

AHRMA Board Meeting
April 30, 2012 (First 2012 Board Meeting)
Palmdale Holiday Inn – Palmdale, Ca.

The meeting was called to order at 8:00am by AHRMA's Chairman of the Board, Dave Janiec.

In attendance were Executive Director Dave Lamberth and Trustees Rob Poole, Debbie Poole, Kelly Shane, Matt Hilgenberg, Dave Janiec, Jerry Grakauskas, Carl Anderson, Mark Hatten, Bob Goodpaster and Fred Mork.

Trustees Craig Breckon and Fred Guidi were unable to attend; Goodpaster held Breckon's proxy and Janiec held Guidi's proxy.

The Board welcomed Grakauskas as a new Eastern region Trustee for the coming term, as well as re-elected and returning Trustees Hatten, Janiec and D. Poole.

AHRMA members in attendance were Harry Klemm, Ken Mertz, Keith Martin, Ryan Ambrose and Jarrett Martin.

Election of new Executive Committee (EC) officers

CHAIRMAN: Hatten nominated Janiec, Anderson seconded.

No other nominations were received for Chairman of the Board; all voted yes for Janiec, 12-0

TREASURER: Mork nominated Hatten, Shane seconded. No other nominations were received for Treasurer; all voted yes for Hatten, 12-0.

SECRETARY: Mork nominated D. Poole, who declined the nomination. Mork then nominated Anderson, Shane seconded. No other nominations were received for Secretary; all voted yes for Anderson, 12-0.

Mork took the opportunity to explain the importance of the EC officers to members in attendance. Janiec explained the AHRMA structure consisting of the Executive Director, who is in charge of operations, and the Board of Trustees, which handles AHRMA policy. He explained further the purposes of the three full Board meetings per year, and how the Executive Committee meets regularly between those meetings.

Approval of Barber minutes

Mork moved to approve the minutes of the final 2011 Board of Trustees meeting, held at the Barber Vintage Motorsports Museum, as written, and Hilgenberg seconded. Hatten, Goodpaster and Grakauskas abstained since they were not in attendance at that meeting.

Final vote to formally approve the Barber meeting minutes was 9 yes, and 3 abstentions.

Barber 2012 Road Race Discussion

Changes have been put in place to help minimize the unsafe conditions seen at the 2011 event due to unprecedented entry numbers, riders disobeying rules and ignoring officials, and the high number of new riders. Many options were discussed by the Executive Committee, Lamberth, and Road Race Director Cindy Cowell. The final decision was to limit entries to 700 per day, add a practice day on Thursday before the normal Friday practice day, and eliminate any practices on Saturday and Sunday. The goal of splitting the practice days and eliminating the race-day practice is to spread out the grids to allow more races to be held on the race days. The mandatory Thursday/Friday practices will be used for rider evaluation for the Saturday/Sunday races. Lengthy discussion took place on the fact that there will be no practice on either

race day, and it is recognized that a number of participating road race members do not like the idea of no practice on race day.

Mork commented that the Barber management requires approximately two hours for promotional activities each race day. This reduces the time available for on-track activities, and is one of the reasons he supports having no practice on race day. Mork felt the extra time available will make a better program for everyone.

M. Hatten disagrees with not having practice on race day, and commented on the specific conditions of the Barber circuit which make it potentially dangerous with large numbers of riders on the track; Barber is a compact track on which it is difficult to pass, often resulting in riders jamming up on the track. He has had feedback from members that they are glad to hear action is being taken to correct some of the problems of 2011, but said members who he spoke with wanted at least a short round of practice on Saturday and Sunday morning. Hatten also noted the two-Ahrma-race requirement is an unfair burden to many members, particularly those living in parts of the country where we currently have no races scheduled, such as the Northeast.—He also recommended-sidecars not be permitted at Barber due to time constraints. He noted the AHRMA Rulebook specifically calls out, “There may be venues where sidecars are not permitted due to a large number of entries or time constraints.” Since motorcycles cannot be on the track at the same time as sidecars, it’s unfair to AHRMA members to have practice sessions with 60 to 80 motorcycles and races with 40 to 60 motorcycles on the track at the same time, while sidecars have their own practice sessions and their own races with a dozen or so machines. He said eliminating sidecars and holding the riders meeting prior to 7 am would easily allow for a short morning practice session on Saturday and Sunday.

Janiec disagreed that sidecars are the problem, and felt that having just one race-morning practice would negate the purpose of the two-day practice on Thursday and Friday, as potentially 700 riders could attempt to populate the track at one time.

Mork stated that AHRMA shouldn’t go back on the new Barber policy due to the fact that it has been published in both Vintage Views and on the AHRMA website, but recommended considering changes for 2013 after the result of the changes put in place for 2012 are seen and reviewed. Hatten pointed out that members did not have a chance to consider the changes before they were published.

Mork believes it would be too damaging to go back on recommendations of the Road Race Director after the policy had gone through the EC and entire approval process. He expanded on his experience at Barber 2011; 50 transports, a great variance in speed and talent among riders on the track, and non-compatible bikes using totally different lines. He agreed there is likely room for improvement in the policy currently announced, but not until 2013.

Hatten voiced the importance of the members knowing Trustees are listening to their concerns about the new policy, and Grakauskas felt that the staff should keep the possibility open to make adjustments in the policy. Janiec stated that the full-page policy explanation wasn’t published until April VV, but mention of changes to come was in the Barber event coverage months before that.

Anderson agreed to look to 2013 for minor changes, and has explained to members that one of the few other alternatives at this time is to go with the format of half of the races being run on Saturday and the other half on Sunday, which is not a good alternative from a business perspective.

Janiec commented that spectator attendance at the AHRMA event at Barber is currently second only to the INDYCAR event held there. He reminded everyone that to retain the non-profit status for the Barber museum, Mr. Barber contracts with Zoom Motorsports to operate the track. In the first years of this event, Zoom had to be convinced that AHRMA could attract spectators, which has now been proven unquestionably. Hilgenberg mentioned that the sidecars are popular with spectators, and should not be eliminated from the Barber program.

Janiec confirmed that a reassessment after the Barber 2012 event would be done as a matter of course. He stated that the Road Race Director has a history of great success with her proposals, which maximize

participation with a set of safety rules to accommodate those large numbers of entries.

Goodpaster stressed that he believes that practice is particularly important at the Barber circuit, and would like to see practice, even an abbreviated session, on race morning. Janiec made a point of acknowledging that Goodpaster sustained life-threatening injuries at Barber in 2011.

Mork made a motion to accept the current proposal as published, recognizing that the policy will be reviewed after re-evaluation of the 2012 Barber road race event. Shane seconded, and added that he thinks the ED and Road Race Director should have latitude to make minor changes if necessary during the event weekend, but that the current published policy is a very good start.

Vote to accept the current policy for the 2012 event: Yes 10, No 1 (Goodpaster), with Breckon abstaining.

Recess was called at 8:50am

The meeting reconvened at 9:00am in Member Open Comment Session

Mertz voiced his appreciation to D. Poole and Grakauskas for working at the previous day's road race event at Willow Springs International Raceway. Mertz has much experience working at the start/finish and from his observations, said he is uncomfortable not having practice on race day at Barber, but understands the time constraints. He is of the opinion that sidecars are viable and confirms that a lot of work was done to get them into the AHRMA program, but is concerned they could die out due to lack of interest.

Janiec informed everyone present that on Saturday the Willow Springs event had 2000 spectators and 300 entries, and that 13 members attended the new rider class there. Sunday's event had much fewer spectators, which is usual, and 260 entries. The event has increased attendance for several consecutive years and has shown that members will support a western event.

Member Klemm previewed for the Board a 2013 rules proposal to broaden the list of eligible bikes in the Lightweight Production road race class. He believes AHRMA will see increased participation in the class by including large-displacement, two-stroke, single-cylinder Japanese enduro machines, which are abundant, and very affordable to buy, build and maintain. He is of the opinion that many of the bikes currently in the class are too expensive and valuable, and the machines in his proposal would be good entry-level bikes for new members. Hatten commented that rim sizes having been a sticking point in past proposals. Klemm stated he does not plan to make changing the rim sizes a part of the proposal. Shane asked about European enduro bikes being included, and Klemm's comment was that his proposal is limited to machines that were primarily intended street use.

Lamberth advised Klemm to make a formal rules proposal to be considered at the next full Board meeting, and to work with the Road Race Rules and Eligibility Committee to fine-tune the proposal. Janiec explained the rules committee procedure, and Mork expanded on it.

Klemm further commented that he would like to see Lightweight Production allow upgrading of brakes, as novice riders use brakes only for safety, not necessarily as a "racing tool." Mork advised that the brakes issue must be a separate rules proposal.

Martin opened his comments with his opinion that he does not like the idea of no practice on race day at Barber. He continued with his main subject, which was regarding why the Cresson, Texas, road race event was not included on the 2012 schedule. He felt the 2011 event had great support, bringing in 1000 spectators, the majority of them never having seen a vintage racing motorcycle. He stated that he spent a substantial amount his own money to make sure this first-time event was a good one. The event donated money to the Rusty Bradley Foundation, and had many "extras" for the racers such as a barbecue dinner and free camping.

After the 2011 event, he learned of a Sporting Event Trust Fund, which is a Texas state fund to support sporting events. Martin's research led him to believe that the Cresson event would likely qualify for funds;

he needed a firm date for 2012 in order to submit an application for funds, but could not get one from AHRMA. Lamberth stated that it was not possible to give a confirmed date for 2012 as early as May or June 2011 when Martin needed it, as road-race scheduling is always complicated. Lamberth continued that the road race team did not want to go back to Cresson due to subpar infrastructure/scoring facilities; Janiec added that the track pavement at Cresson became particularly slick when exposed to moisture.

Janiec commented that it appears that communications between Martin and the AHRMA national office need improvement. Lamberth advised that he had not met Martin before the weekend, and that any email sent by Martin to him was returned in a timely manner, and that no phone calls had been received from Martin in the past. Janiec acknowledged that although AHRMA needs additional events in the west, he would prefer AHRMA hold an event at a track other than Cresson with a better support system for workers, and a better racing surface.

Hatten commented from the Treasurer's standpoint regarding a long-term view for losing money as a future investment. If every other factor is positive, AHRMA might be willing to lose money promoting a particular event for one or two years for a future investment. Hatten said riders will typically travel up to 500 miles for an event. Using the 500-mile radius as a gauge, locations around Texas are close enough to populated areas to attract participants. He encouraged Martin to work with Lamberth and Cowell on a future Texas event. He also asked Lamberth to look into whether Cresson was overstaffed by AHRMA in 2011, and if any costs could be cut on AHRMA's end to make such event more financially viable.

Martin expanded on what he and other road racing members view as bad scheduling which dilute events. Lamberth commented that some back-to-back events are scheduled due to not having any other choice, and believes it's better to have some back-to-back events than no race at all. Road race tracks make the decision about what dates are available to AHRMA and they can vary from year to year. Anderson and Janiec both agreed the 2012 schedule is not optimum, from a back-to-back perspective, but they understand the complexities involved in the creation of the schedule.

Member Farcus said that he likes online registration, but pointed out some glitches he encountered and ultimately overcame. He felt that it should be made clearer on a rider's printed receipt, that with said receipt in hand, one isn't required to go to Registration at the track. He observed some minor problems with Willow Springs registration and thought the printer used by the volunteers may have contributed to a slow sign-up process. He thought that tech ran well, but would like to see riders more vigorously encouraged to tech their machines the evening before. He also observed that the general pit area should not be used as a swap meet as it causes unnecessary congestion and sometimes makes it difficult for racers to park near track facilities they use. Additionally, he recommended that the dotted line which aids riders exiting the track at Willow's Turn 9 be repainted and that a portable PA be used for riders' meetings, and then commended the implementation of roll call. He felt that there are too many classes and that some of the best classes were not showcased as they should have been. He observed that many members have lost their health care insurance and would like to see better health insurance offered through AHRMA. Lamberth advised that AHRMA does not offer health insurance for its members. However, a per-event medical policy is available through Jones Brown Motorsports Insurance for those members who do not currently have health insurance.

Mork questioned Farcus about which classes he thought should be eliminated; Farcus would like to see newer bikes to attract younger people. He says today's young guys don't want to work on bikes.

Klemm disagreed, saying that older bikes are sometimes easier to acquire and are always easier to tune. He thinks the younger guys are stopped by the complication and expense of the newer bikes, and sees a huge potential for growth due to the affordability of the older bikes.

Hatten commented that the challenge in adding new classes is at some point AHRMA must either combine or eliminate existing classes. He added he supports new classes that bring new bike and new riders into AHRMA, but does not support new classes that simply further divide our existing classes. He also noted AHRMA needs to continue to bring younger members into the organization, and while classes with bikes from newer eras will do that, we need to also strive to work to get younger riders interested in the older

machinery to ensure those old bikes stay out on the track. Hatten said he felt AHRMA did a good job of striking the right balance between keeping the oldest classes and adding newer bikes. C. Anderson comments that the older classes should not be compromised and that perhaps the numerous 70's classes could be condensed.

Member Ambrose questioned why exhibition classes are run before championship races, and why the riders' meeting is held after practice. He believes the riders' meeting should be before practice so riders are aware of certain issues particular to each track. Janiec stated that both were valid points and made the recommendation to Lamberth that he and Cowell look into both. Mertz agreed and felt that conducting the riders' meeting before practice reduced practice-session incidents by as much as 90%.

Janiec reviewed the non-profit status of AHRMA and its purpose as such to present and conduct Vintage Motorcycle Races. He reminded all that in everything AHRMA does, this is the first priority and purpose, and this mission as such needs to continue to honor that non-profit status.

Recess was called at 10:20am

The meeting reconvened at 10:30am

The status of AHRMA's 2012 World Championship road racing series was to be discussed, but Cowell was not in attendance, so information was not available.

In other general road race discussion, Goodpaster recommended having a document to guide potential promoters who may be interested in promoting road races; the document could be used for off-road promoters as well.

Treasurer's Report

Hatten commented that fuel prices were better than expected, but would likely rise with oil still over \$100 per barrel. He noted the poor economic conditions hit our youngest members the hardest, and they're usually the first group to pull back from racing. Our older, more established members can weather bad economic conditions better, but if the economy continues to struggle, we'll see participation numbers in all of our sports decline. Hatten also reiterated that the EC and the Board needs a timely per-event profit/loss for Road Race events from the ED so each event can be analyzed from a financial standpoint.

Hatten said he felt the performance of our investments was not as robust as it could be, trailing many market indexes. He said he would like to review altering our investment portfolio, and perhaps moving to a brokerage with a better pricing model. Hatten recommended that AHRMA reevaluate the risk factor for its current investments, and if necessary, instruct our current broker to change strategy, but cautioned against radical changes. Anderson questioned how long our current broker has been giving marginal return for their services and suggested looking at longer-term investments. Janiec agreed that AHRMA may be in a better position to consider a slightly higher-risk investment strategy now that the organization is in a better financial position. Although the bankruptcy is not yet paid off, there will be a \$33,000/year reduction in expenses when it is.

Hatten confirmed that the road race team appreciates the recent investment in the new communication radios. Lamberth stated that he purchased more scoring transponders due to a high demand for rental units, and that the rental fees are bringing additional income to AHRMA.

Grakauskas asked for an explanation on the status of the Benevolent Fund and how it's separated from the general operating account. Lamberth explained it was never physically separate, but is tracked separately from an accounting perspective within the operating account. Mork explained the history of how the bankruptcy and Benevolent Fund affected each other.

Executive Director's Report

Lamberth advised he could not secure an audit for the fiscal year ended 11/30/2011 (vs. the usual compilation review), and briefly explained the difference between an audit and a review. Only two firms contacted were willing to do an audit for 2011, and the estimated cost was \$15,000-\$17,500. The cost of AHRMA's most recent audit was \$5,500. Due to this large increase, Lamberth proceeded forward with a review for the fiscal year ended 11/30/2011. Janiec was displeased that Lamberth did not inform the EC about the high cost of the audit before opting for the review.

Hatten commented that even though the cost is high, the members need the reassurance that an audit gives. Lamberth will draft a simple Conflict of Interest policy for presentation to the EC.

Mork suggested that an audit be conducted at least every five years to confirm the responsible financial actions of AHRMA officers. Mork recommended that AHRMA obtain a firm cost estimate for the fiscal year 2012 full audit, and then one every fifth year thereafter.

The preservation of AHRMA documents was discussed. Lamberth is opposed to destroying any documents, due to their historical value, and will draft/present a policy on Document Retention to the EC. Janiec asked whether archived meeting minutes could be converted to electronic documents.

Lamberth discussed each page of the reviewed financials for the fiscal year ended 11/30/2011. Grakauskas thought the bank charges were excessive, and Lamberth explained those fees will be reduced due to the implementation of Series Tracker online race registration, but will be partly replaced new Series Tracker fees.

Janiec wanted to make sure all bankruptcy-related documents are still online for member resources since the change-over to the new website was done.

Recess was called at 11:55am

The meeting reconvened at 12:05pm

Lamberth reviewed the actual-to-budget comparison for the YTD thru March 2012. For this period, AHRMA performed better than budget by \$1504. Road race attendance has been better than budgeted, as has membership and advertising revenue.

Hilgenberg asked if there had been any resolution with regards to multiple Vintage Views being mailed to a single household. Lamberth stated the situation was much improved but still not completely solved.

Lamberth was generally pleased with the financial state of AHRMA and he expected a bottom line at year-end similar to the past few years, barring any unforeseen issues.

Hatten continues to be concerned with road race expenses, and asked Lamberth for cost-control ideas. Hatten has seen progress on that front, but felt that continual review is necessary. Lamberth stated that he and Cowell continue to work on this issue; track rental and workers are the largest expenses. Most costs for road race events, like the two-ambulance requirement, are fixed; only worker costs can be significantly varied from track to track. Cowell has been instructed to continually evaluate race-staff requirements and related transportation expenses. Some costs associated with learning and implementing Series Tracker took more people and time in 2011 and will not be incurred in 2012.

Hatten noted that many event awards go unclaimed; Lamberth assured him many plaques are reused, and that every effort is made to save money on awards.

Janiec asked if it would be possible to streamline one aspect of Series Tracker online event registration; currently, signing-up for a two-day event requires two separate transactions. Lamberth stated that Series

Tracker's John Kuzma plans to change that in a future system update, but there is currently no set date.

AHRMA event attendance was discussed. Lamberth acknowledged that it was too early in the season to see any possible trend, but that Vintage and Post Vintage MX entries at the first event at Arizona Cycle Park were down, which caused concern. Lamberth confirmed that the 2013 event at ACP will be moved from January to February, which promoter Bobby White had been reluctant to do for the past two years. A competing organization in the area (AVDRA) also has a February race in the Phoenix area, and White thought scheduling his AHRMA national in January before the AVDRA event would help his turnout. It seems that the January date is just too early for many people. March's Gatorback VMX/PVMX entries were up. At meeting time, final entry numbers from April's Diamond Don's event in Texas were not available, but it appeared that VMX entries were similar to 2011, and Post Vintage MX entries were substantially increased over 2011. Lamberth advised that the PVMX saw 200 post entries at Diamond Don's. In addition, Lamberth noted there were 67 new memberships collected at the event.

Only two national trials events had been held prior to the meeting, and Lamberth felt that it would not be possible to evaluate the affect of major changes to the 2012 schedule until late in the year. Cross Country had run four events and participation was up at all of them.

Dirt track continues to struggle, with attendance down at the two events run thus far and one rain-out. Hatten observed that the rain-out was due to the AMA Pro Dirt Track being rained out ahead of AHRMA, then being rescheduled on AHRMA's date. Had the AMA run on its original date, AHRMA's event would not have been cancelled. It was suggested that it be written into AHRMA contracts that AHRMA cannot be bumped from its original date without some type of compensation.

Road race showed a comfortable increase in entries over 2011 at Roebing Road, and although Willow Springs numbers were not yet strictly confirmed, the preliminary count shows an increase of almost 100 on Saturday and over 30 on Sunday. Janiec reported that the Willow event saw 2000 spectators on Saturday, and nearly that many in 2011, which is important to the relationship with the track operators, who retain all spectator income.

Lamberth reported a membership total at right around 3900, which does not take into account new memberships collected at Diamond Don's and Willow Springs.

Further discussion took place about losses at Cresson and also at the 2010 Portland International road race facility. M. Hatten said feedback he received from members about Cresson was while they enjoyed the event, those that traveled more than a few hours to get there would not do so again. Lamberth advised again that although Portland seemed to show some promise, it was a very costly venue to rent.

Lamberth briefed the Board on problems with the 2012 Diamond Don's event. The main problem was with the transponders used for scoring the motocross events and the large number of post-entries received. Team Bull used transponders with success at their September 2011 event, and promoters Don and Francine Rainey wanted to use them at theirs, using the same provider. There were multiple issues with the firm providing the transponder services over the course of the weekend. AHRMA had provided input to the Raineys on issues encountered at the Team Bull event in 2011, including processes to factor-in the transponders during the signup process. Lamberth reported that he and Guidi have resolved to work directly with the Raineys on scoring and securing competent workers in the future. It was mentioned by Grakauskas that registration and sign-up the evening before race day is necessary at this event, and solutions need to be found to make the sign-up lines move more quickly. The scoring errors took so much time after Saturday's vintage event that they ran out of time to do anything else, so early registration for Sunday was cut short.

Lamberth updated the Board on a planned giving program being developed by member/advisor Karina Bierman. She is back on the task after the birth of her child, and has created a Phase 1 document for implementing the planned giving proposal she has tentatively titled the AHRMA Legacy Society. Phase 1 of the proposal involves getting the word out and making requests for donations; Lamberth arranged for the necessary printing and promotion. Before the solicitation goes forward, a Gift Acceptance Policy needs to

be created and the Legacy structure put in place.

Complexities of the legal aspects of a 501(c) (3) were discussed as it relates to this program. It was decided that establishing a separate 501(c) (3) entity would be a future discussion. Lamberth and Bierman will work on the details surrounding how the funds will flow in this process, and will be presented to the Executive Committee for approval in the near future.

Lamberth reported that 3161 surveys were sent to lapsed members for the period 2009-2011. Of those, 237 came back as undeliverable, with 2924 having been received. At meeting time, the response rate was 15%. Member Bob Adams, who drafted the survey document, advised that a 5% response rate would be good. Discussion took place about the survey results, which seem to confirm that the main reason for the decline in membership had to do with the economic reasons, followed by personal reasons. There were many additional written explanations, all documented by Adams.

Lamberth confirmed that Membership Director Cowell did a complete mailing of renewal forms to all lapsed members at the end of 2011. Lamberth brought up the topic of offering a deal such as a multi-year membership discount for returning members. Hatten was not in favor of any deal, and Janiec concurred that such an offer undercuts current members and those who had purchased Life memberships. However, Janiec asked Lamberth to work up a proposal for the Board's consideration.

Hilgenberg asked that a Family Membership be considered, as this could generate a good membership response for AHRMA.

Anderson stated that in light of the blatant disregard of rules and of AHRMA officials at Barber in 2011, some form of punishment for such violations should be put in place; he advocated disqualifying riders who disobey AHRMA officials. Janiec confirmed that such a policy is already implied in the rules ("Know and Abide by the Rules and Respect the Riders"), and when implemented, it is done as probation. Regarding probationary action, discussion took place regarding Rodd Lighthouse and his probation due to actions during a road race event in 2011, and how probations should carry over to other disciplines within AHRMA for any rider on probation.

Lamberth reviewed prospective sites for future off-road events. Guidi is talking to contacts for new events in Lake Elsinore, California, and in Oklahoma. Lamberth also advised that he is reviewing a return to Smith Road in Medina, Ohio, since the new track owner is interested in hosting an AHRMA event. Milliken, Colorado, may return to the calendar in the future, as the track owners stated they wanted to take a break, but were not necessarily finished with holding AHRMA events. Additionally, AHRMA is considering a return to the facility in Casey, Illinois.

Jeep Skool in Ohio was not on the 2012 calendar, but Grakauskas asked that it be reconsidered; with an MX location in Ohio on the calendar, that would give the state two events to serve its large number of members. Hatten agreed with this view, and also recommended asking member Rik Smits for help in securing a location for an Indiana event. Grakauskas questioned why an AHRMA Northwest Regional MX in California was scheduled on the same weekend as the Diamond Don's national MX, noting that it might have affected the turn out for Diamond Don's. While Grakauskas felt that members should not have to make a choice between two events, Janiec stated that no one planning on attending Diamond Don's would have gone instead to the regional in Hollister, and that national events are not affected by such schedule overlap as the once may have been.

The June, 2012 event at New York's Unadilla Valley Sports Center generated a lot of interest, and was set to include a Friday cross country, along with weekend motocross races. Grakauskas expressed concerns about the cross-country course layout, and cautioned against using modern-bike racers for that job. Hilgenberg mentioned that AHRMA was rarely mentioned in the promotional info he received for the Unadilla event; Lamberth confirmed that AHRMA is only part of the weekend, but assured the Board that AHRMA was scheduled to run first each day, and that all AHRMA national protocol will be in place.

The state of Dirt Track was discussed, and Lamberth confirmed that Donnie Warf was working hard as

coordinator, and secured some very good venues, but no one is coming out to race. AHRMA lost the TT event in Peoria, Illinois, this year. Member Tom Boyd, who is also active with the Peoria Motorcycle Club, informed Lamberth that low rider turnouts caused the club to lose money, and consequently cancel the event. Lamberth offered to pay the insurance and make other concessions, but the club still elected not to return to the 2012 schedule. Hilgenberg suggested co-promotion with a non-AHRMA event as one method of resuscitating the DT program, but acknowledged that it's difficult to find dirt-track promoters not associated with AMA.

Janiec suggested forming a task force consisting of two Trustees and/or others to help Warf explore more options for improving AHRMA dirt track participation. Anderson volunteered to head the task force, and will seek out others to assist. Anderson related feedback from members who want fewer but better DT events/locations. Barber was considered in the past, but local zoning issues will not allow them to build a dirt track at the facility.

Hilgenberg recognized that AHRMA will need to get DT participation numbers up before it can have financially-successful stand-alone events. He stated that one exceptional event and venue may be all it takes to get dirt track off the ground again, and that the one-weekend membership may help draw participation in such a situation. Lamberth noted that the one-weekend memberships generally had weak response up to that point in the year.

Mork suggested contacting the fairgrounds in Heber City, Utah, where a very popular AHRMA DT event was held during the Park City road race/MX weekend in 1999. The Heber City DT could run in conjunction with September's Miller Motorsports Park road race; the two sites are 80 miles apart.

Grakauskas suggested contacting organizers of Ohio Bike Week about having an AHRMA dirt track at local the fairgrounds there.

Other Business

Mork asked if volunteers helping AHRMA could write-off expenses from a federal tax perspective. Lamberth advised that donations made to AHRMA are not tax deductible in any form, shape or manner.

Hatten stated that AHRMA employees should use AHRMA email addresses for a more uniform and professional appearance. Hatten also pointed out the crucial need for off-site back-up of all AHRMA electronic documents. Lamberth agreed, and would investigate the options.

Goodpaster asked if road race transponder numbers could be listed on membership cards; Lamberth said he would discuss it with Kuzma, but it would not be a priority.

Grakauskas inquired about streamlining the off-road registration process, mirroring that used at AHRMA road race events. Lamberth explained the reasons why this was not possible and would discuss the details with Grakauskas outside the Board meeting.

Anderson brought up the sound requirement currently listed under rule 9.3h, and the fact that non-compliance is rampant. Hatten agreed and estimated that 50% of the vintage bikes would not pass sound testing. The board agreed that it would be wise for AHRMA to get ahead of the issue and to start enforcing the current rule at tech, before difficulties are encountered with specific track requirements.

Mork advised that the sound rule was in part put in the Handbook for the purpose of negotiating with tracks, but that the rule needs to be put into practice. Actions brought forward were as follows: Mork suggested that AHRMA compile and publish information about silencers/mufflers that work well but do not cut power; Anderson would like to see tech point-out the problem to start the thought process in our racers; Lamberth will consult Cowell about an Awareness Campaign on the subject. It was generally agreed that sound requirements are only going to become more restrictive and that AHRMA would do well to begin dealing with it now.

Mork wanted to stress that he is very pleased with the planned giving program possibilities, and that he looks forward to AHRMA having enough of a financial cushion to better compensate its volunteer workers. He does not want financial compensation to extend any further to Trustees, as it is crucial that Trustees are not in the position where they are viewed as gaining monetarily from AHRMA.

M. Hilgenberg motioned to adjourn, and Shane seconded.

Meeting adjourned at 2:15pm