



2021 Annual General Meeting

Date: January 9, 2021
Call to Order: 1:00 p.m.
Location: Zoom Webinar

Virtual attendance

Brian Mintoff, Brian Neufeld, Chris Speers, Corrine Powell, Dave Veldcamp, Derek Kendal, Dominic Poulin, Everett Hagar, Grace O`Brien, Steven O`Brien, Graham Lynch, James, Jonathan, Jordy Boubouchie, Justin Knapik, Kevin T, Kirk Pelletier, Kyle Ducati, Kyle, Logan Evans, Luke, Matt Stokes, Michael Parker, Nick Sosniuk, Norbert Dworzynski, Owen El-Baba, Paul Macdonell, Peter Dubrone, Richard Bolduc, Ryan B, Ryan Taylor, Sebastien Metivier, Thad Klassen, Tosh Gable, Shane Fraser, Devon Sosniuk, David Trofimuk, Eric Russnak, Rodrigo Naranjo, Rory Gable, Keri Reid, Trevor Patrick, Jeff Sanderson, Sean Hofmeister, Ian Wall, Neil Carlson, Cory Crowe, Tegan Germshied, Paul Frame, Joe Preston, Scott Manley, Braedon Preston, Justin, Mark Armstrong, Jon Bulee, Brian Worsdall, Brian Lam, Scott Huber, Manev Madan, Danny Mak, Kelvin O, Malcom Grey, Luke Drapeau, Tricia Reese.

1. Call to Order
2. Adoption of the Agenda
3. President's Report: Jon Bulee

- *I'd like to start by saying normally we would have had an awesome Award ceremony by now. We would all have some shiny new trophies and we would all be a little happier and thankful because of it. It always a great way to end the year and pat ourselves on the back and recognize some of our awesome achievement. That just hasn't happened, yet. So, I would like to take a second right now to thank each and every racer, volunteers and friend of the EMRA for being part of this season. Thank you all.*
- *-I would like everyone right now to remember, recognize, appreciate and thank the hard-working team of Executive that put on one of the hardest, longest, most labor-intensive season we have ever had. Thank you to each and every one one of them.*
- *-2020 was a very difficult year but I think we can all agree we made the most of it.*
- *-Going into the year I came up with a plan to keep track fees the same for everyone, but double the amount of ambulance personnel on site, a major cost, but well worth the added safety and time saving it gave us. We also focused on improving safety in other areas, made a large purchase of new side impact air fence as well as buying spares and repair supplies for high impact blocks.*
- *-Focused more attention to club promotion especially on social media, member involvement and our presence on social media has grown quite a bit.*
- *-Motorcycle shows were both a big success. Race school sold out in record time. Member participation in the demo flat track races was well received and something we can do to grow better relationships with other clubs.*
- *-Then in march things started to hit the fan. Our air fence fundraiser in the spring was cancelled.*

- *-In April it was looking grim, like we wouldn't even be having a season but we kept at it, stayed on top of new restrictions and put on a number of successful events. I'll start with the good things.*

-Race school cancelled, track attacks cancelled and round 1 due to short notice was made into a track attack. We worked with Castrol raceway and the members and made the most of a difficult time.

- *-Lots of hard work to be recognized by the government and get changes made to health restrictions to allow us to race. Nearly daily phone calls and emails putting planning in place were successful. We can now all see motorsports race tracks now have their own guidance. Together the Exec and Castrol Raceway put on some successful days and it felt like a solid victory just to be riding.*
- *-While this was going on the executive began work behind the scenes on getting Stratotech Park back on line. A months' worth of weekends and lots of hard work went into that. We put on a fantastic event that had more riders in it than ever before at Stratotech. It was also great to see the number of new and old riders unite in such a great way and have so much fun at the track.*
- *-We then returned to Castrol raceway on a high and almost immediately that came crashing down with the death of Mike. Just a massive tragedy. I think again we came together and did what was best. We raised funds approx. \$11000 for mike's family, and put future plans at Castrol Raceway on hold. We all had to take a step back and learn what we could from this event. Cancellation of the season was also very upsetting for Castrol Raceway.*
- *-After many hours of discussion within the exec, with Castrol management, with CMA representatives and multiple meetings at the track a plan to make additional changes to the track and our own operations were made with everyone in agreement.*

- Very briefly the plans include additional gravel traps to be installed outside turn 12, removal of one block of wall from the end of the outside of turn 5. The wall between turn 4 and 5 will be moved down towards the straightaway at least 20', if possible, it will be removed entirely. The break in the wall between turn 4 and 5 will be redesigned in such a way that there is no head on impacts possible and no chance of cross traffic. The fence between turn 14 and turn 1 will be eliminated. A redesigned catch fence with foam barriers between turn 1 and 2 will be installed. There is still lots of work to do on that design and the changes to the track. But we are confident in ourselves and Castrol raceway Management that the changes will be done.*
- With careful negotiation and hard work to maintain our relationship with Castrol Raceway we managed to back out of our rental contract and rather than losing our entire rental fee we only lost half and put the funds generated from track attacks at Castrol raceway towards the changes being made. This was a major success for our annual finances and means we actually go into 2021 with a rental credit. We also maintain what I would consider as first dibs on track event dates. We submitted dates and, in the end, got nearly all of them. I'll go over 2021 dates shortly. -The remaining rounds at Stratotech continued to be successful, roughly 80-90 riders turned out for the races. Rider turn out at track days there was tough, mostly affected by the way we restructured previously cancelled race schools and very poor weather. It is important to note at Stratotech the EMRA does not have a profit share agreement like it does with Castrol Raceway. Briefly put this agreement is a 50/50 split of expenses, Castrol raceway covers rental fees, insurance, ambulance fees and volunteer food. EMRA staffs the events and organizes, Castrol takes a 75% share of profits, EMRA take 25% of profits. Big plus to this is even on the worst turn out days the EMRA does not take on any significant financial risk. At Stratotech rain or shine EMRA pays all the bills. More on this to come from our Treasurer report*

- *-All season long we kept a constant eye out for new COVID restrictions and stayed on top of that while still putting on fun events at Stratotech.*
- *-Our year-end banquet was delayed due to recent restrictions, fingers crossed for a big fun weekend/award ceremony to start the year at Stratotech.*
- *-Final air fence fundraiser of the season was a very small success. I can't thank the members that despite all the restrictions still donated to a great cause and still had a great time.*
- *-All this hard work paid off, we have a healthy bank account, a strong young member base, and hardworking volunteer core.*
- *-Now some of the low lights of the season. Rider turn out is stagnant Brian Lam will have more on registration numbers shortly; if we want to continue to grow, we will have to look for new relationships and new ways to grow the club. Make changes that put more bikes on the grids. Changes that get more track time to more riders. Competition drives this club and changes that increase fairness and increase competition are the ones we want to make.*
- *-Next big thing is Member behavior on track and off track. At one point in time this season I was asked 'what's the big deal about black numbers? Those guys seem to make more problems than anyone else.' It was honestly shocking to hear.*
- *-I think a quite a few members were planning on discussing by-laws at this AGM. The by-laws are in need of update. I think this must be done carefully to protect the long-term interests of the club. Having looked into this it became apparent it must be done properly and changes made must be drafted and registered properly. Unfortunately, at this meeting we will not legally be able to make changes to the bylaws. Going forward the 2021 exec with inputs from members can draft changes in the coming months.*

- *-Another part of this meeting I'm sure for many will be discussing things regarding member behavior. I hope we all look forward to discussion and learn something about this sport and each other. This is a passionate sport with passionate people, so we can all understand where the emotion is coming from. So, let's remember to be constructive. I think one of the best ways to do this will be creating an Executive member code of conduct, which can properly outline Exec behavior and give deadlines for exec duties.*
- *-Our club is full of outstanding individuals. We need to remember people in all motorsports look up to us and look up to this club. Other clubs admire our organization on race days. Our rider turnouts are fantastic, our equipment is safe and in tiptop shape. We all laugh but I have even heard other people admire how 'the bike guys and girls' are always in such great shape. Online and in social media we continue to lead by example. We have one of if not the biggest social media presence of any motorcycle-racing club in Canada. A lot of people read all our posts. We need to remember social media is sadly just not the place for calm concise constructive discussion.*
- *-In closing, we are one of the best clubs around and we got this way from hard, honest, respectful work. In 5 months, we will be racing at 200kph inches away from each other. It is going to be awesome and doing that will make everything worthwhile and better again. For now, for this meeting, if we are all respectful and constructive, we will continue to be this amazing club.*

4. Vice-President's Report: Brian Worsdall

Jon has covered a lot of what I would also want to summarize, but here are some of the big points I want to reiterate myself:

2020 started out with tons of excitement, we had a busy schedule planned out with lots of track time and our growth looked to continue to climb. Race school had been selling out quicker year over year, and in general we had been seeing a strong upward trend since our second year at Castrol Raceway. I drove down to Calgary about a year ago last winter to help man the booth with executive representation at the Calgary motorcycle show. We reserved and operated down there with some helpful volunteers to make the 4-day event a success for our club, further supporting the motorcycle racing community across this whole great province.

The Edmonton motorcycle show was another great success, tons of foot traffic and even a high turnout of racers came out to participate in the flat track demo which was partly organized by Neil Carlson. A great effort from him to build those relationships with other clubs geared towards two-wheels. We sold out the race school very quickly, even after increasing our capacity higher than ever before. The season was looking bright.

The exec team has had plenty of challenges over the years but how about a global pandemic?... I think we are all incredibly lucky that we even had a season this year, in fact I know many other clubs threw in the towel early on and kiboshed their entire season for 2020. We even had some racers attend from way out of town because their local clubs were not operating this past summer. Like Jon mentioned our first round was turned into a track attack weekend because we had no notice that we would be able to adapt to the restriction protocols that allowed our events to continue. Most people don't know this but the fact we even had a season was really because Jon was relentless about staying on top of AHS and government protocols and finding ways that our club could abide by them in a way to host a safe race season. He worked with our team to create portable, touchless handwashing stations which we could pop up at our event. He found local brewers that would make us some bottled hand sanitizer. He dissected city of Edmonton and Sturgeon county policies regarding COVID to find ways that we could operate safely, above the law and sustain our events without creating a spreader event or having the club shut down. We all owe him a beer.

One of our great members connected me with the owner/manager of the company that owned the land Stratotech Park was on and I arranged for a visit in the spring time, I brought Neil with me because I knew how much he loved Stratotech back in the day. We did laps and inspected a lot of the facility and spoke with management about hosting events, it really looked to become a reality. On a second visit I brought Jon and Owen out and we discussed everything for hours, from the necessary maintenance, safety equipment, scheduling, parking lots, bathrooms, grandstands, hot pits, gravel traps, straw bales, you name it. We worked over every detail and decided we would take the chance to try and make it happen. We have such a great community, and I'm happy to say I think we had 40-50 people out there on a hot Saturday afternoon for hours working on getting this track cleaned and prepared for another event. I volunteered most of 2011 and raced 2012 and 2013 at Stratotech and in those 3 years our biggest turnout was the final race round ever at Stratotech 1-0 which I believe had 57 racers. Our first weekend back after a seven-year hiatus had over 100.

Stuff like this really shows the work that the executive team from 2014 until today has done a lot to grow our club. Our social media reach is better than ever, our fundraisers are happening in both Edmonton and Calgary now, multiple times a year. Our banquets have gone from 60-80 people in the basement of the German cultural center (about the size of a standard driveway) to nearly 200 people taking up entire halls, including DJ, dance floor, photo booth, candy bar etc. Our trophies have gone from paper certificates to picture plaques, we have more annual awards to give back to certain club contributors, and for the first time in my 7 years on the executive team every single race class is eligible for a trophy these days because rider turnouts are greater. We've also created a pretty cool Superbike trophy that has all of our past winners on it as well. I've raced with other clubs throughout the states and western Canada, even our national series Canadian Superbike and nobody puts out a better overall product than the EMRA. Utah might be my favorite race track but the EMRA is by far the best club around, and we have done it through thick and thin.

This year we also had to manage different processes with our volunteers. Lead by Steve but helped by many of the exec team, we had a lot of changes to our volunteer program this year. One of which that I would have never expected would be an issue was the way lunch was provided. Due to COVID-19 we had to find ways to provide our helpers with individually boxed lunches from a caterer and we were able to negotiate a pretty good deal with them as well to provide a healthy and safely prepped lunch which even tailored to certain dietary restrictions when required. Another challenge we had to manage, but another thing we accomplished.

We had to get 26-odd pieces of air fence safety equipment from south of Edmonton to fort Saskatchewan, along with corner station bins, flags, safety vests, pylons, air horns, signage, markers, hand washing stations, floor dry, brooms... I could go on and on and on. We had to take over 500 straw bales and bag them into plastic bags to preserve them. We had to rip concrete chunks out of the ground and weeds so thick they required a bob cat to scrape them off the ground. The amount of work involved over this year was insane and I think we are all burnt out.

It breaks my heart to dedicate my heart and soul to this organization and have our intentions questioned at times from a couple select individuals. I myself have given a lot to this great club and will continue to do so. I've dedicated thousands of thankless hours to this organization, and I've even lost friends along the way. I hugged the brothers of Michel Gagne from Quebec and talked about losing a racer family member within this sport. I have been in contact with the brothers ever since that day and I want to share a message from Allan Gagne.

Hi Brian,

On behalf of our family, my father, mother and brother Francois who you met this summer, I want to thank you and the EMRA organization for your much appreciated

support in this difficult and sad situation. Losing our brother Michel was and still is painful but knowing he was enjoying these moments with you guys at the track, puts a balm on our pain. He truly loved his sport and realizing he was surrounded by a great community like you are, I can understand how he cherished these moments. Nobody could have told him to stop racing, and I'm sure it's the same for all of you guys. My only ask is that you do it safely, well... the safest you can. May my brother Mike be in your soul and guide you.

Again, thank you so much and Long Life to EMRA.

My brother Francois is making a set-up in his garage with Mike's bike front piece. I will send you pic once it's completed.

Take care,

Alain Gagné for Michel's Family.

I'm proud to announce that the EMRA with some help from the membership themselves and Castrol Raceway raised approximately \$15,500 in donations that went to the family of Michel Gagne.

With this tragedy we have again looked at different aspects of our program. We look at how we can make the track safer, the riding gear more protective, the bike tech more inclusive, and the racer more experienced. Brad Gavey put forward a great idea and offering to support and manage the novice group through their first few race weekends and their progression into intermediate, this is one of the changes we initiated in 2020 and I'm going to add to this further in 2021 to make it even better for our riders.

We've also been asked for more communication for the members, in a world so connected these days it makes sense and a couple months ago I made a promise to our

exec team that I would facilitate a periodic EMRA newsletter in 2021. This should hopefully provide some insight as to the inner workings of the club and strategic events we have in mind going forward and should add some transparency beyond our monthly meeting minutes. Also, for increased communication we have put in a new policy to have exec members approve of the meeting minutes in a timely fashion before they can get posted online so that we can catch any missing information that might be important to the members before time goes by. There are several good changes we will all see in 2021 with this club as we are always looking for ways to improve.

I leave with one final note, go oilers go.

5. Treasurer's Report: Scott Huber

2020EMRA Financial Overview -January 9, 2021AGM2020Net Income \$12,675, up from \$10,000NI in 2019. Highlighted Sales. \$127,000 in total event fees, up\$20,000 from 2019(\$107,000). \$17,500 profit from race events and \$8500 from track days(4 executives added). \$17,500in memberships & race licenses, same as 2019. \$13,000 in total gate fees, up\$900 from 2019(\$12,100). \$8,000 in air fence fund, down\$5000 from 2019(\$13,000). \$8,000 in Sponsorship, down \$5,000 from2019(\$13,000). \$3,000 in transponder rentals. \$1,700in merch sales. \$400 from Vass Performance Advanced Racer School. \$300in interest revenue from GIC Visaltem Highlights. Sold 299Memberships. Sold 135Race licenses. Sold 86 Medical data carriers. Sold 64Transponder rentals. Sold 39Students at race school Highlighted Purchases. \$67,000on track rental, \$18,750 deposit forfeit as club's decision to not return to Castrol Raceway for remainder of the season. \$26,500 on running two ambulances for all race events, huge support from riders. \$18,000onnewair fenceand recovering old blocks. \$900onBackpack Blower*Overall race fees continue to remain lowered due to club success.*Both race events and track days generate the same

income. Track days are not worth running as addition cost of executive members equal profit on events. If dropping track day segment, need to reduce size of executive team. Club continues to prioritize purchase of track safety equipment. Club will receive track attack profit sharing as a credit on 2021 track rental. Banquet postponed to a later date. 2020 Trophies to be expensed in 2021 with banquet decision. Club Book Review. Two members to review books in person at my office. Date/Time TBD

6. Registrar's Report: Brian Lam

- Largest race school ever. Club growing.
- Expert grids are growing.
- Intermediate grids are down.
- Senior open most popular race followed by Formula Thunder and Dash for cash.

2021 Season Schedule

- May 15 Race School Stratotech
- May 29-30 Round 1 Stratotech
- June 26-27 Round 2 Castrol
- July 17 Test and Tune/Race School Stratotech
- July 23-25 Round 3 and 4 Castrol
- Aug 14-15 Round 5 Castrol
- Sept 3-5 Round 6 and 7 Castrol
- Sept 12 Endurance Race Stratotech

7. Rule Change Session

Meatball flag (a)

- *New Rule Proposal:*
- *Meatball flag -Indicates that a motorcycle is exceeding the track sound limit. The flag will be pointed at the rider and/or number board displayed with flag indicating rider being signaled.*
- *If this happens to you: You have been disqualified from the race and are required to safely exit the track at the next opportunity.*

Proposed Motion (a)

- *That a meatball flag be added to section 3 of the rules as follows:*
- *Meatball flag -Indicates that a motorcycle is exceeding the track sound limit. The flag will be pointed at the rider and/or number board displayed with flag indicating rider being signaled.*
- *If this happens to you: You have been disqualified from the race and are required to safely exit the track at the next opportunity.*
- *Vote yes or no. (50% support required)*

Carried

Rule 75-Gate Closure (b)

- *Currently Rule: 75. The gate closes once the lead riders on the warm up lap complete 50% of the racecourse or on instruction by the Starter.*
- *Proposal A: 75. Riders arriving at the gate after the lead riders have completed 50% of the warm up lap will be held at the gate. They will be permitted to enter the track and proceed to the start grid after the last rider on track passes the gate. Riders arriving at the gate after the last rider on track passes the gate will not be allowed to join the race.*

- *Proposal B: 75. Riders arriving at the gate after the lead riders have completed 50% of the warm up lap will be held at the gate. They will be permitted to enter the track and proceed to the start grid after the last rider on track passes the gate. Riders arriving at the gate after the last rider on track passes the gate will be allowed to start from the gate, but only after all riders are clear of the first corner.*

Proposed Motion #1 (b)

- *That the current rule 75 be endorsed and maintained.*
- *Vote yes or no. (50% support required)*

Defeated

Proposed motion #2 (b)

- *This motion is out of order if motion #1 passed.*
- *Proposed Motion 2:*
- *That Proposal A be accepted, and that the current rule 75 be replaced with:*
- *"75. Riders arriving at the gate after the lead riders have completed 50% of the warm up lap will be held at the gate. They will be permitted to enter the track and proceed to the start grid after the last rider on track passes the gate. Riders arriving at the gate after the last rider on track passes the gate will not be allowed to join the race."*
- *Vote yes or no. (50% support required)*

Defeated

Proposed motion #3 (b)

- *This motion is out of order if motion #1 or #2 passed.*
- *That Proposal B be accepted, and that the current rule 75 be replaced with:*
- *"75. Riders arriving at the gate after the lead riders have completed 50% of the warm up lap will be held at the gate. They will be permitted to enter the track and proceed to the start grid after the last rider on track passes the gate. Riders arriving at the gate after the last rider on track passes the gate will be allowed to start from the gate, but only after all riders are clear of the first corner."*
- *Vote yes or no. (50% support required)*

Proposed motion

- *That the EMRA executive be authorized to, and shall amend the bylaws to allow safe entry to a race if arriving at the gate late.*

Carried

Waving yellow (c)

- *Current Rule: Waving Yellow -Indicates a serious hazard on or near the track. Proceed with caution. Passing is not allowed from the flag stations displaying waving yellow until the rider is beyond the incident.*
- *Proposed Rule: Waving Yellow -Indicates a serious hazard on or near the track. Proceed with caution. Passing is not allowed from the flag stations displaying waving yellow (this is a line perpendicular to and crossing the track) until the rider is beyond the incident.*

Proposed Motion (c)

- *That Section 3 of the rules be amended by replacing the definition of a Waving Yellow with:*
- *"Waving -Indicates a serious hazard on or near the track. Proceed with caution. Passing is not allowed from the flag stations displaying waving yellow (this is a line perpendicular to and crossing the track) until the rider is beyond the incident."*
- *And that, rule 158(e) be amended by replacing the last sentence with:*
- *"The no passing zone is defined as the section of track from the flag stations displaying waving yellow (this is a line perpendicular to and crossing the track) until the rider is beyond the incident."*
- *Vote yes or no. (50% support required)*

Carried

Formula 112 time (d)

- *Current Rule: "The cut-off time is 1:27.9 based on the current lap record of 1:18.5"*
- *Proposed Rule: "The cut-off time at Castrol Raceway is 1:27.9 based on the current lap record of 1:18.5 and, the cut-off time at Stratotech Park is 1:05.5 based on the current lap record of 0:58.5".*

Proposed motion (d)

- *That the Section 5.5 of the rules be amended by replacing:*
- *"The cut-off time is 1:27.9 based on the current lap record of 1:18.5"*
- *with:*

- *"The cut-off time at Castrol Raceway is 1:27.9 based on the current lap record of 1:18.5 and, the cut-off time at Stratotech Park is 1:05.5 based on the current lap record of 0:58.5"*
- *Vote yes or no. (50% support required)*

Carried

Fuel Tanks-149.f (e)

- *Current Rule: Sport Bike Rules- 149.f the stock tank and tank replacement/mounts must be used.*
- *Proposed Rule: Sport Bike Rule- 149.f Any tank and tank replacement/mounts may be used*

Proposed motion (e)

- *That rule 149(f) be amended by replacing the third sentence with:*
- *"Larger air boxes may be used, but any tank and tank replacement/mounts may be used."*
- *Vote yes or no. (50% support required)*

Carried

Lightweight superbike-Displacement (f)

- *•Current Rule: Lightweight Superbike*
- *• Open to all intermediate and expert racers*
- *• 3 or more cylinder motorcycles up to 420cc*
- *• 2-cylinder motorcycles up to 680cc*

- • *Single-cylinder motorcycles of unlimited displacement*
- • *Yamaha FZ-07/MT-07*
- • *Motorcycles must comply with 5.4 Technical Specifications -Superbike*
- • *Proposed Rule: Lightweight Superbike*
- • *Limited to 500cc*

Proposed motion (f)

- *That Section 5.5 of the rules be amended by replacing the Lightweight Superbike definition with:*
- • *Open to all intermediate and expert racers*
- • *Motorcycles up to 500cc*
- • *Motorcycles must comply with 5.4 Technical Specifications -Superbike*
- *Vote yes or no. (50% support required)*

Proposed Motion (j) and (f)

- *That the EMRA executive amend the schedule to provide for a Middleweight Twins and Lightweight Open combined grid, AND a Middleweight Twins and Lightweight Superbike combined grid.*
- *That Section 5.5 of the rules be amended by replacing the Lightweight Superbike definition with:*
- • *Open to all intermediate and expert racers*
- • *Motorcycles up to 500cc*
- • *Motorcycles must comply with 5.4 Technical Specifications -Superbike*
- *Vote yes or no. (50% support required)*

Defeated

Lightweight Superbike -Displacement (g)

- *This proposal is contradictory if proposal (f) was approved.*
- *Current Rule: Lightweight Superbike*
- *2-cylinder motorcycles up to 680cc*
- *Proposed Rule: Lightweight Superbike*
- *2-cylinder motorcycles up to 699cc*

Proposed motion (g)

- *That the Lightweight Superbike section of Section 5.5 of the rules be amended by replacing bullet:*
- *"2-cylinder motorcycles up to 680cc"*
- *with,*
- *"2-cylinder motorcycles up to 699cc"*
- *Vote yes or no. (50% support required)*

Carried

600 Supersport and 600 Superbike-

Specific motorcycles (i)

New Rule Proposal: Allow Triumph 765, Aprilia 660, Ducati V2 955, MV Augusta F3 800 into 600 Supersport and 600 Superbike bike classes.

Motion to amend

- *That the motion be amended to remove Ducati V2 and MV Agusta F800*

Carried

Proposed motion (i)

- *That the 600 Superbike and 600 Supersport sections of Section 5.3 and 5.5 of the rules be amended by replacing the bullet:*
- *Ducati 848*

- with:
- *Ducati 848, Triumph 765, Aprilia660.*
- *Vote yes or no. (50% support required)*

Defeated

Senior open-Age Minimum (k)

- *Current Rule: Senior Open age minimum 35 years old.*
- *Proposed Rule: Senior Open age minimum 40 years old.*

Proposed motion (k)

- *That the Senior Open section of Section 5.5 of the rules be amended by replacing "35 years of age" with "40 years of age".*
- *Vote yes or no. (50% support required)*

Carried

Womens Senior Open Class (l)

- *New Rule Proposal: Create Women's Senior Open class.*

Proposed motion (l)

- *That the EMRA executive create a new class in Section 5.5 of the rules named Women's Open.*
- *And, that the EMRA executive be authorized to create a definition for this class and amend the Rule Book and schedules as necessary to accommodate this new class.*
- *Vote yes or no. (50% support required)*

Defeated

'Sprint' class -600 Supersport(m)

- *New Rule Proposal: Add 'Sprint' class to 600 Supersport class.*

Proposed motion (m)

- *That the EMRA executive create a new class in Section 5-3 called "Sprint" in the 600 Supersport class.*
- *And, that the EMRA executive be authorized to create a definition for this class and amend the Rule Book as necessary to accommodate this new class.*
- *Vote yes or no. (50% support required)*

Defeated

Novice advancement (n)

- *Current Rule: Novice riders must complete at least 4 races before they can be considered for advancement. If a novice rider crashes in any event, they will be required to race an additional event or 2 races before advancement. Novice riders may be required to wear a bright reflective jacket to clearly identify themselves on the track during practice.*
- *Proposed Rule: Novice riders must complete 4 clean races, achieve 121% of the current lap record, and have board approval to be considered for advancement. If this does not occur they must complete the entire first race season in novice, and are subsequently promoted with board approval at end of the season.*

Proposed motion (n)

- *That rule 10(a) be replaced with:*

- *"Novice riders must complete 4 consecutive clean races, achieve 121% of the current lap record, and have board approval to be considered for advancement. If this does not occur they must complete the entire first race season in novice, and are subsequently promoted with board approval at end of the season."*

Vote yes or no. (50% support required)

Amendment

- *That the EMRA executive be authorized to and shall amend the rules to place a time cutoff in place for novice advancement. And, that the executive shall determine the time requirement.*

Defeated

Team Championship (p)

- *Current Rule: Team Championship -This championship consists of 4 riders per team (all members must be composed of entirely intermediate riders or expert riders) and the team with the highest combined point total will be awarded a custom team trophy at the yearend banquet. Points are awarded to the rider, not the bike. A single rider may not be a part of any additional teams; however, riding two bikes in different classes can earn additional points for that one rider. There are no limitations on bikes or race entries. To enter, you must register with one of the EMRA Executive prior to Round 1 and pay an \$80 (per team) entry fee.*
- *Proposed Rule: This championship consists of 4 riders per team. Riders may only be on one team. Team points are the combined total of each riders three best point results. There are no limitations on bikes or race entries. To enter, you must register with one of the EMRA Executive prior to Round 1 and pay an \$80 (per team) entry fee. The team with the highest*

combined point total will be awarded a custom team trophy at the yearend banquet.

Proposed motion (p)

- *That rule 182 be amended to state:*
- *“Team Championship -This championship consists of 4 riders per team. Riders may only be on one team. Team points are the combined total of each riders three best point results. There are no limitations on bikes or race entries. To enter, you must register with one of the EMRA Executive prior to Round 1 and pay an \$80 (per team) entry fee. The team with the highest combined point total will be awarded a custom team trophy at the yearend banquet.”*
- *Vote yes or no. (50% support required)*

Carried

Superpole qualifying (q)

- *New Rule Proposal: Superpole qualifying to be last session of the day. Superpole session will be open to limited number of riders. All riders partaking in Superpole must be entered in Dash for Cash and at least one other Superbike race. Group size and additional conditions to session determined by 2021 exec.*

Proposed motion (q)

- *Proposed Motion:*
- *That the EMRA executive is authorized to and shall amend the rules and schedules as required to accommodate “superpole qualifying”.*

- *And that, superpole qualifying shall be the last session of the day, be open to a limited number of riders, and that riders partaking in superpole must be entered in Dash for Cash and at least one other Superbike race.*
- *Vote yes or no. (50% support required)*

Carried

Sound test rule (r)

- *New Rule Proposal: Sound Violations. Each bike is required to be tested once a year before it goes on track by means of a static test. A special inspection sticker would be issued once bike passes. Monitor track side noise levels to see if anyone stands out as being excessively loud. If a bike is suspected to be loud a second static test would be run to see if there has been a change. Offending bike would then need to be repaired and pass a third test before being allowed back on track.*

Proposed Motion (r)

- *That the EMRA executive is authorized to and shall amend the rules by adding a new rule for sound violations.*
- *And, that the EMRA executive shall ensure this new rule meets the following requirements:*
 - *A requirement for each motorcycle be tested before use each season by means of a static test, upon passing the test a special inspection sticker shall be issued.*
 - *That trackside monitoring equipment shall continue to be used to identify excessively loud motorcycles. If the race referee or race director deems a motorcycle as too loud, the motorcycle shall be subject to another static test, if the static test is failed the motorcycle will not be allowed to return to use until it is repaired and passes a static test.*
- *Vote yes or no. (50% support required)*

Amendment

- *That the EMRA executive investigate the potential of creating a motorcycle noise rule and testing methodology that is compliant with track requirements at Stratotech Park, Castrol Raceway, Rocky Mountain Motorsports, and Area 27.*
- *And that the EMRA executive be authorized to amend the rules whenever required to comply with requirements set by the race track hosting weekends.*

Carried

Exhibition Rounds (u)

- *New Rule Proposal: Any round which has been added to the original announced schedule after the fact shall be an exhibition round with no points awarded towards the seasons championships.*

Proposed Motion (u)

- *That the EMRA executive is authorized to and shall amend the rules to ensure that any round added after the publication of the official schedule at the beginning of the season be considered an exhibition round with no points awarded towards the seasons championships.*
- *Vote yes or no. (50% support required)*

Carried

Proposed Motion

That the EMRA executive be authorized to and shall amend the rules to limit middleweight twins to 2-cylinder motorcycles up to 745cc

Defeated

Proposed Motion

- *That the EMRA executive review and be authorized to amend the rider apparel section of the rules to modernize the safety requirements.*

• **Carried**

Proposed motion

- *That the EMRA executive be authorized to and shall amend the rules and schedules to add qualification to the lightweight superbike class.*

Carried

By-Law Motion

- *That the EMRA establish a bylaw review subcommittee. This subcommittee shall include the President, the Secretary, and 6 members at large.*
- *That the EMRA "Bylaw Review Subcommittee" review the EMRA's bylaws and create a report "Conflict of Interest Provisions" with proposed amendments to ensure they are compliant with the Societies Act.*
- *That the EMRA Bylaw Review Subcommittee draft a report "EMRA Bylaw Review" to the EMRA executive with a proposed conflict of interest provisions by May 1st, 2021.*
- *That, within 30 days of receiving the conflict of interest report from the subcommittee the Secretary on behalf of the President schedule a general meeting.*
- *That, the EMRA Executive prepare the "EMRA Bylaw Review" for inclusion in the 2021 AGM. That, these 6 members, along with the EMRA President and Secretary be appointed to the EMRA Bylaw Review Subcommittee:*
 - *1. Tricia Reese*
 - *2. Brian Botterill*
 - *3. Jonathan Fraser*
 - *4. Trevor Patrick*
 - *5. Joe Preston*
 - *6. Steven O'Brien*

Carried

Proposed Motion

Destroy the ballots

Passed

Executive Elections

- a. Election of President. Nominees: Jon Bullee (incumbent), Norbert Dworzynski. Majority Winner **Jon Bullee**.
- b. Election of Vice President. Nominees: Shane Fraser, Brian Worsdall (incumbent). Majority Winner **Brian Worsdall**
- c. Election of Treasurer. Nominees: Corrine Powell, Scott Huber (incumbent). Majority Winner **Scott Huber**
- d. Election of Secretary. Nominees: Rodrigo Naranjo, Jordy Boubouchie. Majority Winner **Jordy Boubouchie**
- e. Directors Election. Nominees: Mark Armstrong, Neil Carlson, Jeff Sanderson, Graham Lynch, Steven O`Brien, Grace O`Brien, Ryan Leslie, Trevor Patrick, Rodrigo Naranjo, Shane Fraser, Kirk Pelletier, Keri Reid, Joe Preston, Richard Parslow, Corrine Powell.
- f. Majority Winners. **Mark Armstrong, Neil Carlson, Jeff Sanderson, Graham Lynch, Steven O`Brien, Grace O`Brien, Ryan Leslie.**

8. Bylaw Amendment Motion

To discuss the creation of a subcommittee to review the EMRA's Bylaws. Passed.

*Appointed Committee: Tricia Reese, Brian Botterill, Jordan Fraser,
Trevor Patrick, Joe Preston, Steven O'Brien.*

9. Financial Statement Review

Corrine Powell and Brian Neufeld appointed to review 2020 financial statements.

10. Adjournment 10:30 PM