



**AHRMA Board Meeting
October 10, 2016 (Third 2016 Board Meeting)
Leeds, AL**

The meeting was called to order at 8:09am by AHRMA's Chairman of the Board, Carl Anderson.

In attendance were Executive Director Dave Lamberth, Communications Directors Matt Hilgenberg and Ginger Hilgenberg, and Trustees Anderson, Tom Bentley, Kevin Burns, Fred Guidi, Mark Hatten, Louis LeBlanc, Debbie Poole, Secretary Rob Poole, Pat Riley, Corky Root and Treasurer Kelly Shane. LeBlanc held Luke Conner's proxy.

Approval of Soda Springs, CA minutes

The meeting began in open session; Burns moved to approve the minutes of the second 2016 Board of Trustees meeting, held July 18, 2016, as written, and R. Poole seconded. The final vote to formally approve those minutes was 11-0 in favor (Hatten abstained).

Jeff Ray and Brian Slark of the Barber Vintage Motorsports Museum visited the meeting. They reported 72,000 total attendance and 580 swap meet vendors at the weekend's Barber Vintage Festival (BVF), and thanked the Board for AHRMA's participation at the event.

Executive Director's and Treasurer's Reports

Lamberth reviewed the 2016 actual-to-budget comparison and noted that the organization was running ahead of budget, thanks in part to sponsorship of road racing classes. Discussion ensued regarding the potential of attracting a similar style of additional sponsorships for the motocross programs.

The first draft of the budget for Fiscal Year Ending 11/30/2017 was presented to the Board.

The most recent RBC Wealth Investments statements – including the recently-split reserve funds and Benevolent Fund investments – were reviewed.

Lamberth concluded by thanking those in attendance who helped conduct the previous day's BVF vintage motocross race.

AHRMA membership stood at 3013 on October 5.

Member Open Comment session

The member comment session began at 9:07am; in attendance were Mike Blankenship, Kevin Brown, National Roadrace Director Cindy Cowell, Mark Elsworth, Craig Flores, Pete Hokenstad, Arthur Kowitz, Thor Lawson, Cal Lewis, Ed Milich, Lila O'Hara, Roadrace Referee Tony Pentecost, Patti Root and John Snead.

P. Root said she encouraged people to take multiple copies of AHRMA's annual program and use the publication to help spread the word about the organization. She also shared feedback from other members who would like to see a reduction in annual membership dues to \$50.

Kowitz suggested that different awards or preferred parking areas could be incentives to encourage motocross members to pre-enter events. On the topic of roadracing, he felt that tire warmers should be allowed on bigger, faster bikes, since modern tires are designed to operate in a specific temperature range and work poorly outside of that range, unlike previous generations of tires.

Hokenstad concurred, saying he had a near-crash during the BVF weekend that could have been avoided with the use of tire warmers. The modern tires used on vintage-era bikes are being used out of their weight/power design parameters, which makes the use of warmers especially important, in his opinion. He concluded by commenting on membership fees, saying that, "What a rider gets in return from his AHRMA family is golden, and well worth every penny."

Regarding the 2017 rule proposal to eliminate the free-race-entry policy for riders over 70 years of age, O'Hara said she had three friends who retired and live on a fixed income. Eliminating the free entry policy could result in those members being unable to compete at all. She suggested that the Board consider split policies between roadracing and off-road events. Lewis thought that AHRMA should do what it could to keep gentleman racers at the events, but there should be a limit on the number of free entries; O'Hara agreed. Kowitz added that it is important to have older racers at the events, as they contribute to the educational process with younger members, which is part of AHRMA's mission. P. Root closed the discussion by saying she thought most 70+ members would be happy with one free entry per race.

Cowell reported on the overall roadrace program, and said that every class has a confirmed sponsor the 2017 season. She complimented her crew for doing a great job of behind-the-scenes work at the 2016 BVF. She then encouraged the Trustees to visit the roadrace paddock and meet the people who run the races. She asked them to carefully consider roadrace rules proposals, and listen to input from her and other members to make decisions based on what actually happens at the track, rather than what they perceive the organization to be.

In response to a question from Guidi about electric racebikes, Cowell said that while she's dedicated to vintage motorcycles, eBikes have brought press coverage and younger participants to the organization. She believes that new members join AHRMA with their modern bikes, and once there, become interested in vintage bikes. O'Hara agreed, as did Hatten, who said he had witnessed more members moving from modern to vintage machinery than the other direction. Hatten asked Kowitz about eMotoRacing's Varsity Challenge; Kowitz said that there had been a lot of interest, and more schools were planning to be involved in the future.

Cowell finished by informing the Board that AHRMA's Fast & Safe Roadracing School attracted 80-90 new members during 2016, and was operating at capacity all season.

With regard to the tire warmer rule proposal, Milich asked the Board to approve the rule, saying it "is the right thing to do".

Pentecost expressed concern about sustainability of some classes due to the way certain rules are currently written, and asked the Board to consider the opportunity for rules adjustments, particularly in Next Gen Superbike.

Snead wrapped-up the Member Open Comment session by saying that 2016 was his first year racing with AHRMA, it was the most fun he'd had in 20 years, and he wanted to thank everyone involved.

The meeting went into recess at 10:14am.

Open Session

The meeting reconvened at 10:41am in open session with a review of the 2017 event schedules. Locations for '17 Board meetings were discussed. Burns made a motion that the first meeting be held on April 10, near the trial/MX event in Chrome, CA. Shane seconded. The vote was 12-0 in favor. Lamberth was to investigate the possibility of the second meeting being in Elkhart Lake, WI in June; July at New Jersey Motorsports Park was identified as the contingency plan. The third and final Board meeting of '17 was scheduled for October 9 in conjunction with BVF.

At 11:09am, discussion and final voting on 2017 rules proposals began (see separate document).

The meeting went into lunch recess at 11:55am.

The meeting reconvened at 12:23pm in open session.

The review of 2017 rules proposals continued.

The meeting went into recess at 2:31pm.

The meeting reconvened at 2:45pm in open session.

Rules proposals review concluded at 4:17pm, and the meeting went into recess. Hatten left the meeting, and gave his proxy to Guidi.

The meeting reconvened at 4:32pm in open session. Rules & Eligibility Committee Chairmen were selected by Anderson. New Chairmen were Karsten Illg (Sound of Singles/Battle of Twins/Sound of Thunder), Hatten (Vintage Superbike) and C. Root (Cross Country).

Other Business

LeBlanc queried as to the best procedure for advancing riders out of roadracing's Novice Historic Production classes once they become accomplished racers. Anderson replied that it is the Referee's job (Handbook section 10.6.1), working in concert with the Race Director and Executive Director. The Referee should review lap times and talk with faster riders about moving out of the Novice class.

Follow-up to electric motorcycle battery safety concerns: R. Poole spoke with the head of the Light Electric Vehicle Assn. (LEVA), who felt that standard eBike batteries pose no imminent dangers. He added that homemade batteries or production batteries that had been tampered with should be certified before use, and that service is available. The LEVA spokesman added that battery fires should be temperature-controlled with water, and BC-type fire extinguishers used. Burns added that bad voltage regulators and the use of improper battery chargers are common causes of overheated lithium-ion batteries

The meeting went into closed session at 4:41pm.

The meeting went into open session at 5:05pm.

Burns stated that he would like to see the second meeting of each year reorganized to make more time for business other than rules proposals discussions, which tend to consume all available time during a day-long meeting.

Guidi made a motion to adjourn the meeting, and Shane seconded. The vote was 12-0 in favor.

The meeting adjourned at 5:11pm.

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