



Oregon Motorcycle Road Racing Association Board Meeting Agenda

Date: May 16, 2018

Location: Clyde's Prime Rib, 7:00 – 9:00 p.m.

Board Members: Chris Page, Matt O'Rourke, Keith DiBrino, Tullio Celano, Monta Knudson, Alex Taylor, Absent: Mark Wilson

Guests: David Wright, Rodney Bender, Dallas Cheshire, Daric Cheshire, James Lucas, Taneka Burwell-Means

Meeting called to order at 1902 by Matt O'Rourke

BUSINESS ITEMS:

1. Guest business

No guest business.

2. Financial report – Keith

*Kieth - Balance on banquet trophies was caught up. 2017 items are caught up and taken care of now. 2018 gate fees and license income area down a bit from last year. Track day income and expense exist from operations, roughly \$6,000 so far this season. we didn't have previously. Rebate on the Ninja 300 appeared in 2017. NRS income we paid ourselves.

4:23 PM
05/15/18
Accrual Basis

Oregon Motorcycle Road Racing Association Balance Sheet As of April 30, 2018

	Apr 30, 18
ASSETS	
Current Assets	
Checking/Savings	
PayPal-Airfence	866.24
PayPal-Regular	2,556.85
General Checking #5981	13,528.51
Account #8827	
Safety Equipment Fund	19,986.75
Injured Rider's Fund	8,571.75
Total Account #8827	28,558.50
Money Mkt-Savings #6789	28,998.47
Checking #5957	2,843.99
Cash box	500.00
Total Checking/Savings	77,852.56
Accounts Receivable	
Accounts Receivable	500.00
Total Accounts Receivable	500.00
Other Current Assets	
Prepaid Future Expense	28,787.53
Total Other Current Assets	28,787.53
Total Current Assets	107,140.09
TOTAL ASSETS	107,140.09
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	1,500.00
Total Accounts Payable	1,500.00
Total Current Liabilities	1,500.00
Total Liabilities	1,500.00
Equity	
Opening Balance Equity	53,827.85
Retained Earnings	33,381.94
Net Income	18,430.30
Total Equity	105,640.09
TOTAL LIABILITIES & EQUITY	107,140.09

3. New Business

a. Round 2 Recap -

i. Crash report - Tullio (inc. plan for addressing 3x crashers)

*Tullio - keeping track of crashes - May round had 9 total for the weekend with no injuries. -This is very low. April 2018 round had 19 crashes. We are keeping track of how many riders are having crashes. There are 6 riders with 2 crashes. When any rider reaches their 3rd crash then Tullio and Monta will have a talk with the rider to gain better understanding of what is happening. We are unclear about what to do if a rider has a 4th crash if someone is seen as a danger to themselves or others.

*Chris - Dangerous and aggressive riding; We may want to look at if someone is a danger to themselves or others.

ii. IRF payout norms -

*Tullio - Previous practice has been \$250 for most injuries, \$500 for a major crash and \$1,500 for a serious crash.

*Keith - We would like to make an effort to give more money - because we have been raising more money with IRF.

*David Wright - We could provide boots, gloves, helmet - raffle tickets - value of the item all the money goes toward IRF.

*Chris Page - Proposes a motion to alter the SOP for IRF, and add 50% for all our standard payouts, rounding to whole numbers \$250 becomes \$400, \$500 becomes \$750 and \$1,500 becomes \$2,500. Discussion?

*David Wright wants to do a raffle to earn more money for IRF
Vote - all in favor? Unanimous.

iii. IRF Payout for April 2018 Round -

*Monta - Talked Drat last week, and he is recovering

*Monta - Proposed a motion to pay Drat \$400 for injuries he sustained on Friday April 2018 round - Matt 2nd - all in favor? Vote- Unanimous.

iv. Grid Spots -

*Tullio - Several people out of order on the grids, causing confusion, and at least one start occurred with riders still moving around on the grid.

*Chris Page - We will address this at the rider's meeting.

*Monta - The grid row numbers are a little off center, so it is not totally clear what row number you are in when you are lining up. The row numbers need to be clearer.

v. Race Organization -

*Taneka - Not sure about plans backing up tower. ASIT ends up covering tower. Sunday, when Josh left the tower, we had to put ASIT in tower to back up Jim. Matt Alfonso and then Kat went up there, and things were better - but still a struggle. there is no manual.

vi. Track Day -

*Monta - We need to address pit in/out with Alan track day.

*Matt - Will make sure to follow up with Alan to fix the issue.

*Taneka - Gates that we normally have unlocked for race days are not unlocked for Friday track days, such as the exit road into pumpkin patch. There is only a single ambulance on Fridays.

*Taneka - 2Fast used to provide lunch, and medics are going to need to provide their own lunch. There is a pause/break for lunch where there is a swap of cornerworkers/riders.

b. Round 3 ridge readiness

i. Outreach to WMRRA, Deadlines.

*Matt - Working on class alignment at The Ridge. We took Keith's schedule and talked to Colt [Bristow] at WMRRA and learned quite a lot. They had 200 racers at their last round, without OMRRA. They are anticipating 200 racers plus OMRRA. During our big hosted round last time we did it in 2016, we had 215. There will be space constraints in the paved pit area. We will not be able to park tow vehicles on the pavement areas. The space up there is going to be managed pretty diligently. There is no role for OMRRA to play in this right now. The bathrooms have showers. Looking at the April race schedule - they do not have a hard shut off at 1700 - they can buy an extra hour and race until 1800, and I am told that they have already made this election with the The Ridge.

*Matt - As far as race operations go, the amount of space/time for us at their track is pretty good. They do not do any wave starts with a pause. Colt wasn't entirely opposed to doing a wave, but for now that is probably on hold. There are a couple of classes we will need to run on our own, such as LWSB.

*Daric- Discussed vintage racing at WMRRA. We will race inside their 250 class - OMRRA points only gained in the 250 class. Sunday - we will run a separate Ninja 250 and OMRRA MW Vintage. This solves a bunch of problems all at the same time.

*Tullio- WMRRA Rulebook does not have MWGP, but in their schedule they did have a MWGP. OMRRA classes must fit entirely within the scope of WMRRA classes.

*Matt - Matt and Colt will be speaking again and Matt will send out a detail explanation.

MATT - NEED HELP HERE:

ULWSS will be run at some point in our Saturday and Sunday class - ULWGP at some point in at WMRRA for OMRRA points. Clubman - like Formula 3 - only get points once. It is points on Saturday and Sunday but points on double classes.

For OMRRA season championship points calculation, each Two-day omrra class (Ninja 250, ULWSS, ULWGP, LWSBK, MWSS, MWGP, MWSBK, 600ss, 600sbk, FU) has been mapped to a single race at the ridge. Results from OMRRA round 3 at the ridge will be applied identically to both saturday and sunday omrra classes including all participants. Example: OMRRA ULWGP maps to WMRRA's ULWSS race on sunday. A second place finish in this race (assuming a full grid) will count for 20 points in omrra ULWGP

saturday and omrra ULWGP sunday results.

ii. Scoring -

*Keith - TI is currently calculating the championship points correctly for the Clubman Championship, but not for the separate Saturday/Sunday classes. We are treating them like two different classes in TI. The Overall Championship standings must be calculated manually.

iii. Communication to OMRRA members -

*Patty - Would like to put out messages about Track Intel, Class Matching, Ridge track/paddock details, including. power, camping, access hours, etc.

-WMRRA Registration opens them in a week.

-Would like a map to communicate pit/parking areas to OMRRA members. We want to be careful and not try to take control of their operation.

c. Round 4 PIR readiness

i. Chicane

*Chris Page - Who is contacting Frank Berthold and Ken? - Monta to contact them. We need staffing for the chicane - just need to ask them.

*Patty - Parade lap for Janice needs to be discussed. Propose a donation to IRF to get in for the parade lap?

*Tullio - We are running a NRS in June.

*Keith - We need a race schedule - (Keith) for June 16, 17 event.

ii. Start/Finish

d. Board member at-track responsibilities

*Chris - Document of who does what - who is in charge of it - who is the emergency fall back. Only for the at track responsibilities.

i. Event Responsibility Chart

e. Turn 4 corner station \$9k - Keith

*Keith - EC [Mueller] believes we are going to pay for turn 4 corner station. There is deadline pressure to get the turn 4 station finished. Andy (PIR) is in agreement of where the station should go, and it is marked with surveyor flags.

f. Penalties and Appeals

i. David Wright

*Chris Page - Summary of where I think we are: An apology was expressed in a heartfelt way that showed understanding of events and that there are ways to deal with issues at the track. I proposed we end the one year suspension from all activities and institute a two week ban. David offered to either pay the \$500 fine or to volunteer in bike tech for the remainder of the season.

*David - I am at your mercy now. I am sorry. I will do whatever you choose for me to do

*Matt - David wrote a very thoughtful letter, and I trust the sincerity. "Ban" is not a correct

word; it should read "suspension."

*Chris Page - We would want involvement in the club instead of just writing a check. David has submitted an appeal to the board, and has agreed to stay away from Rob in person and on Facebook. I propose Rescind the suspension based on the quality of his response and the ideas in his proposal.

*Matt - Proposes a Motion to immediately reinstate David, allow him to volunteer in bike tech, and stay away from Rob Tatom. The board somehow requests Rob Tatum to steer clear of David Wright. Alex Taylor 2nd the Motion. Discussion - the time works - Friday night works.

*David - Plans on being there every round.

*Keith - A couple things: I don't know what the mechanism is to ask Rob not to be around David - certainly we have some teeth in the code of conduct now that governs the interactions people have around each other.

*Chris - David is not to enter Rob's pit area - and visa versa - the paddock is an open area. Keith's concern earlier is that very limited amount of precedence - physical altercation, followed by a very long suspension. In that case an apology at a board meeting was not even close to being enough.

*Keith - I have no problem with the motion or the 2nd as long as it is not opening us up to something we don't want.

*Chris - I facilitated Chris [Ancien]'s re-entry into the club. Situations like this are not binary. There are several forms, and they come with variable intensity. I witnessed Chris' attempts to very seriously harm Skylar. It was extraordinarily violent and the difference between that and what David did to Rob are miles apart. Skylar at the time was a minor. These situations are two very different things, and we can distinguish the difference. If this was a situation where David hit Rob with a closed fist in the face this would be an entirely different situation.

*Patty - I know what generated this situation, and I feel very strongly about letting David back in. David was provoked by Rob in the off season. When you think about this situation, Rob did incite provocation, where Skylar did not.

-Vote: All in favor of allowing David Wright back under explanations and agreements stated above, and serving at Friday Night Bike Tech in lieu of a \$500 fine? - Vote is unanimous.

ii. Kumpy Kump

*Chris Page - On the last lap of the Ninja 250 cup race, Kumpy was observed swerving on the front straight away, in a manner that was deemed to be dangerous to Start/Finish personnel and riders.

*Daric - I assessed \$500 penalty for aggressive riding and endangerment. Kumpy apologized and now understands weaving is dangerous. Kumpy also said that there are ways for him to talk about mitigating dangerous situations at the track, and apologized for his negligence. We received a proposal from his sponsor to help create a video - for racer safety and that is from a sponsor who does videos for online racer stuff.

*Chris - The rider needs to be taking some sort of responsibility - similar to the time we asked David to volunteer - a shift in bike tech every weekend as an alternative to the \$500 fine. Please thank the sponsor for their offer, but we will not accept payment of

Kumpy's fine. Kumpy did seem startled about what he had done wrong. He seemed to get it, and then be very remorseful.

*Daric - I came up with a literal interpretation of the rule book. This was a flagrant violation of something in the rulebook. Specifically, the \$500 fine was to let him go through the process of appealing, with the hope that you would come up with a more creative solution, such as volunteering, etc. We don't want your money ultimately.

*Alex Taylor - There is a clear link from section M to O of the rulebook; No interpretation required there. I feel it is more constructive to have him volunteer. I felt that it was genuine that he did not know the rule.

*Daric - I am going to follow up with Kumpy about what he has admitted to violations of his race bike.

*Tullio - Thank you to Daric for how professionally he is handling his referee job.

*Keith - Wants to know how Kumpy endangered someone?

*Chris - Kumpy made an aggressive right turn in a weaving maneuver that endangered Josh at Start/Finish on the wall, waving the checkered flag.

*Chris Page - Regarding Kumpy he has offered to spend as much time as needed in bike tech - Tullio is it one full shift per weekend

*Tullio - We are short handed in bike tech right now - we definitely need an extra person Saturday mornings. The sanction can be very specific about that - set up and take down

*Chris Page- Proposed a motion to accept appeal in lieu of a \$500 fine - serves full shift in bike tech at Tullio's discretion - Matt 2nd the motion - discussion? No further discussion. Vote - all in favor? Unanimous.

iii. Oliver Jervis / Randy Harris

*Daric - Chris asked me to look into this. -It should have involved race control, and should have been dealt with at the track. It is not really a referee duty. It was somewhat dangerous riding; Oliver made a mistake

*Daric - I have talked to both Oliver and Randy. Oliver apologized right away, and owned the mistake. This was clearly a racing incident. Regarding passing on a waving yellow flag: Oliver is adamant that it was a standing yellow, and that he would have given the position back immediately.

*Chris Page - How or if we should interact with riders who unintentionally knock other riders down during races? We had a very different response to Allison Smith who we judged knocked down a rider and she did corner working time. Sometimes when people get knocked down it is chaos and sometimes it is not.

*Alex- Rulebook sections M4 and O8 are a pretty clear link regarding safe passing etc. You cannot chop from wheel of the rider.

*Tullio - Randy told me that the pass attempt happened way after the tip-in point in turn 1.

*Taneka - Turn 1B is where the initial contact happened. When Randy Harris saw Matt pass him he was a bit surprised, and then when Oliver passed him he had tightened his line.

*Matt - Interacted with Oliver a lot in that race and Oliver was not expecting to see Randy change his line. Randy commented that he "thinks" he held his line.

*Patty - The fear for the slower racers is that the faster bikes are going to knock them down when they are being lapped. Why can't Oliver mentor Randy - so there is something in this for Randy. Elevating the other riders capabilities.

*Keith - This is worthy of some concern. During 600SB and OSS waved race, watching Andy and Jeremy coming through lapped riders very fast. Some education at the very least might be in order.

*Daric - There is a difference between passing lapped traffic instead of passing people you are racing. Randy is not in any way interested in pursuing anything against Oliver. Randy was riding 1:28 pace, not even novice graduating time, which is 1:26. Riders who are far off the pace are often not as predictable as riders who are more accomplished. We should be keeping an eye on experts who are not able to race at novice graduating pace. Someone that is not fast enough should go back to novice status or we should have some way to identify them. As racers we have sacrificed lap time - to be safe.

*Alex - Rulebook section M14 states that expert racers who consistently too slow cannot race in these races but Randy Harris was just barely fast enough.

*Chris Page - Made a motion to assess a \$500 fine to Oliver Jervis or 8 hours of volunteer time, - As a penalty for contact with Randy Harris during a MWSB race Sunday May 12, 2018. Discussion

*Monta - Oliver is a highly skilled and safe racer and although there was a crash, I don't feel we can place full responsibility on him. There are many possible variables that could've taken place due to the skill level of the lapper. I don't think a penalty is the right move but will support the majority.

- Vote: unanimous.

4. Committee/Team Reports

- a. Novice Program - Alex
- b. Sponsorship - Patty
- c. Communication - Patty

Keith has everything for invoicing - for sponsors. Patty will start pushing NRS.

- d. Office - Indy

Jamie and I are going to the ridge and can be in official capacity or not - at the board's pleasure.

- e. Volunteers - Chris
 - i. Backup and Cross Training. Race Director, Course Control, Starter - Chris
 - ii. Bike Tech - Tullio
 - iii. ASIT - Taneka
 - iv. Registration - Keith/Indy

5. Open items

- a. PIR Turf Status - Keith

Andy at PIR is happy with the Turf situation.

- b. PIR Grippy Paint Status - Keith

In the print statement we are going to need to do a bold thing - we are using traffic paint on this track - not sticky paint.

c. ULW/Mini Bike Practice - Alex/Keith/Matt

d. ASIT shack is done? Paint? -Tullio

Not painted yet. Tullio will bring new aluminum out and install a new door handle.

e. Air Fence diagram and documentation - Mark

Mark not here to talk about - Matt will follow up.

f. Track Intelligence 2019

Isle of Man thought Chris Keane was joking about shutting down TI - we may now be able to keep TI.

g. Kelly Johnson Incident - Andrew Johnson has filed a tort claim notice with City of Portland and PIR.

Meeting adjourned at 2213