next Gen Superbike Lightweight, to be populated by machines such as Honda CBR600, Kawasaki ZX600 and Yamaha FZR600. **(Karsten Illg)**

Committee: Yes

July Discussion: LL motion to reject; CA seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: KS motion to reject; FG seconded

October Board: (12 For/ 0 Against the motion)

10.10 – Sidecars

Adopt complete new Sidecar rules in the 2016 Handbook, as submitted. **(Ryan Hunt)**

Committee: No

July Discussion: FG motion to reject; PR seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: BR motion to reject; RP seconded

October Board: (12 For/ 0 Against the motion)

(At the July meeting, after a motion to do so by CR, seconded by FG and approved 11-0 (BR was out of the room), the following Sidecar preliminary rules were decided by electronic vote during the week following the Board meeting. The October final vote was taken in person at that meeting)

10.10 – Sidecar (new wording)

ROADRACE PROCEDURES: All Roadrace procedures in Section 3.6 are applicable. The Sidecar Team consists of the driver, the passenger (co-pilot) and the Sidecar outfit. The Sidecar Team must start and finish together. If in the event either the driver and/or passenger (co-pilot) is ejected from the Sidecar outfit, the Sidecar Team will be immediately black-flagged and treated as a crashed vehicle for scoring purposes. In the event of a stall at the starting grid the Sidecar Team may pull to the side and restart the outfit within 50 yards of grid position after all other outfits have left the grid. If unable to start, the Sidecar outfit it will be placed as to not obstruct any other competitors and the driver and passenger will remove themselves from the track. At no other time during the race will the driver and/or passenger be able to dismount the Sidecar outfit – this will be considered a crash or mechanical failure, and roadrace procedure protocol will be in place. **(Committee proposal)**

Committee: Yes

July Board: (10 For/ 2 ‘No Vote’ (MH, CR) on the Committee recommendation)

October Discussion: DP motion to accept; KS seconded

October Board: (12 For/ 0 Against the motion)

10.10.2.1 – Sidecar (General Design)

Make this rule apply only to P1 Sidecars, or remove the words “originating from a motorcycle frame”. **(Ryan Hunt)**

Committee: Yes

July Discussion: Committee recommends removing “originating from a motorcycle frame.”

July Board: (10 For/ 2 ‘No Vote’ (MH, CR) on the Committee recommendation)

October Discussion: CR motion to accept, removing “originating from a motorcycle frame”; DP seconded

October Board: (12 For/ 0 Against the motion)

10.10.3 & 10.10.3 – Sidecar (P1 & P2)

Add a “Dimension” description for both classes, as follows: “The front and rear wheel of the outfit shall be no more than 3” (76mm) out of line, measured center-to-center of the front and rear tires. The minimum track of the outfit shall be 32” (813mm), measured center-to-center of the sidecar tire and the furthest of either the front or the rear tire. The maximum track of the outfit shall be 44” (1118mm), measured center-to-center of the sidecar tire and the furthest of either the front or the rear tire. The maximum width of the outfit shall be 72” (1829mm). The minimum clearance of the front tire to the outfit shall be 1” (25mm). The front fork assembly and/or front wheel assembly shall not touch the streamlining and/or bodywork, regardless of the position of the handlebars. The minimum ground clearance of the outfit shall be 3” (76mm), measured over the entire length and width of the outfit, race ready, with driver, passenger, and fuel, and with the handlebars in the straight-ahead position. Any device, other than operational suspension travel, that could allow the ground clearance to be reduced during the course of the race, is prohibited.” **(Ryan Hunt)**

Committee: Yes

July Discussion: Committee recommends accepting the proposed wording, placed in the rules as “Section 10.10.2.3 – Dimension.”

July Board: (10 For/ 2 ‘No Vote’ (MH, CR) on the Committee recommendation)

October Discussion: CR motion to accept; KS seconded

October Board: (12 For/ 0 Against the motion)

10.10.3.1 – Sidecar (P1 Engines)

Change the cut-off date to December 31, 1968 and add “and like design” to the description “Air-cooled, one- or two-cylinder, two- or four-stroke, built before December 31, 1967.” **(Ryan Hunt)**

Committee: Yes

July Discussion: Committee recommends adding “and like design”, but no change in the cut-off date

July Board: (10 For/ 2 ‘No Vote’ (MH, CR) on the Committee recommendation)

October Discussion: BR motion to add “and like design”, but make no change in the cut-off date; CR seconded

October Board: (12 For/ 0 Against the motion)

10.10.4.1 – Sidecar (P2 Engines)

Remove the words “by special exemption” from Yamaha RD400 description, add Yamaha TR3 to list. **(Ryan Hunt)**

Committee: No

July Discussion: No change needed. TR3 is on the list; the RD400 is a special exemption to the cut-off date

July Board: (10 For/ 2 ‘No Vote’ (MH, CR) on the Committee recommendation)

October Discussion: BR motion to reject; KS seconded

October Board: (12 For/ 0 Against the motion)

10.10.4.1 – Sidecar (P2 Engines)

Change “Suzuki T500 with stock internals (no TR500 components or metal removed)” to read “Suzuki GT500 (no TR500 components)”. **(Ryan Hunt)**

Committee: No

July Discussion: Committee recommends to change wording to “Suzuki T500 (no TR500 components)”

July Board: (10 For/ 2 ‘No Vote’ (MH, CR) on the Committee recommendation)

October Discussion: BR motion to change wording to “Suzuki T500 (no TR500 components)”; DP seconded

October Board: (12 For/ 0 Against the motion)

10.10.4.1 – Sidecar (P2 Engines)

Change “All engines in this class restricted to stock valve sizes, and carb venturi diameter of 34mm maximum. Carbureted only. Fuel-injection, supercharging and turbocharging are prohibited.” to read “All engines must be carbureted. Fuel-injection, supercharging and turbocharging are prohibited.” **(Ryan Hunt)**

Committee: No

July Board: (10 For/ 2 ‘No Vote’ (MH, CR) on the Committee recommendation)

October Discussion: BR motion to reject; RP seconded

October Board: (12 For/ 0 Against the motion)

10.10.4.1 – Sidecar (P2 Engines)

Add “and like design” to the description “Air-cooled, one- or two-cylinder, two- or four-stroke, built before December 31, 1972.” **(Ryan Hunt)**

Committee: Yes

July Board: (10 For/ 2 ‘No Vote’ (MH, CR) on the Committee recommendation)

October Discussion: BR motion to accept; KS seconded

October Board: (12 For/ 0 Against the motion)

(No section number for reference)

Place a three-year moratorium on adding new modern roadrace classes. **(Debbie Poole)**

Committee: No

July Discussion: RP motion to accept; PR seconded

July Board: (4 For (DP, RP, CR, KS)/ 8 Against the motion)

October Discussion: KS motion to accept; RP seconded

October Board: (7 For/ 5 Against(CA, FG, MH, LL, FM) the motion)

10.12.1.a – Sound of Thunder 1 (SoT1)

Increase the displacement limit for three-cylinder machines from 1000cc to 1050cc, or make 2005-present Triumph Speed Triples as the only 1050cc triples allowed. **(Chris Onwiler)**

Committee: Yes

July Discussion: Following Committee recommendation, CA motion to accept, with unlimited displacement for triples; CR seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: BR motion to allow unlimited displacement for triples; CR seconded

October Board: (12 For/ 0 Against the motion)

10.12.1.c – Sound of Thunder 3 (SoT3)

Change the Handbook section number reference for Thruxton TransAtlantic Challenge machines to 10.14. **(Cal Lewis)**

Discussion: No vote was taken, as this is considered to be a “housekeeping” action

10.14.a & d – Thruxton TransAtlantic Challenge (Seat and cowl)

Allow the use of a one-piece seat/fender and number plate for the Triumph Thruxton. **(David Rhinehart)**

Committee: No

July Discussion: RP motion to reject; FG seconded

July Board: (11 For/ 1 Against (CA) the motion)

October Discussion: RP motion to reject; BR seconded

October Board: (11 For/ 1 Against (CA) the motion)

10.15.1.c – Sound of Singles 3 (SoS3)

Redefine the class description to read:

“Single-cylinder machines with GP chassis as follows:

- Liquid-cooled two-strokes to 250cc
- Air-cooled two-strokes to 300cc
- Liquid-cooled four-strokes to 250cc
- Air-cooled four-strokes to 350cc

Single-cylinder machines with production chassis (must have street-legal VIN) as follows:

- Liquid-cooled two-strokes to 300cc
- Air-cooled two-strokes to 350cc
- Liquid-cooled four-strokes to 375cc
- Air-cooled four-strokes to 400cc” **(Bill Doran)**

Committee: No

July Discussion: Accept the GP-chassis wording above; change production-chassis rules as follows:

“Single-cylinder machines with production chassis (with street-legal VIN) must retain stock bore & stroke, stock frame, swingarm, fork and wheels. Eligible machines include KTM 390RC and Duke.” CA motion to approve amended proposal; FM seconded

July Board: (10 For/ 2 Against (DP, PR) the motion)

October Discussion: BR motion to accept the GP-chassis wording as proposed; change production-chassis rules to read: “Single-cylinder machines with production chassis (with street-legal VIN) must retain stock bore & stroke, stock frame, swingarm, fork and wheels. Eligible machines include KTM 390RC and Duke”; DP seconded

October Board: (12 For/ 0 Against the motion)

(No section number for reference – new class recommendation)

Create two new classes – eSuperSport and eGrandPrix – for modern electric motorcycles. **(Arthur Kowitz)**

Committee: No

July Discussion: LL motion to reject; PR seconded

July Board: (12 For/ 0 Against the motion)

October Discussion: FG motion to accept only eSuperSport as an official class; LL seconded

October Board: (7 For/ 5 Against (TB, DP, RP, PR, KS) the motion)

SECTION 11 – VINTAGE MOTOCROSS

(No section number for reference)

Place a three-year moratorium on adding new vintage motocross classes. **(Debbie Poole)**

Committee: Yes

July Discussion: RP motion to accept; CA seconded

July Board: (4 For (DP, RP, CR, KS)/ 8 Against the motion)

October Discussion: KS motion to accept; RP seconded

October Board: (7 For/ 4 Against (CA, FG, MH, FM) the motion (LL absent))

11.1.9 – Early Sportsman Stock

Allow Maico “narrow frame” chassis (with clutch cable provision) to be used. **(Julie Bentley)**

Committee: No

July Discussion: FM motion to accept; LL seconded

July Board: (7 For/ 4 Against (DP, RP, PR, KS)/ 1 Abstain (CR) the motion)

October Discussion: FG motion to accept; CR seconded

October Board: (10 For/ 2 Against (RP, PR) the motion)

11.1.13 – Sportsman 500

Allow 1975 Bultaco 360 (Model 136) in this class. **(David Hackett & Gary Davis)**

Committee: No

July Discussion: FM motion to reject; CA seconded

July Board: (10 For/ 2 Against (BR, CR) the motion)

October Discussion: RP motion to reject; KS seconded

October Board: (9 For/ 3 Against (LL, CR, BR) the motion)

11.1.13 – Sportsman 500

Allow 1975-'76 Yamaha DT400 and 1976-'78 Honda XL350 in this class. **(Jim Buckalew)**

Committee: No

July Discussion: LL motion to not accept the Yamaha, but accept the Honda; FG seconded

July Board: (4 For (CA, FG, LL, BR)/ 8 Against the motion)

July Discussion: A second motion was made by CA to reject the entire proposal

July Board: (10 For/ 1 Against (FG)/ 1 Abstain (LL) the motion)

October Discussion: LL motion to not accept the Yamaha, but accept the Honda; BR seconded

October Board: (5 For (FG, LL, FM, BR, CR)/ 7 Against the motion)

October Discussion: PR motion to reject the proposal; BR seconded

October Board: (7 For/ 5 Against (FG, LL, FM, BR, CR) the motion)

SECTION 12 – POST VINTAGE MOTOCROSS

12.3.2-4 – Ultima Classes and Eligibility

Allow certain 1982-'85 Kawasaki KX125/250/500s in their respective displacement classes, if they were produced with OEM front disc brakes, rear drum brakes, Uni-Trak rocker-linkage rear suspension and liquid-cooling. “KIPS” power-valves are not allowed. **(Jason Colon)**

Committee: Yes

July Discussion: FM motion to accept; RP seconded

July Board: (4 For (FG, FM, RP, BR)/ 8 Against the motion)

October Discussion: RP motion to reject; KS seconded

October Board: (11 For/ 1 Recuse (FG) the motion)

SECTION 13 – OBSERVED TRIALS

(No section number for reference)

Place a three-year moratorium on adding new observed trials classes. **(Debbie Poole)Committee: Yes**

July Discussion: RP motion to accept; DP seconded

July Board: (5 For (CA, TB, DP, RP, KS)/ 7 Against the motion)

October Discussion: KS motion to accept; RP seconded

October Board: (6 For/ 6 Against (FG, MH, LL, FM, BR, CR the motion) (*Motion does not pass*)

SECTION 14 – DIRT TRACK

14.2.2 & 14.2.3 – Classic classes

Change the model-year cut-off date to 1968. **(Walt Metzler)**

Committee: Yes

July Discussion: CR motion to reject; RP seconded

July Board: (11 For/ 1 Against the motion)

October Discussion: LL motion to reject; FG seconded

October Board: (12 For/ 0 Against the motion)

SECTION 16—AHRMA, THE ORGANIZATION

Getting more involved

Add the following words: Four Trustees are elected each year, two from the West and two from the East. The process begins when a call for nominations is published in Vintage Views. Any full member in good standing is eligible to run. Members who decide to run for Trustee must agree that a criminal background check may be done by the AHRMA National Office. **(Cindy Cowell)**

July Discussion: DP motion to reject; PR seconded

July Board: (11 For/ 1 Against (CR) the motion)

October Discussion: PR motion to reject; LL seconded

October Board: (12 For/ 0 Against the motion)

-end-