



Edmonton Motorcycle Roadracing Association

2025 Executive Members Meeting Minutes



Date: December 6, 2025

Time: 12:30pm

Location: Edmonton Public Library, Strathcona (Whyte Ave) location, 8331 104 Street NW, Edmonton

Attendance – Executive Members:

- President – Jon Bullee
- Vice President – Brian Worsdall
- Secretary – Steven O’Brien
- Treasurer – Dawne-Marie Jewett
- Registrar – Grace O’Brien
- General Director – Linda Moebes
- General Director – Joe Preston
- General Director – Ross McKay
- General Director – Andrew McElheran

Call-in Attendance: None

Absent: General Director – Noel Hill, General Director – Scott Kammer

Member Attendance:

Maverick Anderson
Logan Barker
Tim Brewster
Damien Brown
Foster Crant
Norbert Dworzynski
Adam Farrell
Tosh Gable
Stephen Gariepy

Brad Gavey
Scott Huber
Daryl Jones
Steven Ma
John Macleod
Peggy Mann
Martin Michalko
Rodrigo Naranjo
Kirk Pelletier

Gavin Richardson
Eric Russnak
John Ryan
Michael Tanti
Jason Taylor
Bronti Verbeek
Dylan Wynn

AGM Minutes

1. Called to order at 1:09pm
2. President’s summary
 - a. Refer to presentation in Appendix A
3. Vice-President’s summary
 - a. Said thank you to board members stepping down.
 - b. Request to people in the room to join the exec and fill the empty slots.
4. 2026 Season Schedule
 - a. Refer to Appendix B
 - b. Motion to change the schedule presented in the slide pack to add additional double headers.
Member vote: clear majority in favor
 - c. Motion to make round on June 6-7 a double header. Member vote: 22 in favor, 6 opposed.
 - d. Motion to make round on August 15-17 a double header. Member vote: 21 in favor, 4 opposed.
 - e. Support for second endurance race in September. Member vote: clear majority in favor.
5. Treasurer Report



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- a. Refer to Appendix C
 - b. Dawne noted that there was a difference in data entry between Lorna and Corinne, so some amounts appear in different places, but there is no effective difference on the end of year totals.
 - c. There was a prolonged discussion about volunteer expenses, and how they went up dramatically. The membership was interested to understand why, and whether this is likely to happen again next year. Explained the increased compensation for volunteers that was introduced in 2025 and how the extra vouchers that were issued started getting redeemed in significant numbers this year (2026). The expectation is that it should be stable for 2027, but it is also difficult to turn away volunteers and still ensure we have enough to run events, in the short term and the long term.
 - d. Request for two volunteers to audit the books:
 - e. Kirk Pelletier and Dylan Wynn volunteered.
6. Registrar Report
- a. Refer to Appendix D
 - b. Grace presented the data, no significant concerns or questions from the membership.
7. Rule Change Proposals
- a. Refer to Appendix E
8. Clarification that all bikes must follow the EMRA rule book.
- a. For example: when the EMRA hosts WCC, there are no exceptions for bikes that are legal in WCC classes with other clubs if they are not permitted as per the EMRA rulebook.
9. Revised bylaws
- a. Vote by membership to accept the revised bylaws. **Member vote: clear majority in favor.**
10. Executive Elections
- a. President
 - i. Jon Bullee by acclamation
 - b. Vice-President
 - i. Brian Worsdall by acclamation
 - c. Secretary
 - i. Michael Tanti by acclamation
 - d. Treasurer
 - i. Tim Brewster by acclamation
 - e. Registrar
 - i. Steven O'Brien by acclamation
 - f. Volunteer Coordinator
 - i. Foster Crant by acclamation
 - g. Airfence Director
 - i. Joe Preston by acclamation
 - h. General Directors – request for four general directors
 - i. Scott Kammer by acclamation
 - ii. Andrew McElheran by acclamation
 - iii. Ross McKay by acclamation
 - iv. Adam Farrell by acclamation
 - i. The following people offered to run as backup directors, but did not want to run as a first choice for general director.
 - i. Dylan Wynn by acclamation



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- ii. Norbert Dworzynski by acclamation
 - iii. Dawne-Marie Jewett by acclamation
11. Meeting adjourned at 4:38pm



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Appendix A – President’s Summary

President Summary

We had an incredible year. Thank you everyone for being part of it and thank you to all the Exec for putting in the hard work they did this season. One thing I think all of us want to do for 2026 is build that community even more and we have a big season of racing coming up to do it. We need to focus on increasing grid sizes and competition in 2026 to build an even bigger and better club.

Agenda

- President Summary
- Vice President Summery
- 2026 Dates
- Treasurer Report
- Registrar Report
- Rule Change Proposals
- Executive Elections

House keeping

- Bathrooms

- Raise hand to speak

- Three strike policy

- Once no new information or changes are made a vote will be called.

- Voting is show of hands, please keep hand up until asked to lower.

- Voting can be done by ballot when requested.

- Please refrain from talking or interrupting while others are talking.

-At the start of 2025 we created a plan to raise race fees slightly and at the same time bring in additional funds, and continue to support the track day community. Our race fees went up slightly but they are by far the cheapest in Canada, race school went up in price but now included the students first race round, a successful idea. We purchased roughly \$10000 of air fence repair equipment. Made equipment rentals available to a number of other clubs and parts of the racing community. We now have over 650' of high impact and side impact engineered air fence blocks that meet FIM Type A Additional protective device standards (this is the highest standard possible).

-March we held an air fence fundraiser at On the Rocks. We also took part in the YEG Motorcycle Show. This was a big part of launching our 2025 season. Race school sold out. We re-covered our blocks of air fence and repaired nearly all the straps on the air fence. Our track safety equipment is the best in Canada. Thanks to the Exec. that put in solid day of work for that. Even in the off season our Executive is a busy group.

-May we had a very successful sold out race school, thank you to OTP and MTA for helping staff and fill the race school. It was our largest and probably best run race school ever. There is a direct relation with race school student numbers and novice racer numbers. I think it shows what a great format our current school is run in. The years of constantly improving and tweaking the school continue to make it the best race school around by far. The weekend was combined with an MTA track attack and EMRA Endurance race. We held a successful Endurance race, which came down right to the end. The classes were all represented and the racing was close, multiple lead changes and swings.

-We partnered with CSBK Making our air fence and track equipment available to them for free.

-WCC weekends were successful however numbers of rider participation continued to slide, we need more participation and involvement from other clubs. It can't be solely on the EMRA to promote, run registration, order trophies and awards, post results for the other clubs. I think this is something we can build even more in 2026. But participation from CMRA and WMRC exec is required.

-We raced at two tracks, the logistics behind this are tricky and something I think was vastly improved from previous years. Thank you to Joe Preston, Stratotech Park, Rad Torque raceway MTA and all the volunteers that helped. There will be further improvement, less full setups required at both tracks (especially Stratotech no airfence tear downs between MTA and EMRA events, permanent corner stations).

-The number of racers at each round this year was relatively stable, increasing as the year went on. Our season ended with some great racing, and new lap records, lots of new champions and racers on the podium.

-Our banquet was at a very nice venue, but we will be seeking a cheaper venue in 2026.

-Season ending Air fence fundraiser was a great way to bring the community together.

-Some low lights for this year, costs are up. Seems like everything is more expensive. We spared no expense in terms of safety, we maintained and repaired our equipment throughout the year. Our Exec made huge efforts to bring costs down anywhere they could. Thank you for all their efforts. We can continue to find ways to improve capturing funds without increasing fees. Legal fees and volunteer costs were two large surprises for the exec to deal with this year. This will need to be addressed for 2026.

-This is a great community that I think can become even better. During the AGM we can further improve the efficiency of the exec and hold Executive and members accountable for the actions they take. The Executive and all members follow our bylaws and policy manual. These are up for review every year and we have suggested tweaks coming up for vote. But first I'll let Brian say a few words.

Vice President comments



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Appendix B – 2026 Season Schedule

May 15- Race School classroom (5pm-9pm)

May 16- Stratotech Race School on track

May 17- Stratotech Endurance Race 1

June 6-7 Rad Torque Round 1 (option for double header)

July 11-12 Stratotech Round 2/3

Aug 15-17 Stratotech Round 4 (option for double header)

Sep 12-14 Rad Torque Round 5/6 WCC

Sep 20- Stratotech Endurance Race 2 (pit crew challenge, afternoon race, all fees refundable, weather permitting)

Season Schedule Highlights:

- Very similar to last 5 years, early June start, better spaced out season.
- Normal start to race school, cost effective at Stratotech.
- Dusk Endurance race to start the year, costs of day shared with MTA.
- Season is packed into best weather possible times.
- No conflicting WCC dates
- Minimal Air fence moves, cost and labor shared with MTA.
- Extra weekends of racing possible.
- Very busy summer track schedule.
- Less air fence moves than previous 2 years.



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Appendix C – Treasurer’s Report

Edmonton Motorcycle Roadracing Assoc.

Comparative Balance Sheet

	As at 11/30/2024		As at 11/30/2025	
ASSET				
Current Assets				
Petty Cash	450.00		450.00	
GIC (Scotiabank)	16,021.53		17,646.25	
Chequing Bank Account (Scotia...)	115,216.56		81,135.65	
Total Cash		131,688.09		99,231.90
Accounts Receivable	0.00		372.70	
Total Receivable		0.00		372.70
Total Current Assets		131,688.09		99,604.60
Inventory Assets				
Merchandise		4,957.26		4,957.26
Total Inventory Assets		4,957.26		4,957.26
Capital Assets				
Transponder - Rentals	6,809.10		6,809.10	
Net - Transponders		6,809.10		6,809.10
Office Equipment	4,265.09		4,265.09	
Accum. Amort. - Office Equip.	-2,693.53		-2,693.53	
Net - Office Equipment		1,571.56		1,571.56
Computer Equipment	5,897.79		5,897.79	
Accum. Amort. -Computer Equip	-5,037.03		-5,037.03	
Net - Computer Equip		860.76		860.76
Track Equipment	186,809.34		186,809.34	
Accum. Amort. -Track Equip	-48,348.83		-48,348.83	
Net - Track Equipment		138,460.51		138,460.51
Total Capital Assets		147,701.93		147,701.93
TOTAL ASSET		284,347.28		252,263.79
LIABILITY				
Current Liabilities				
Accounts Payable		2,383.88		258.88
Visa Payable		7,830.69		0.00
GST/HST Charged on Sales	7,933.77		7,933.77	
GST/HST Paid on Purchases	-15,867.40		-15,867.40	
GST/HST Owing (Refund)		-7,933.63		-7,933.63
Total Current Liabilities		2,280.94		-7,674.75
TOTAL LIABILITY		2,280.94		-7,674.75
EQUITY				
Retained Earnings				
Retained Earnings - Previous Year		290,427.93		282,066.34
Current Earnings		-8,361.59		-22,127.80
Total Retained Earnings		282,066.34		259,938.54
TOTAL EQUITY		282,066.34		259,938.54
LIABILITIES AND EQUITY		284,347.28		252,263.79

Edmonton Motorcycle Roadracing Assoc.

Comparative Income Statement

	Actual 12/01/2023 to 11/30/2024	Actual 12/01/2024 to 11/30/2025
REVENUE		
Sales Revenue		
Air Fence Donation	6,134.00	1,238.10
Air Fence Rental	1,320.00	12,000.00
Banquet Tickets	5,852.13	6,186.20
Gate	6,153.00	5,476.77
Membership Fees	28,304.77	0.00
Race License	7,780.00	37,444.78
Merchandise Sales	3,422.77	371.43
COGS Merchandise	0.00	554.68
Equipment Rental	0.00	4,579.90
Track Day Fees	13,416.66	10,476.17
Race School Fees	15,683.33	18,024.46
Race Fees	90,691.44	101,785.72
Net - Registration Fees	119,791.43	130,286.35
Sponsorship	10,131.62	18,045.40
Medical Data Carrier	80.95	0.00
Transponder Rental	3,761.91	-476.19
Interest Revenue	532.96	1,624.72
Miscellaneous Revenue	20.00	817.40
Total Revenue	193,285.54	218,149.54
TOTAL REVENUE	193,285.54	218,149.54
EXPENSE		
General & Administrative Expe...		
Accounting & Legal	0.00	6,239.00
Ambulance Services	24,309.78	25,301.80
Scotia Bank Service Charges	77.94	272.02
MSR Service Fees	8,435.03	9,005.14
Square Service Charges	40.61	8.20
Credit Card Charges	108.00	236.33
Net - Bank Charges	8,661.58	9,521.69
Banquet	14,977.59	15,506.80
Directors Insurance	1,850.48	1,997.00
Donation	0.00	1,500.00
Event Insurance	13,552.38	8,261.38
Insurance - Other	0.00	5,729.38
Net - Insurance	15,402.86	17,487.76
Freight Expense	7,243.96	9,168.54
Office Supplies	146.86	258.48
Cost of Goods Sold	0.00	-708.30
Prize Payout	2,807.00	2,206.86
Promotions/Advertising	5,313.85	8,748.08
Registration and Timing System	633.21	1,130.29
Race Programs	1,335.51	0.00
Track Rental	79,290.00	86,859.57
Equipment Repairs	9,863.46	751.80
Telephone	418.80	424.75
Track Supplies	3,079.52	12,288.43
AGM Expenses	655.98	40.00
Medical Data Carriers	428.57	761.91
Trophies	15,936.27	14,523.21
Volunteer Expenses	8,605.07	29,516.67
Post Office Box 1304	250.00	250.00
Previous fiscal errors	2,287.26	0.00
Total General & Admin. Expen...	201,647.13	240,277.34
TOTAL EXPENSE	201,647.13	240,277.34

Edmonton Motorcycle Roadracing Assoc.
Comparative Income Statement

	Actual 12/01/2023 to 11/30/2024	Actual 12/01/2024 to 11/30/2025
NET INCOME	-8,361.59	-22,127.80



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Appendix D – Registrar’s Report



2025 EMRA AGM

REGISTRAR'S REPORT

Membership Summary
Race School Summary
Endurance Race Statistics
Race Round Statistics
Air Fence Volunteer Statistics



2025 EMRA AGM

REGISTRAR'S REPORT

Membership Summary

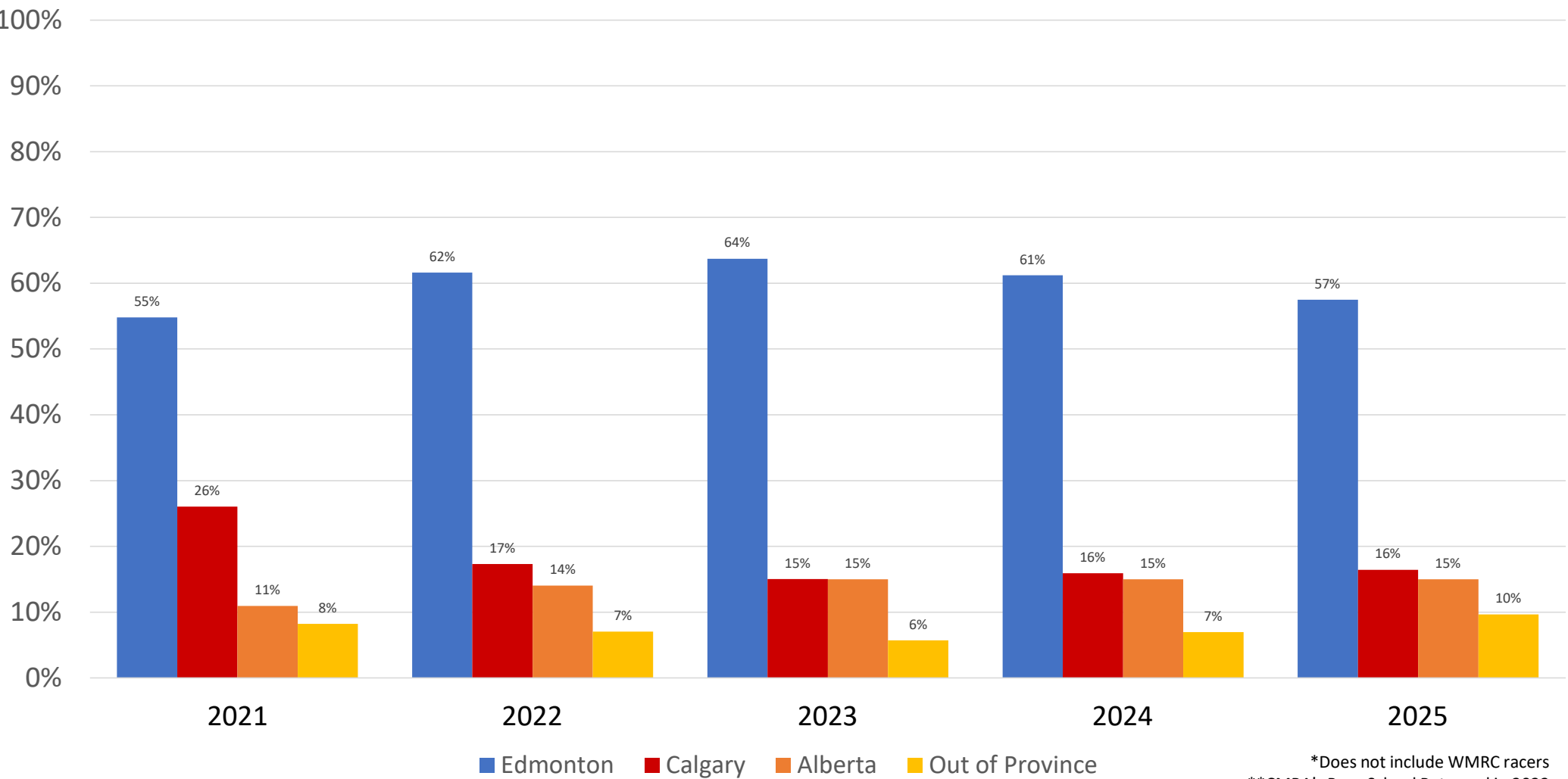
Race School Summary

Endurance Race Statistics

Race Round Statistics

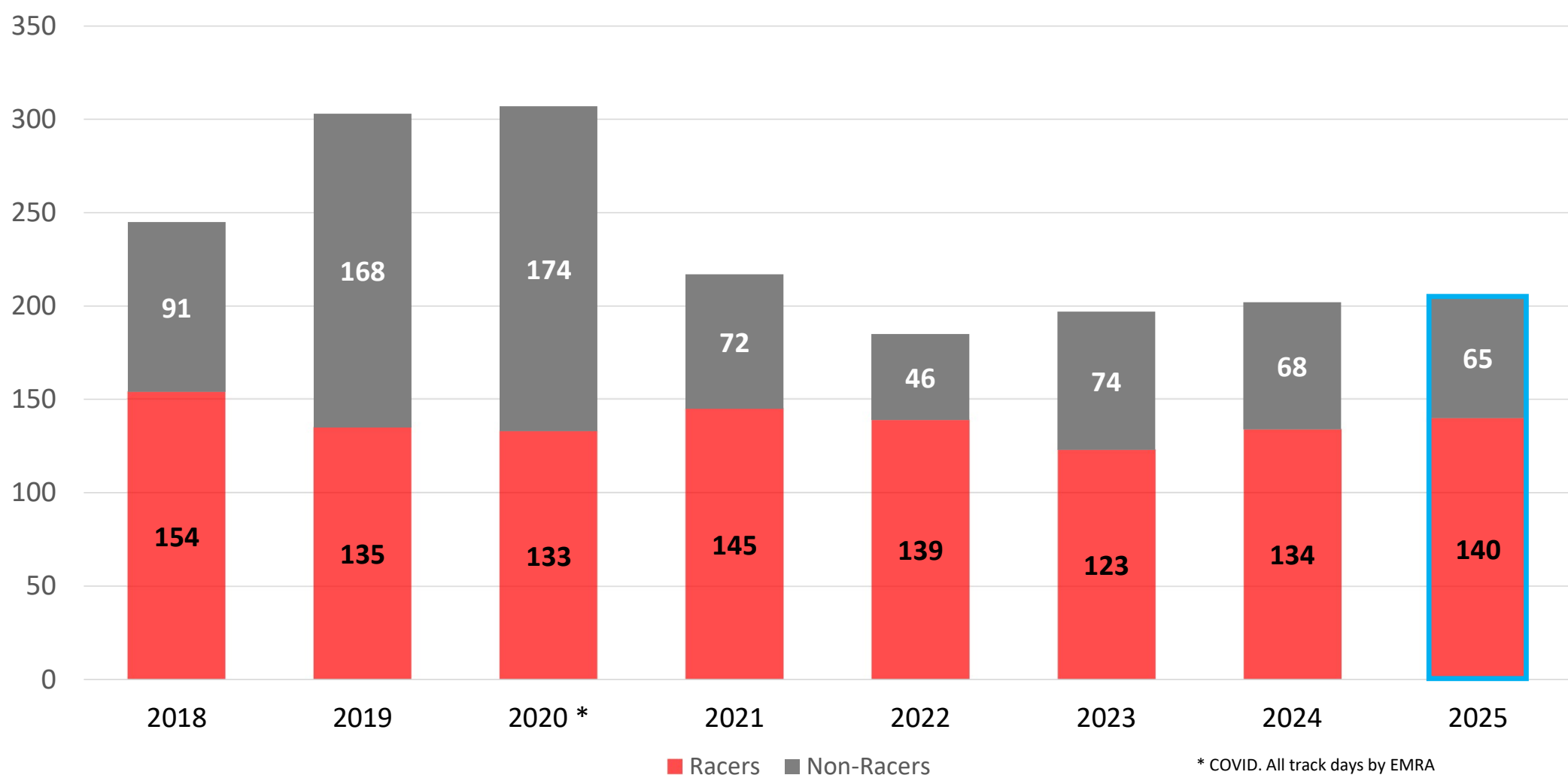
Air Fence Volunteer Statistics

EMRA Membership by Location

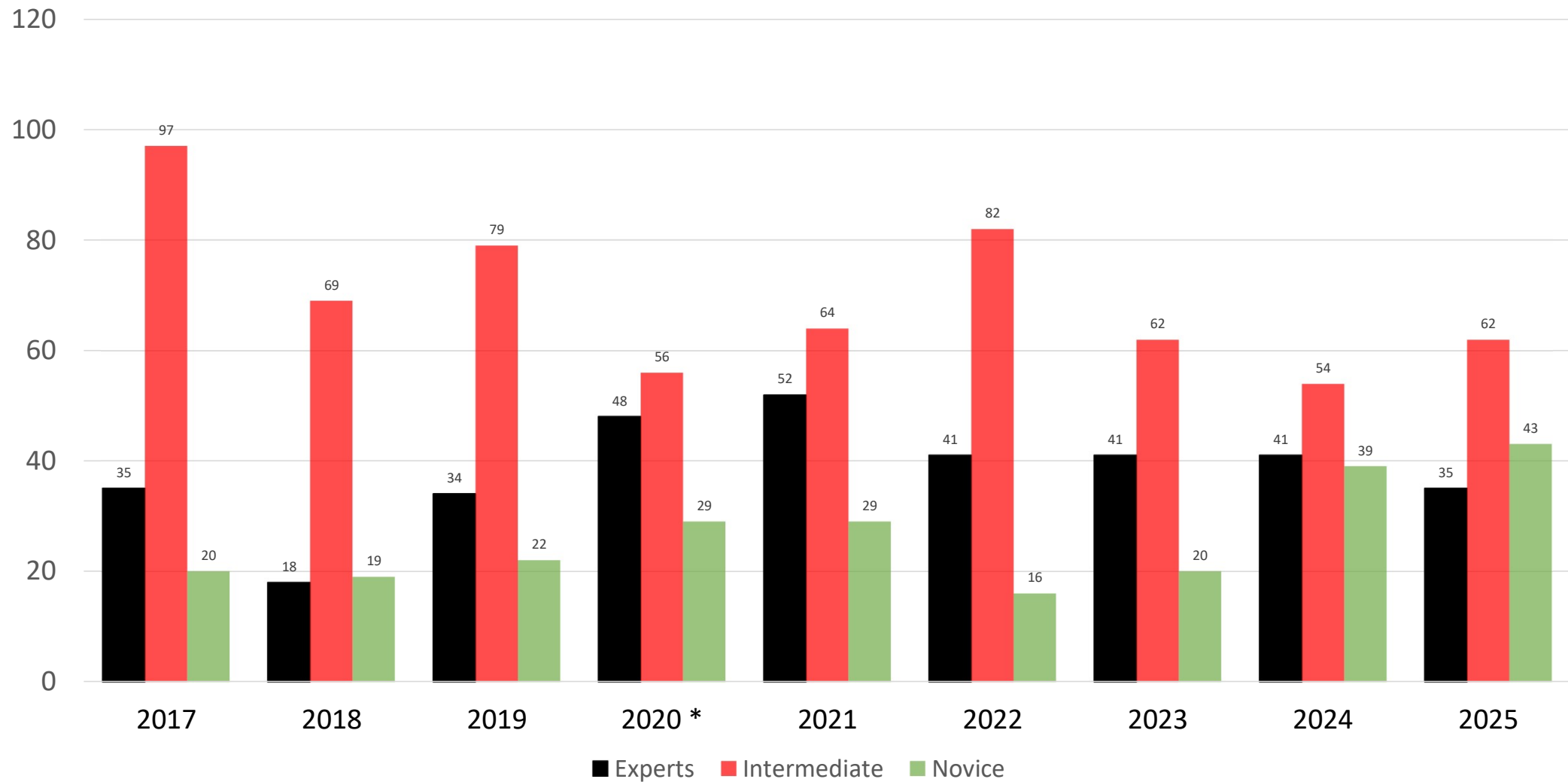


*Does not include WMRC racers
**CMRA's Race School Returned in 2022

EMRA Membership Composition by Type



EMRA Racer Membership by License





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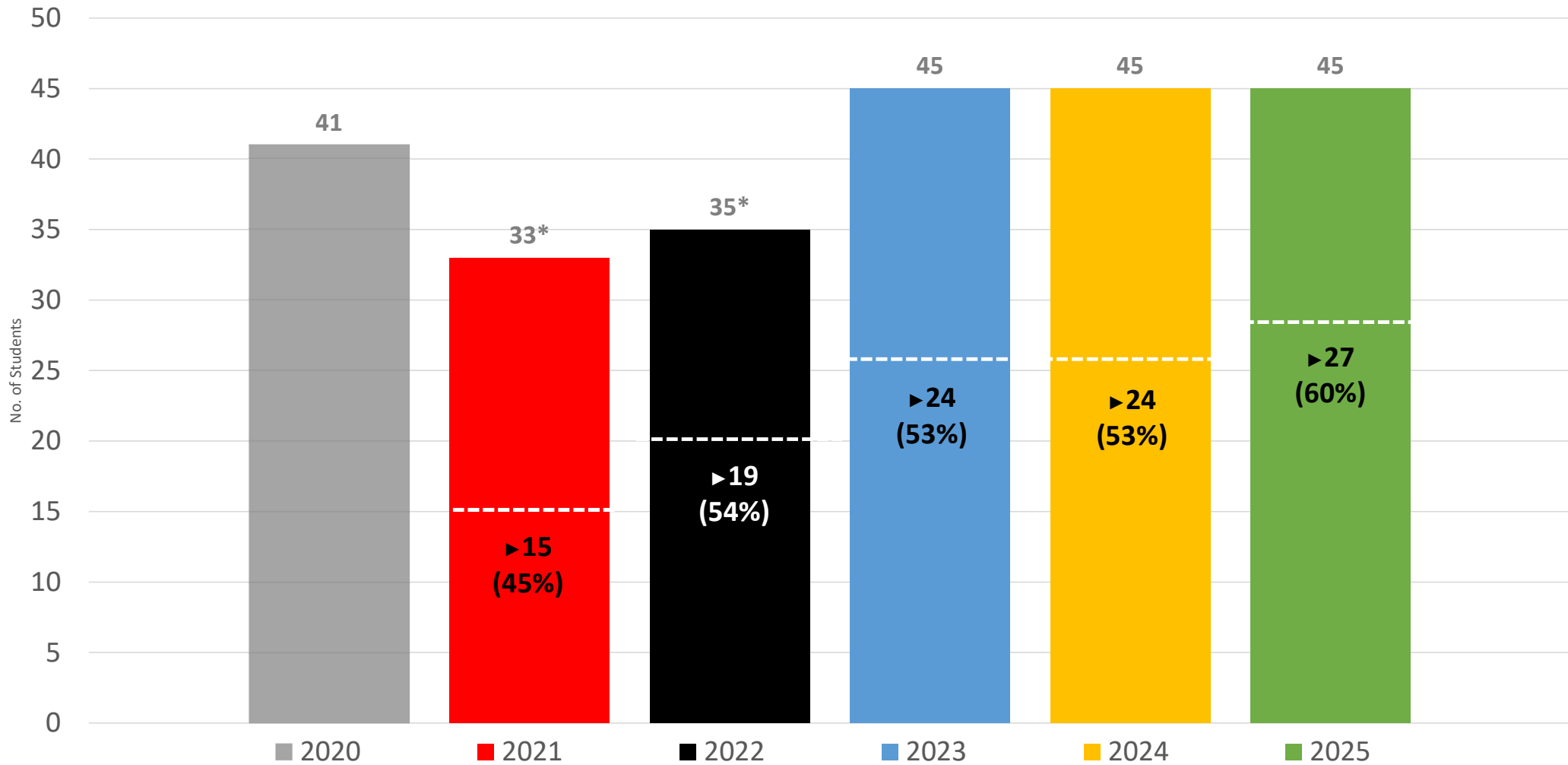
REGISTRAR'S REPORT

Membership Summary
Race School Summary
Endurance Race Statistics
Race Round Statistics
Air Fence Volunteer Statistics

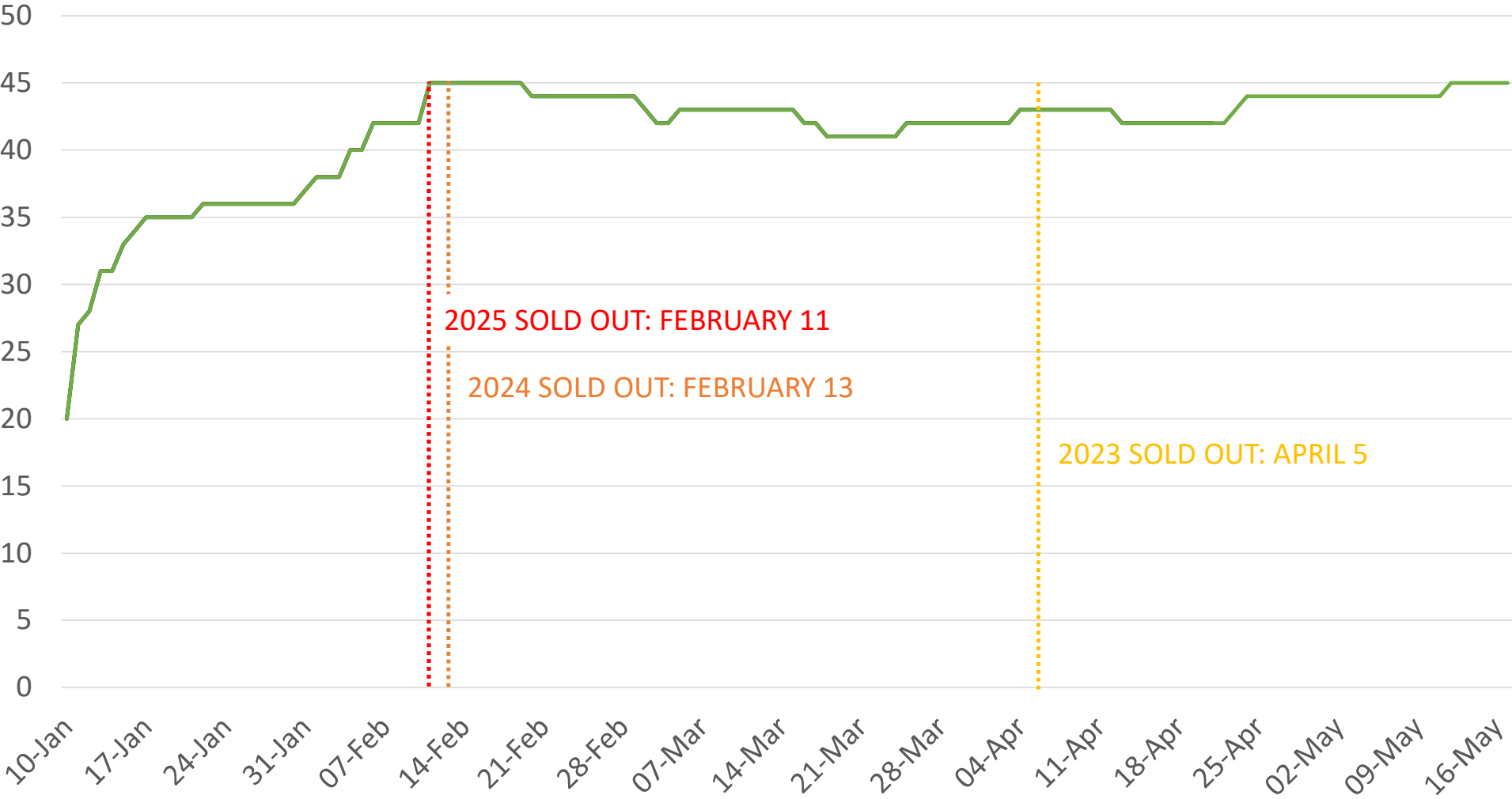
Race School Enrolment by Year

► Number of students who raced

*No motorcycle show



Race School Registration



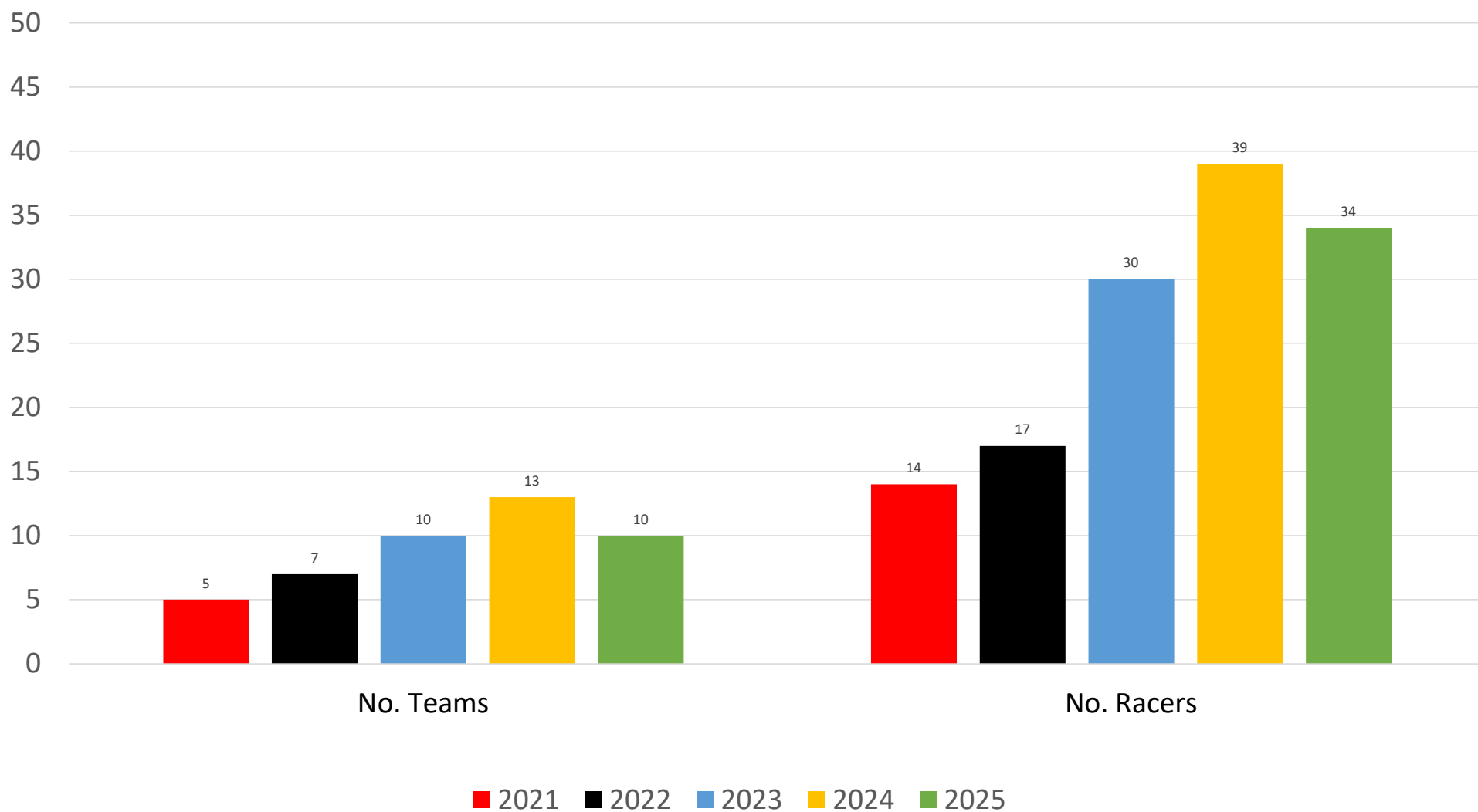


2025 EMRA AGM

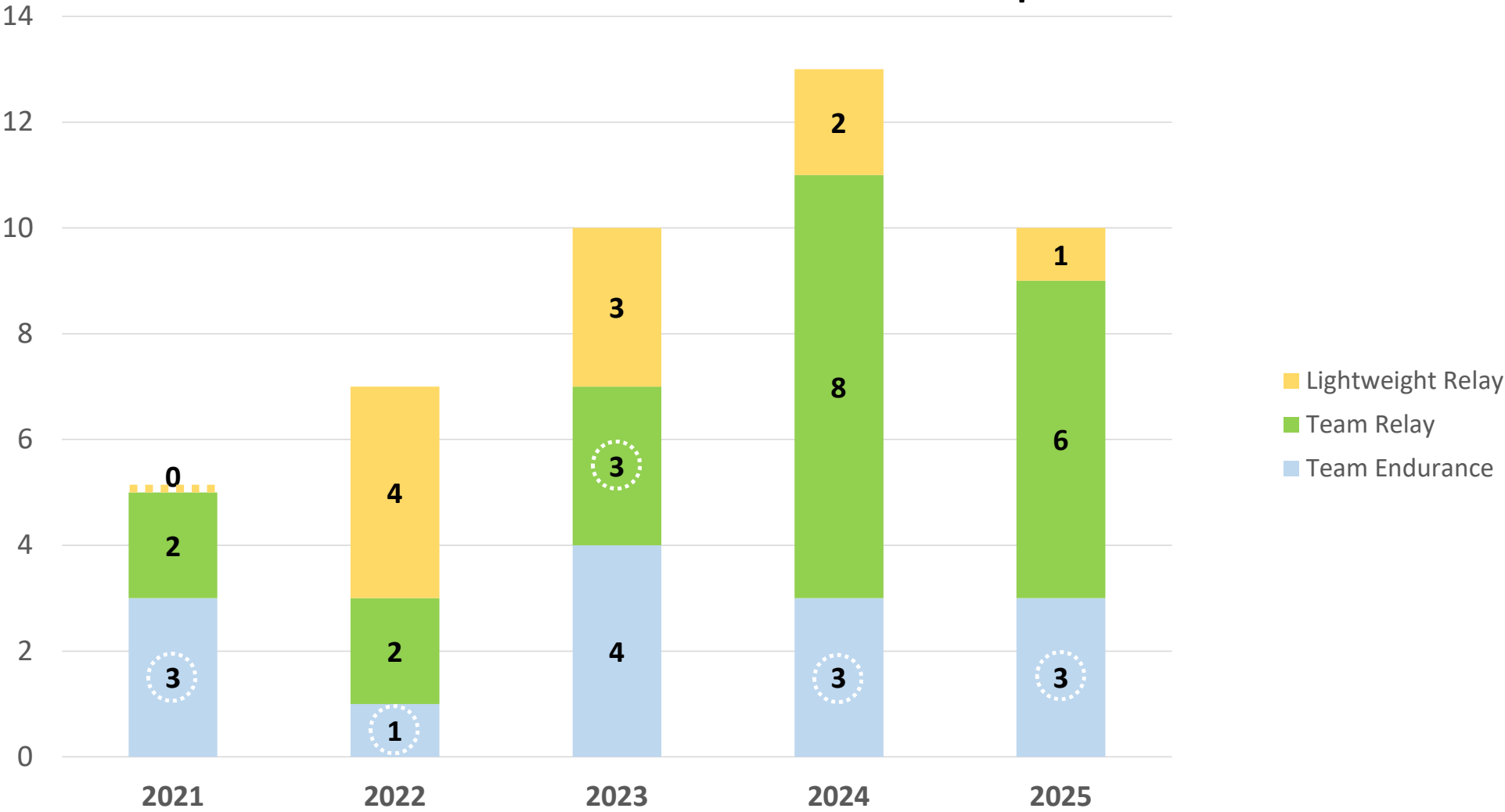
REGISTRAR'S REPORT

Membership Summary
Race School Summary
Endurance Race Statistics
Race Round Statistics
Air Fence Volunteer Statistics

Endurance Race



Endurance Race Teams & Composition





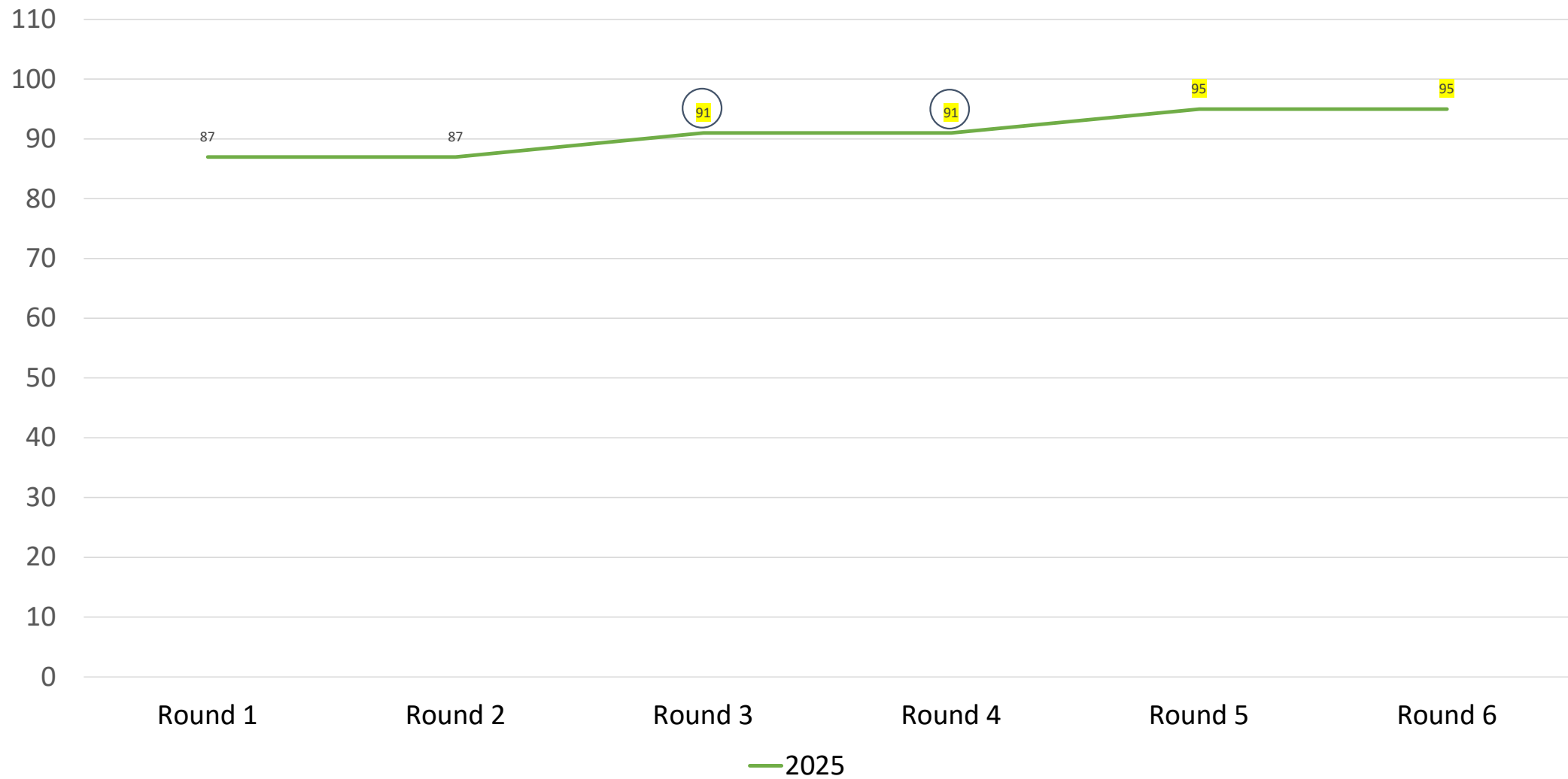
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REGISTRAR'S REPORT

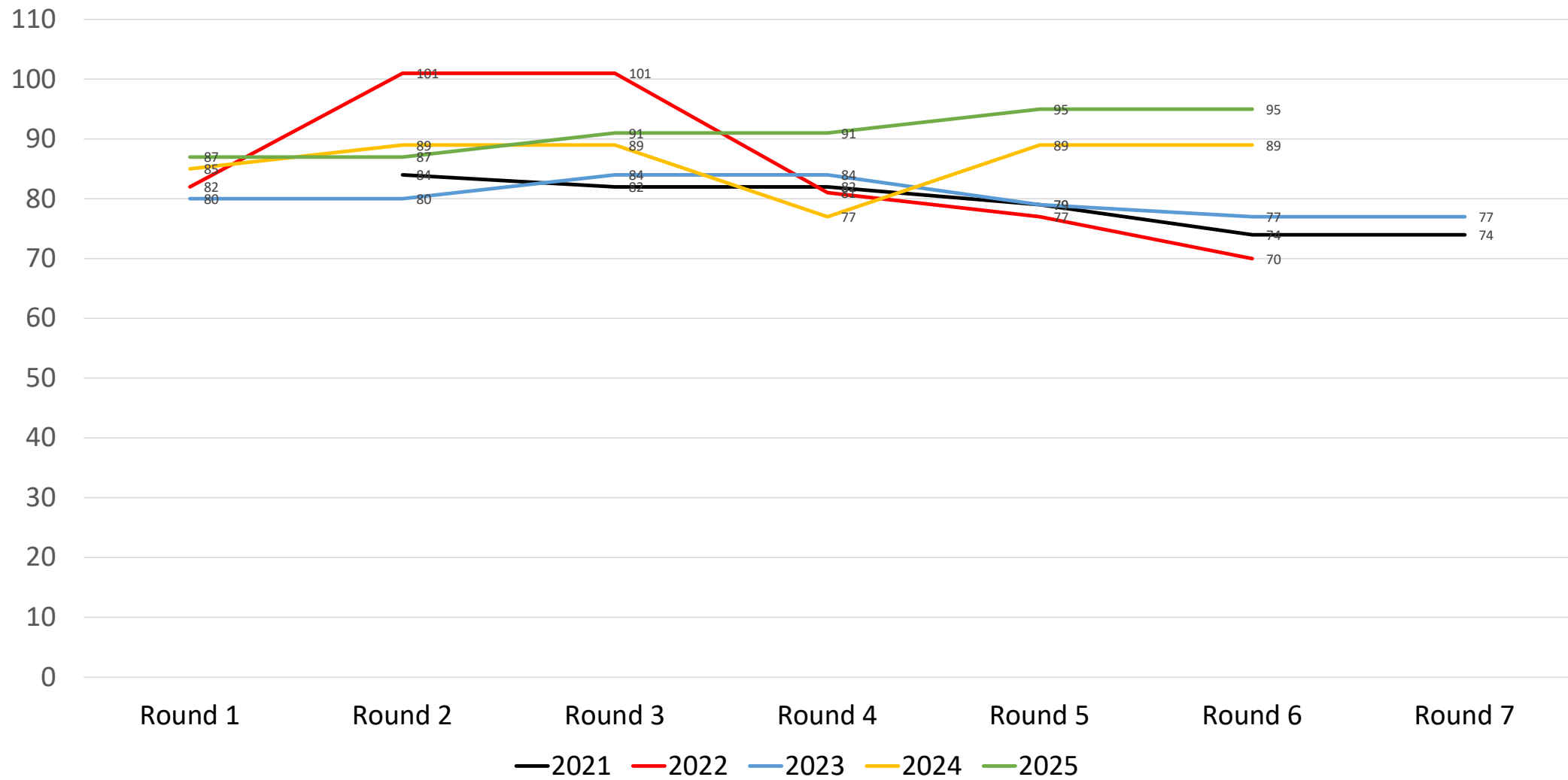
Membership Summary
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Race Round Statistics
Air Fence Volunteer Statistics

Number of Racers per Round

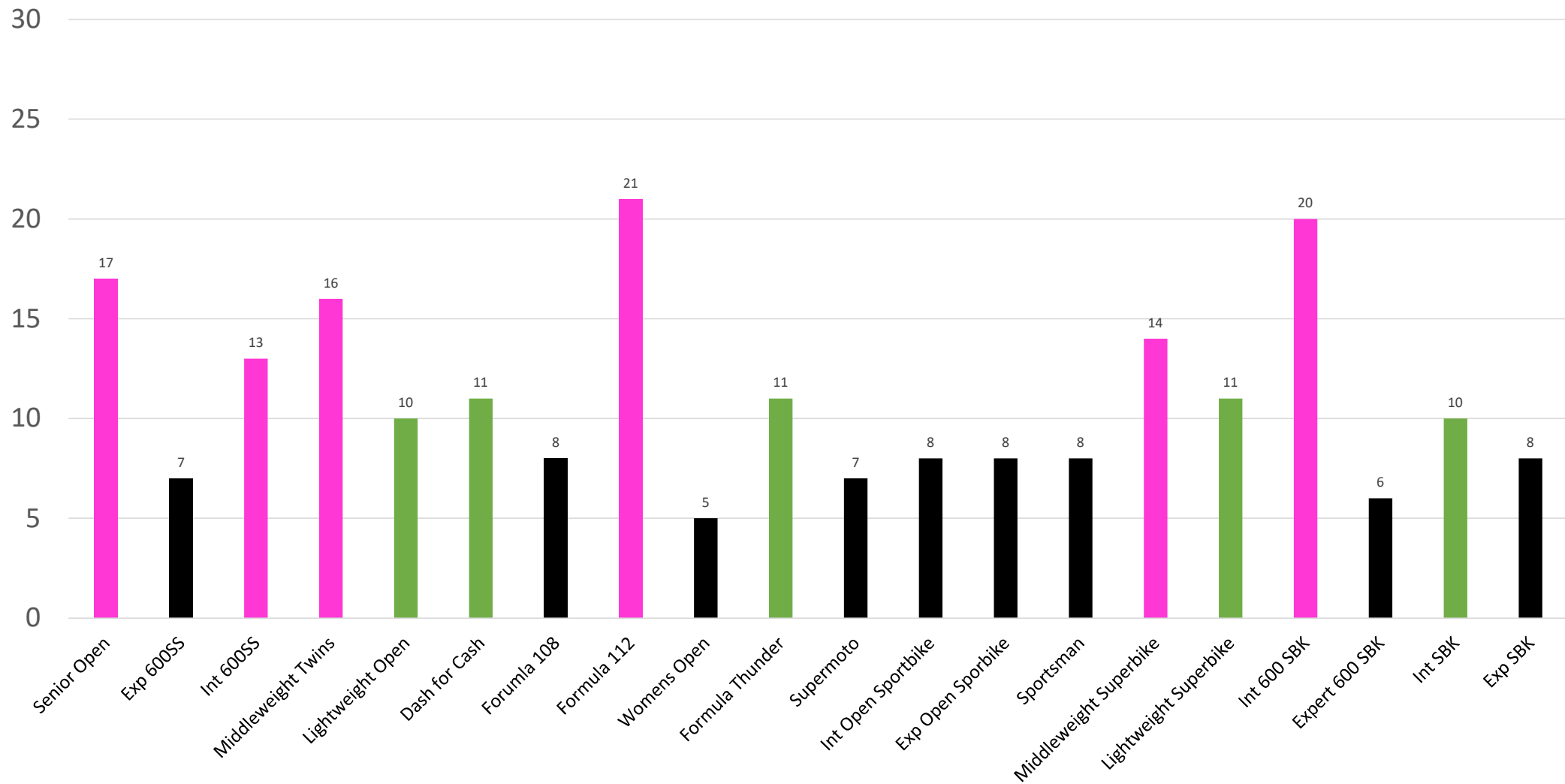
○ = WCC
■ = double header



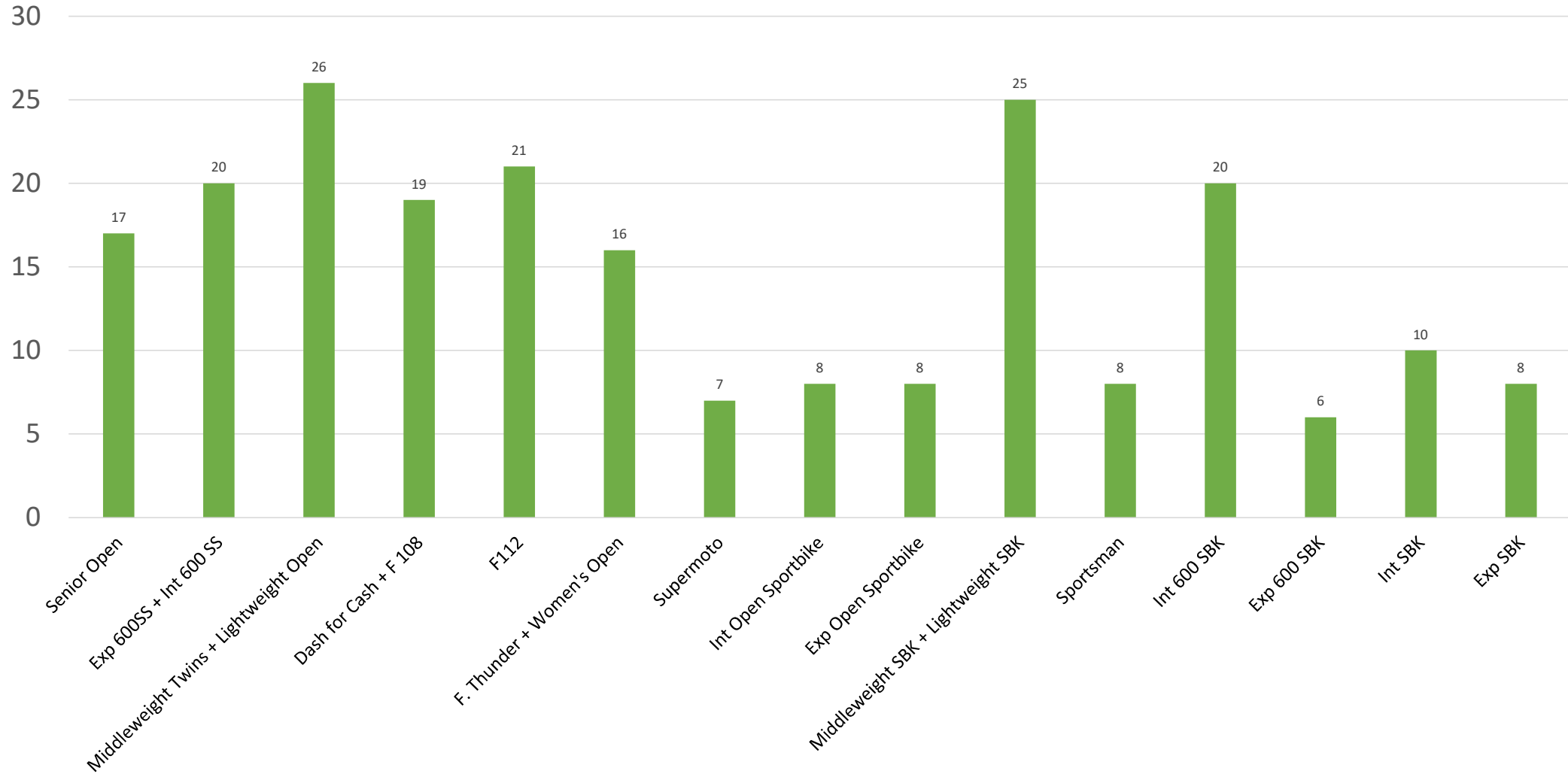
Number of Racers per Round



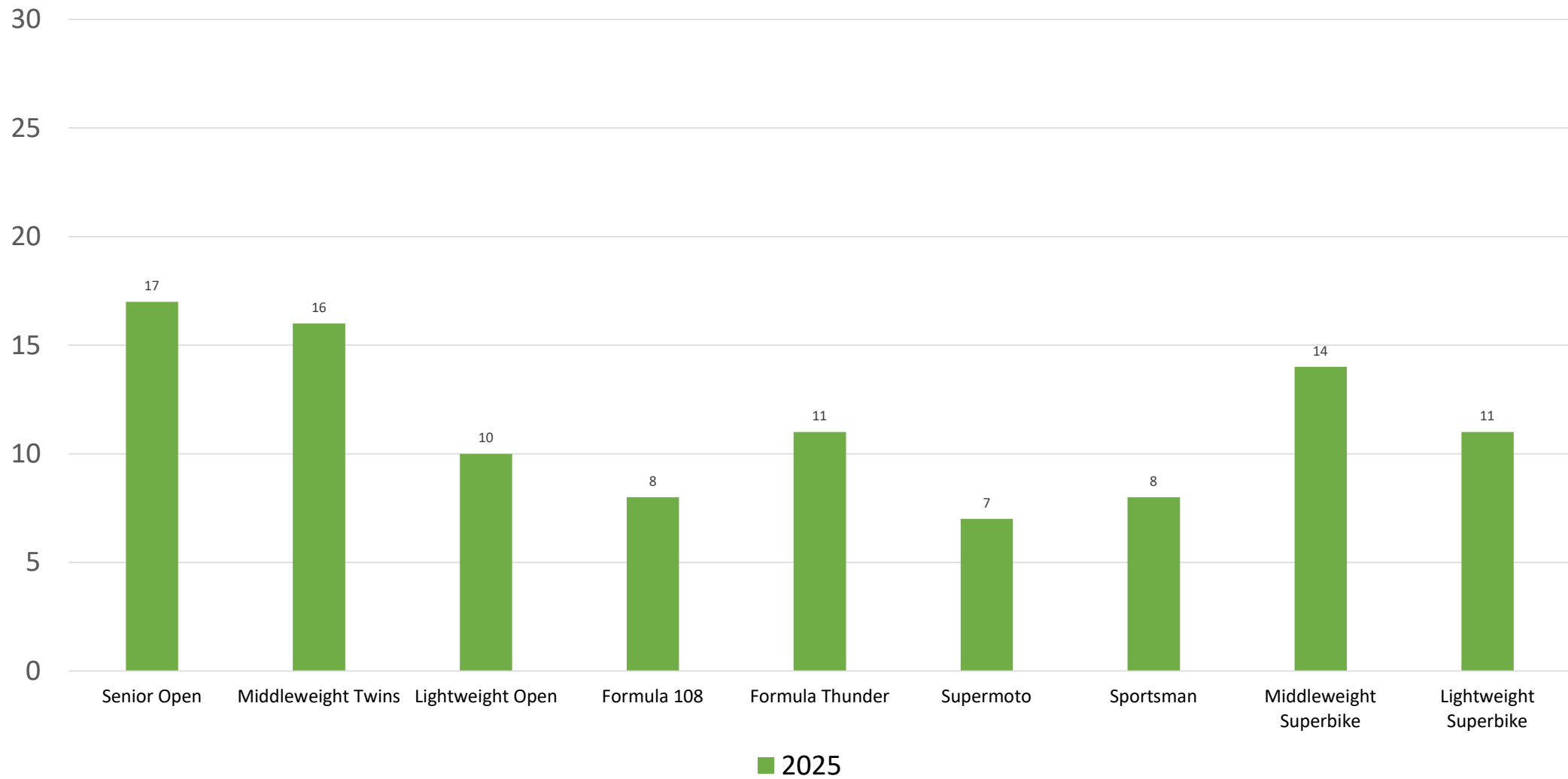
Average No. of Racers by Class



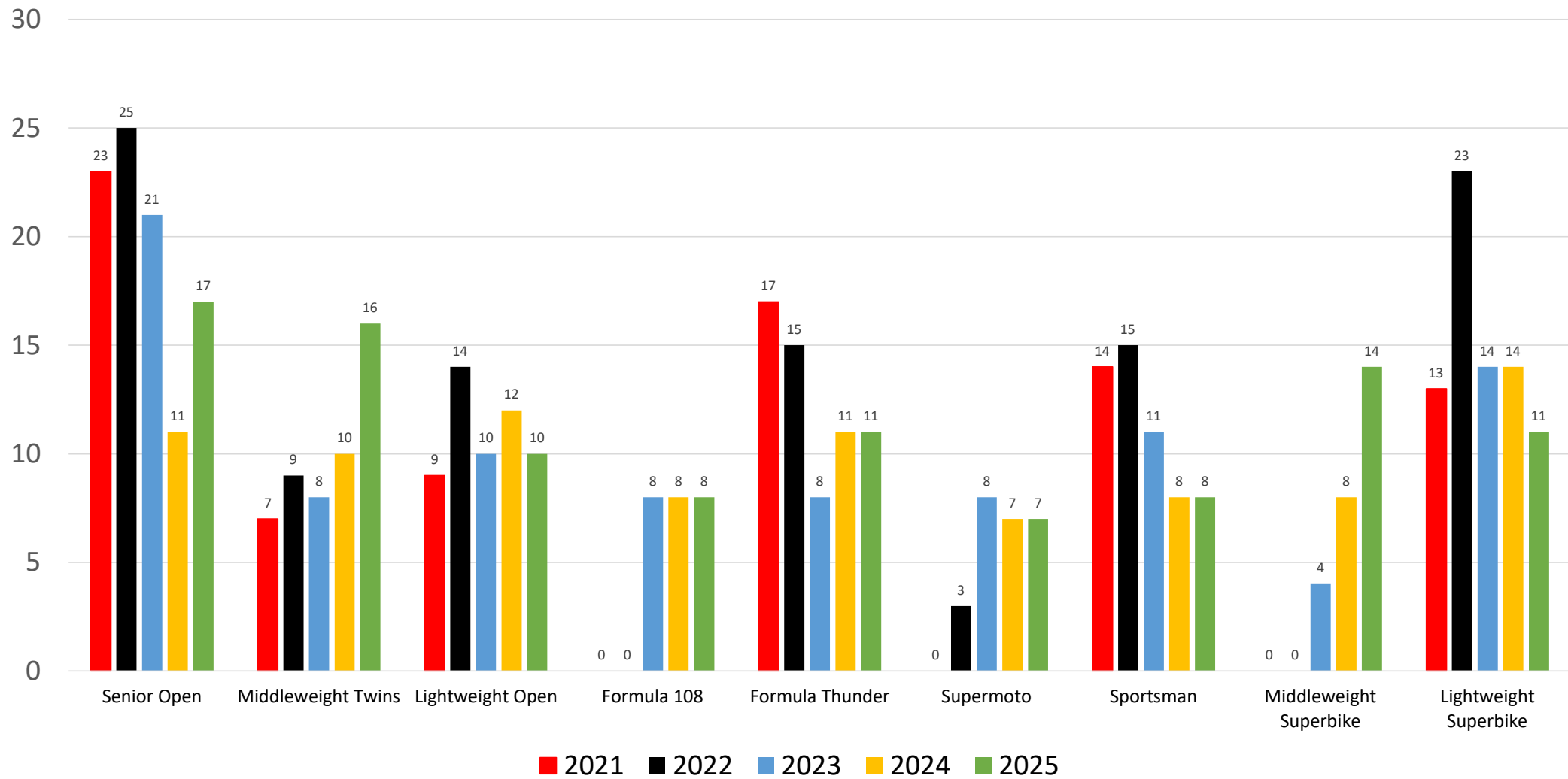
Average No. of Racers by Grid



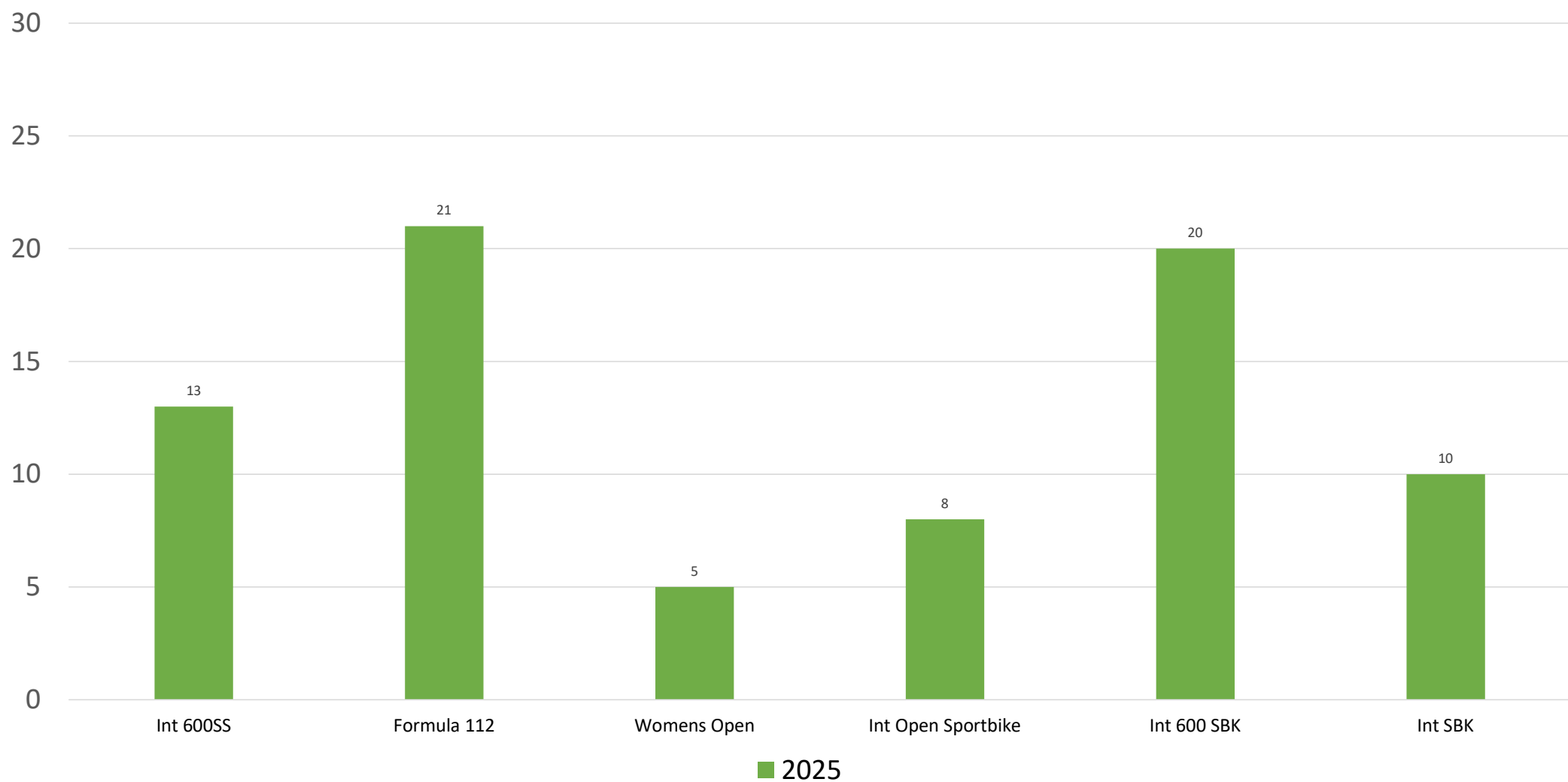
Average No. of Racers : Mixed Races



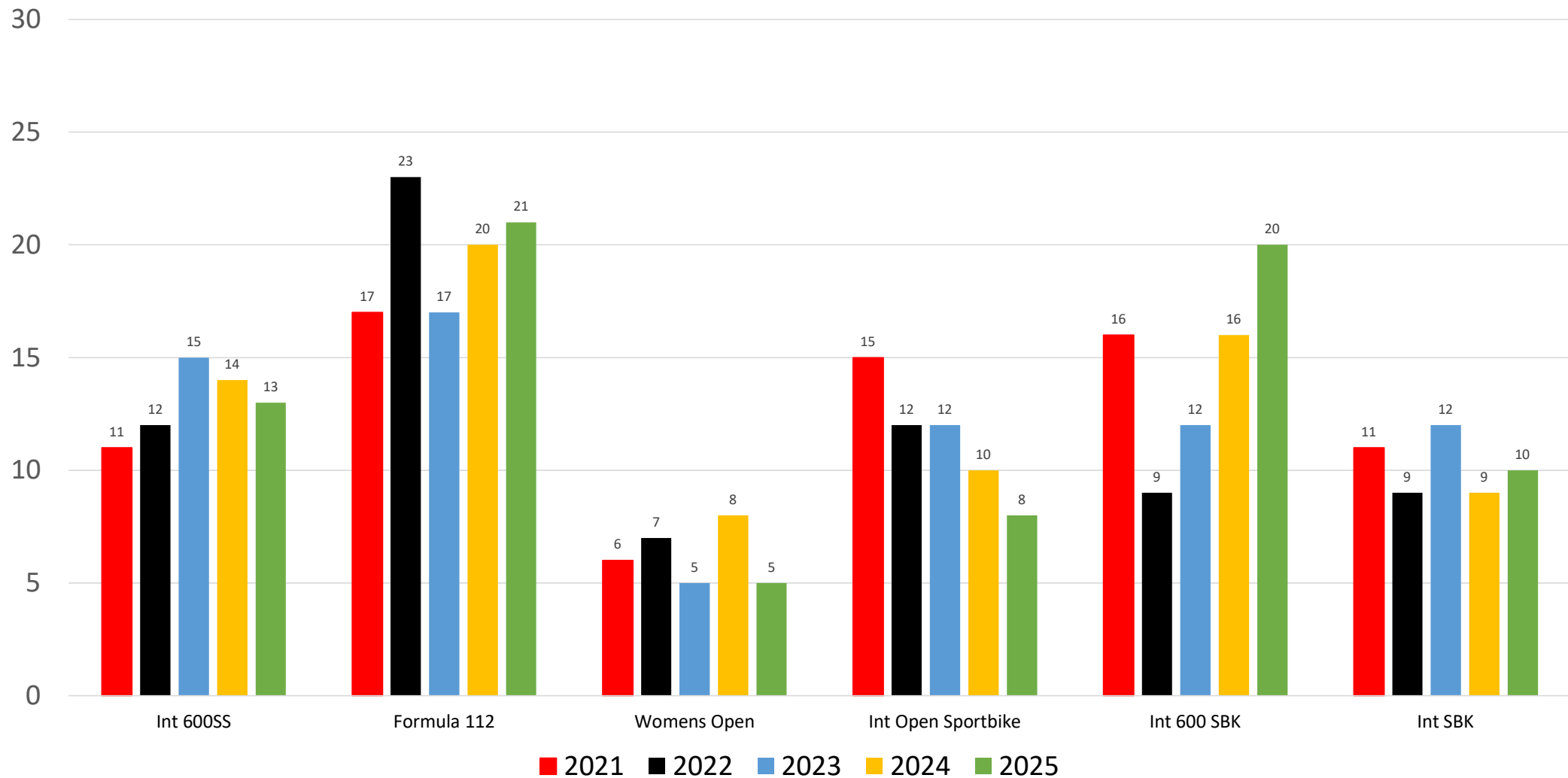
Average No. of Racers : Mixed Races



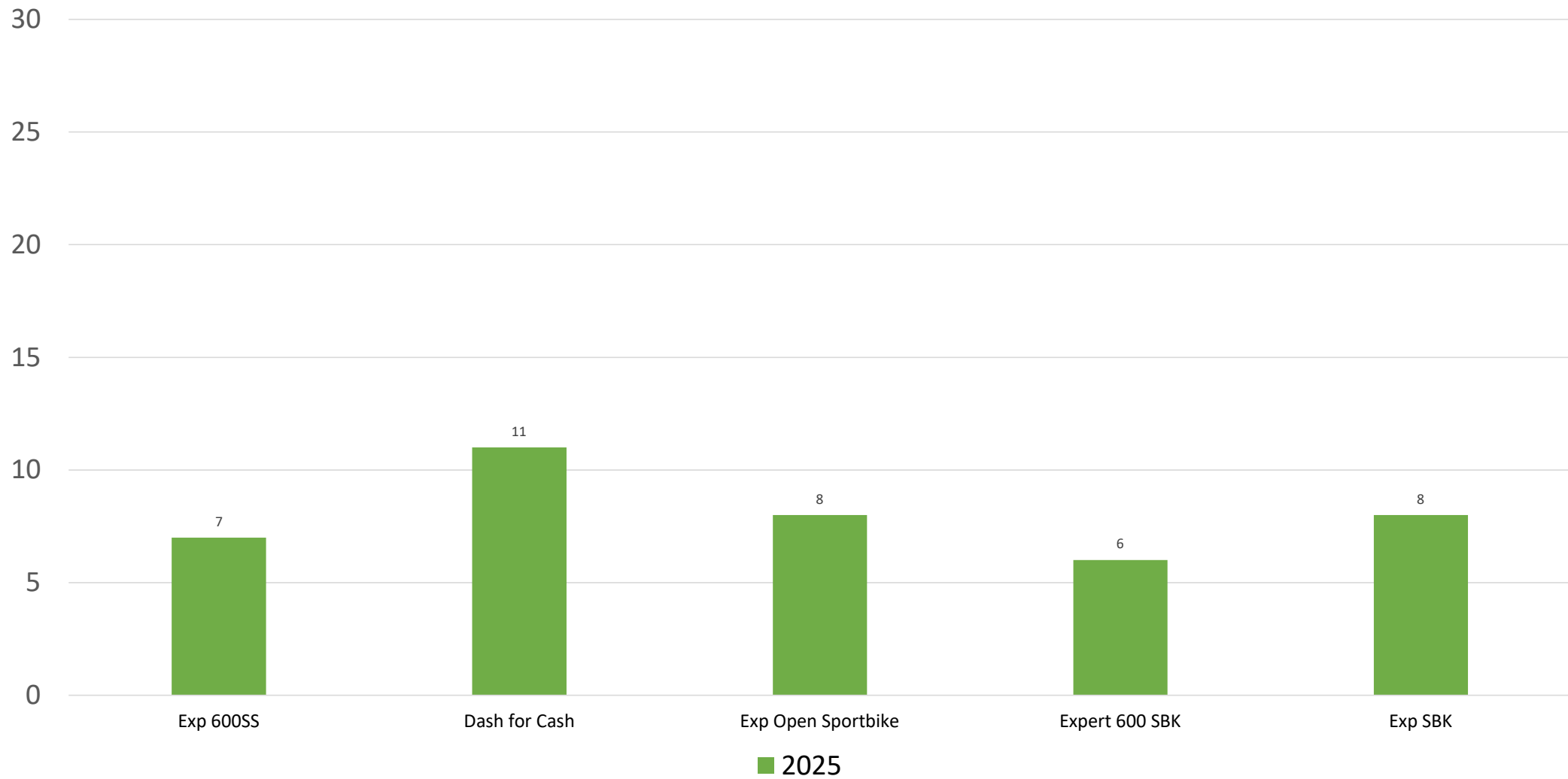
Average No. of Racers : Intermediate Races



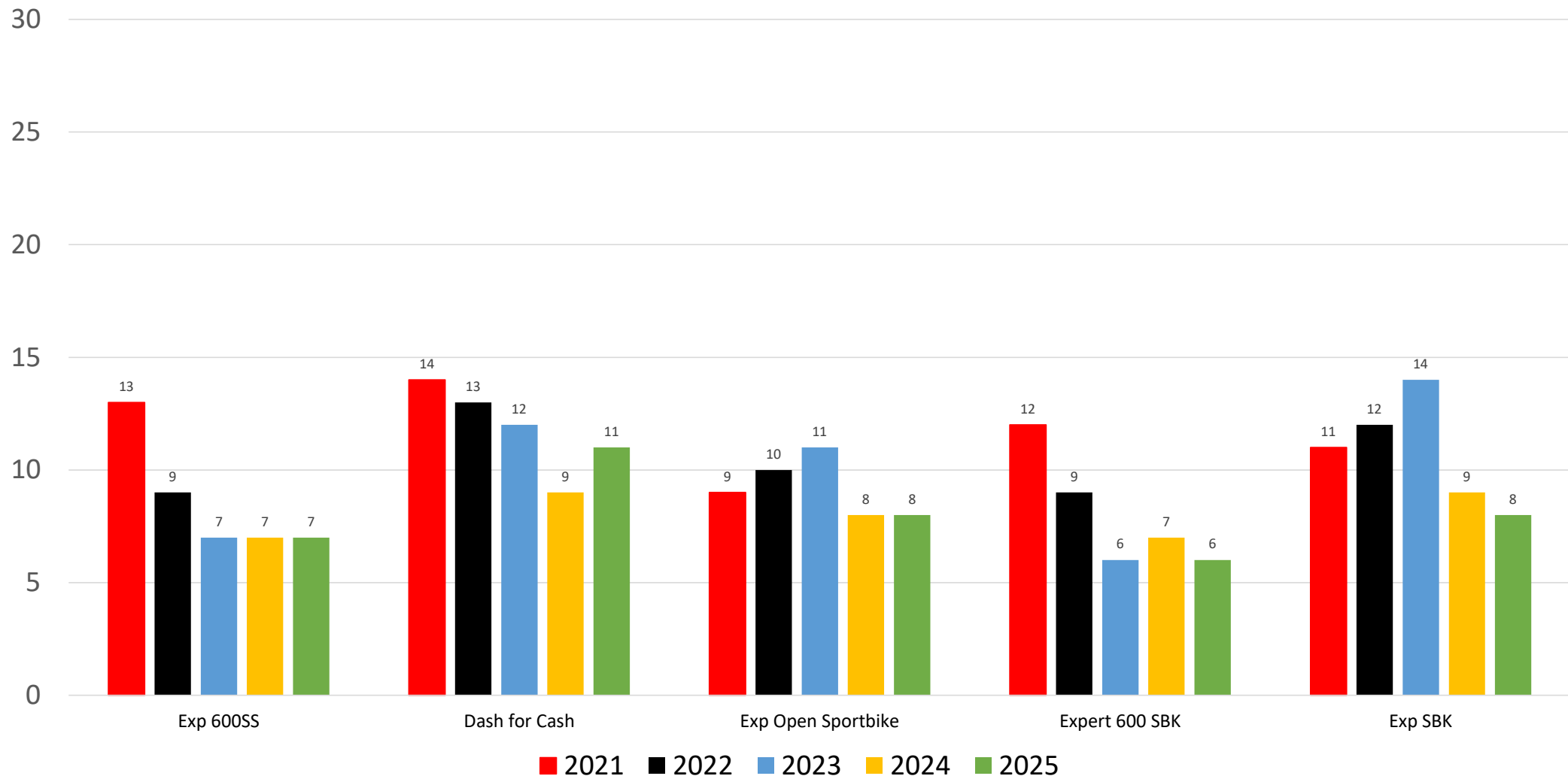
Average No. of Racers : Intermediate Races



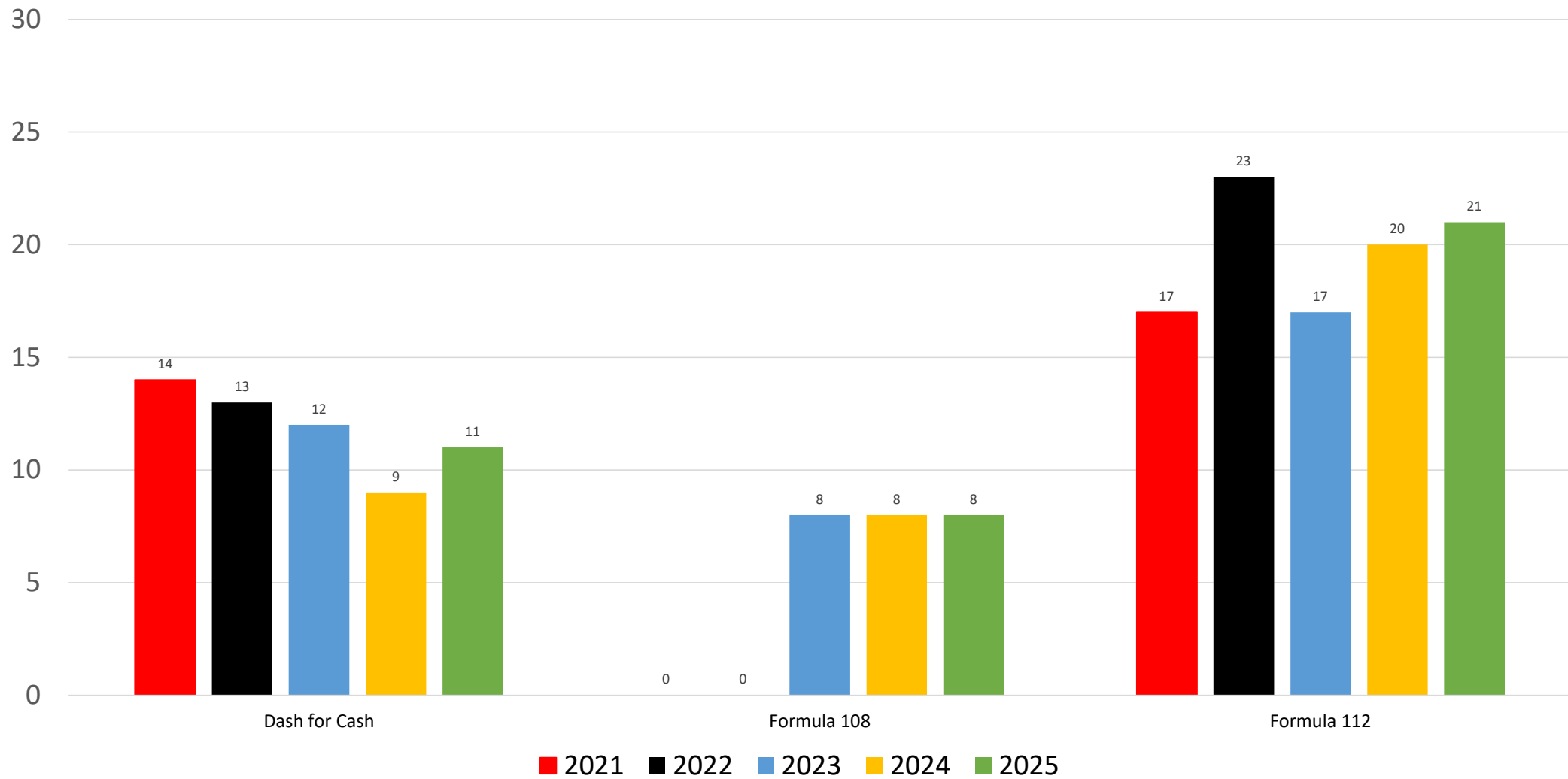
Average No. of Racers : Expert Races



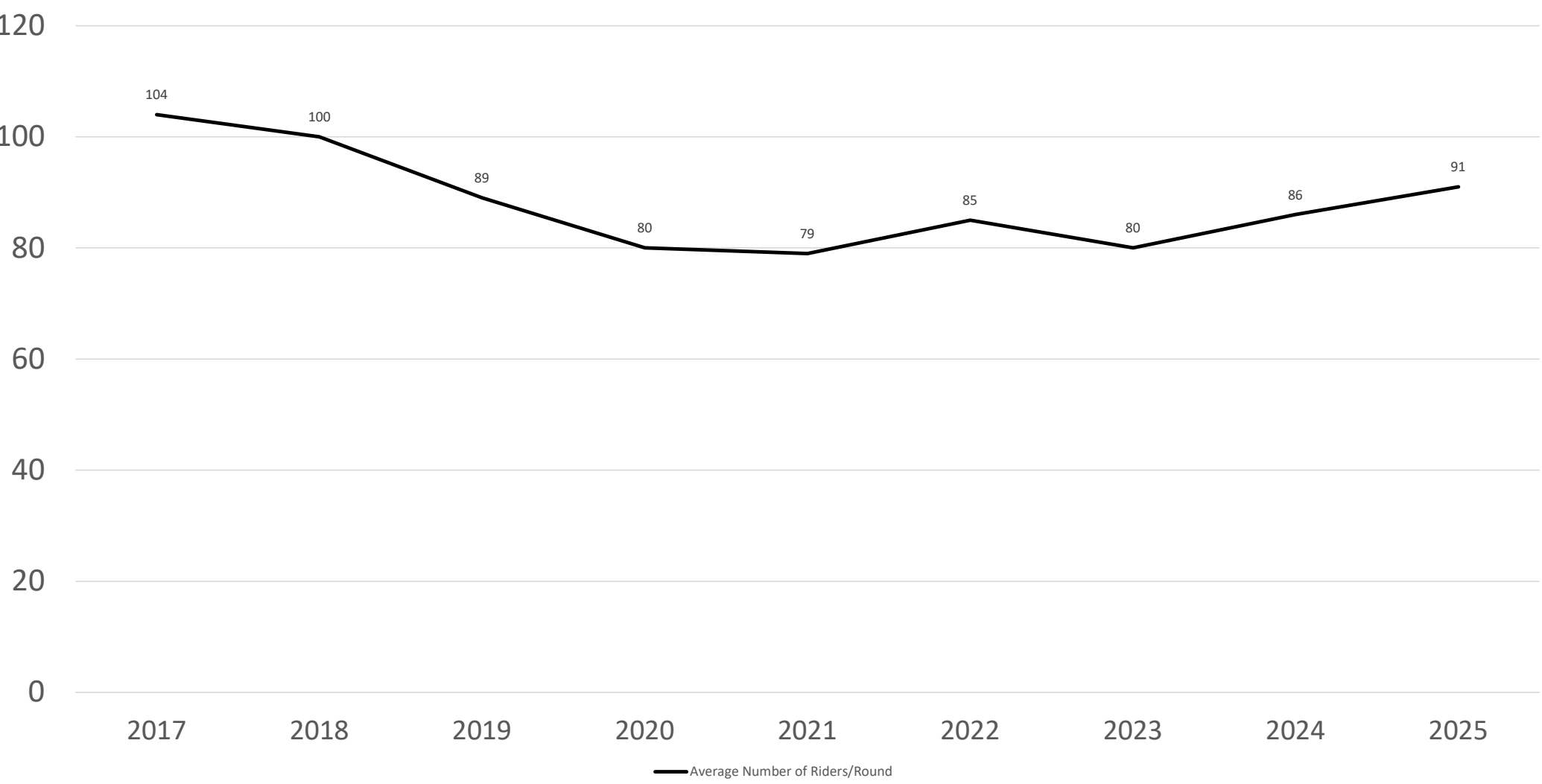
Average No. of Racers : Expert Races



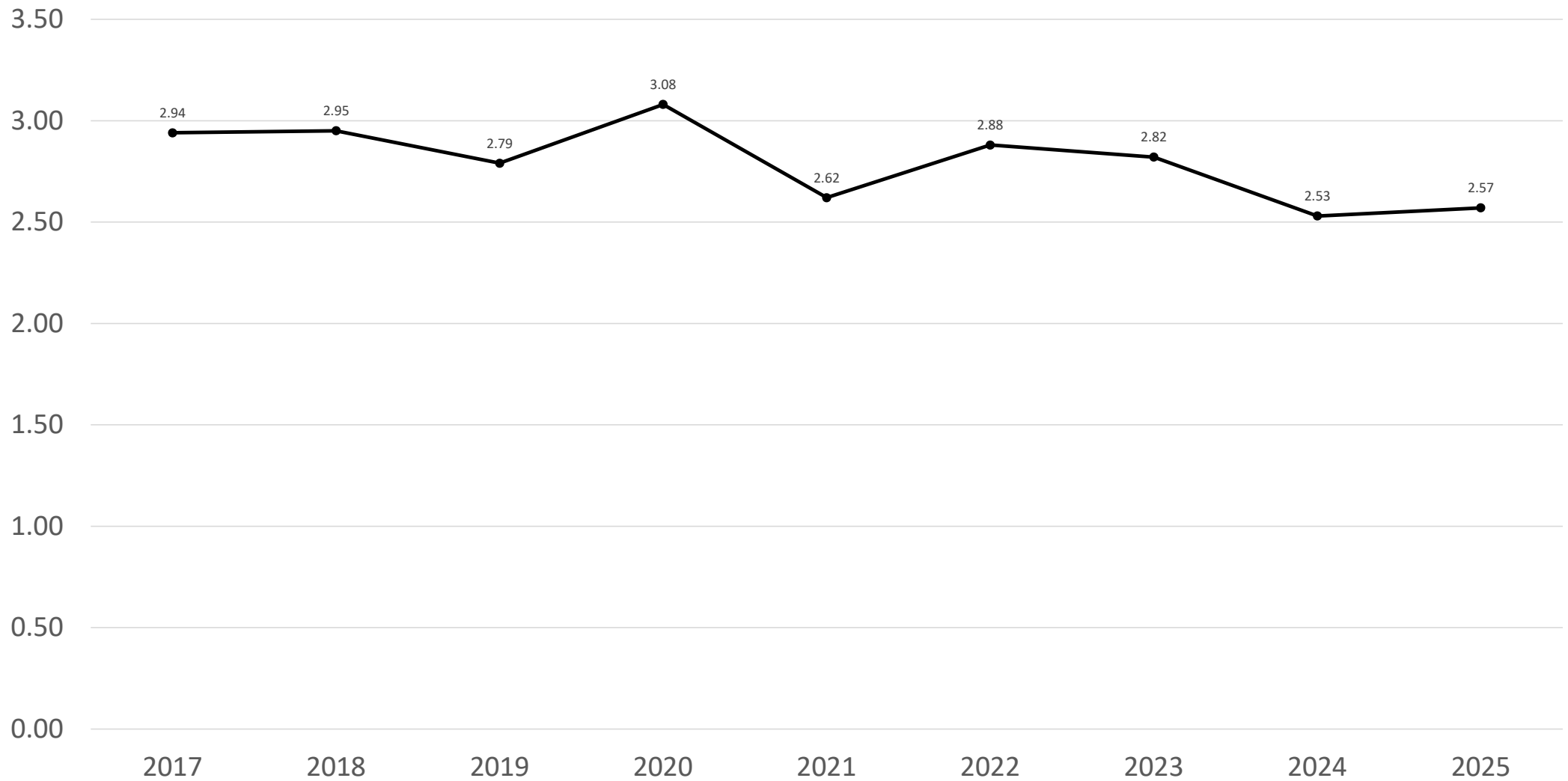
Average No. of Racers : Dash, F108, F112



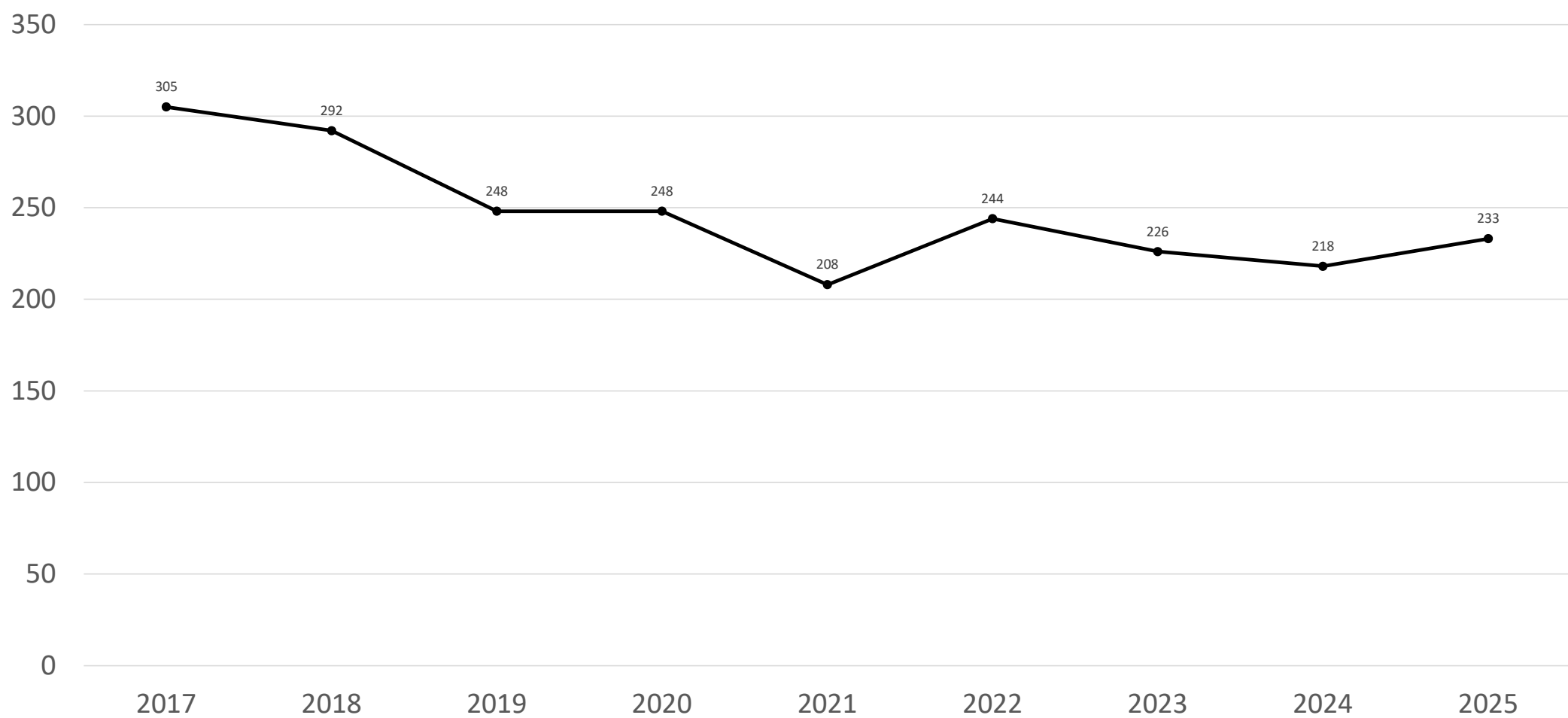
Average Number of Riders/Round



Average Number of Races / Racer



Average Number of Total Number of Race Entries per Round



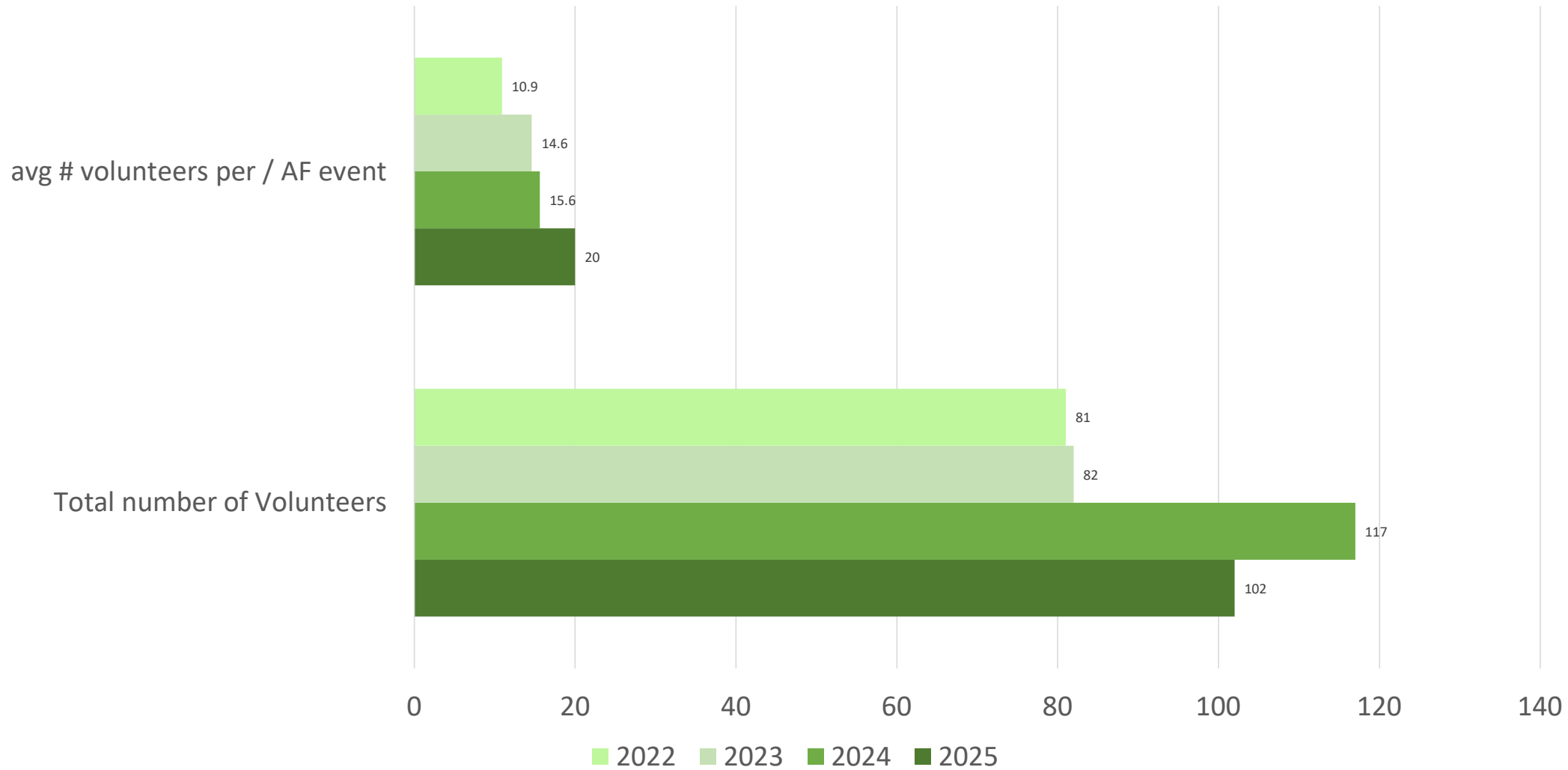


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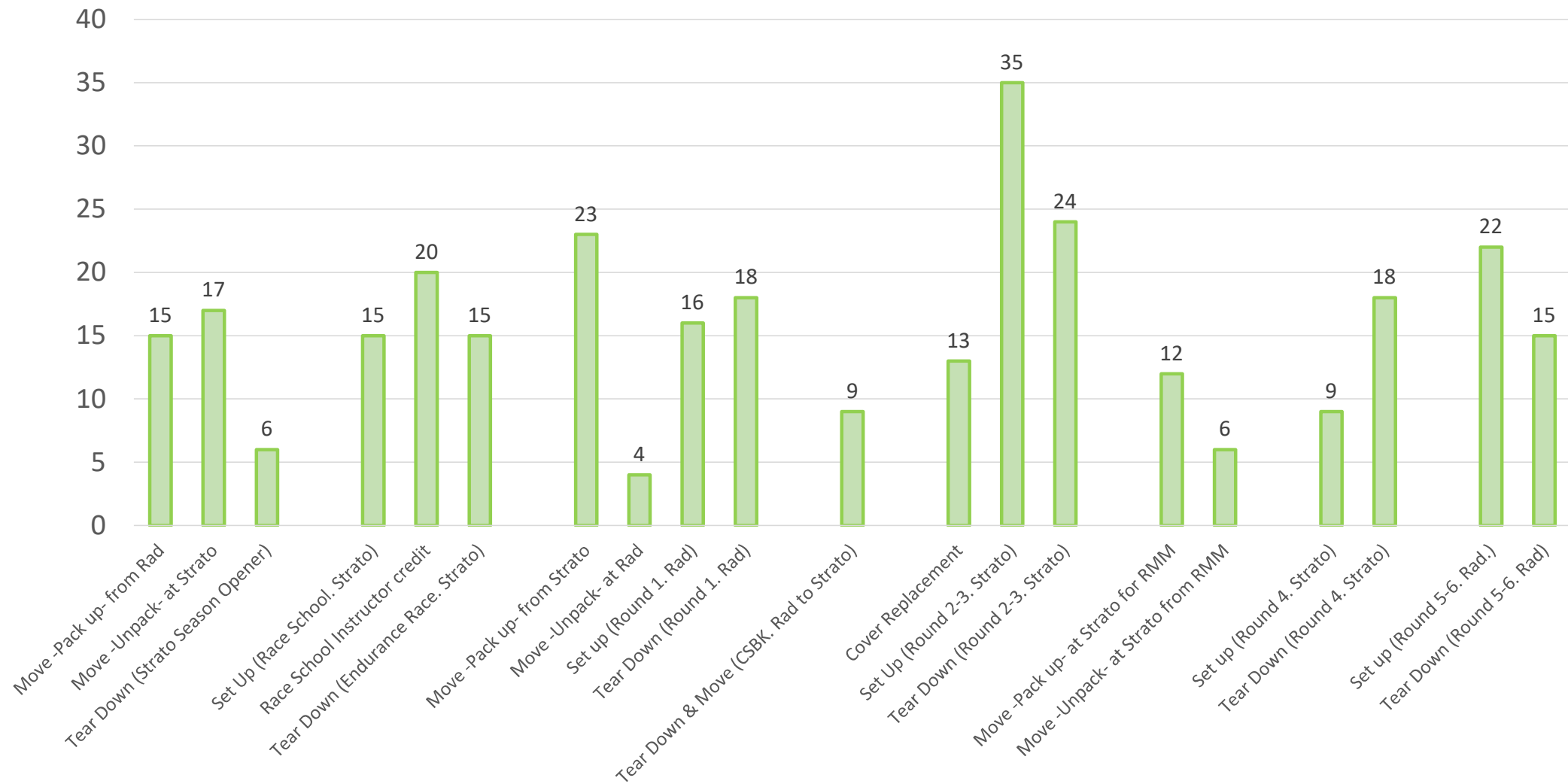
REGISTRAR'S REPORT

Membership Summary
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Air Fence Volunteer Statistics

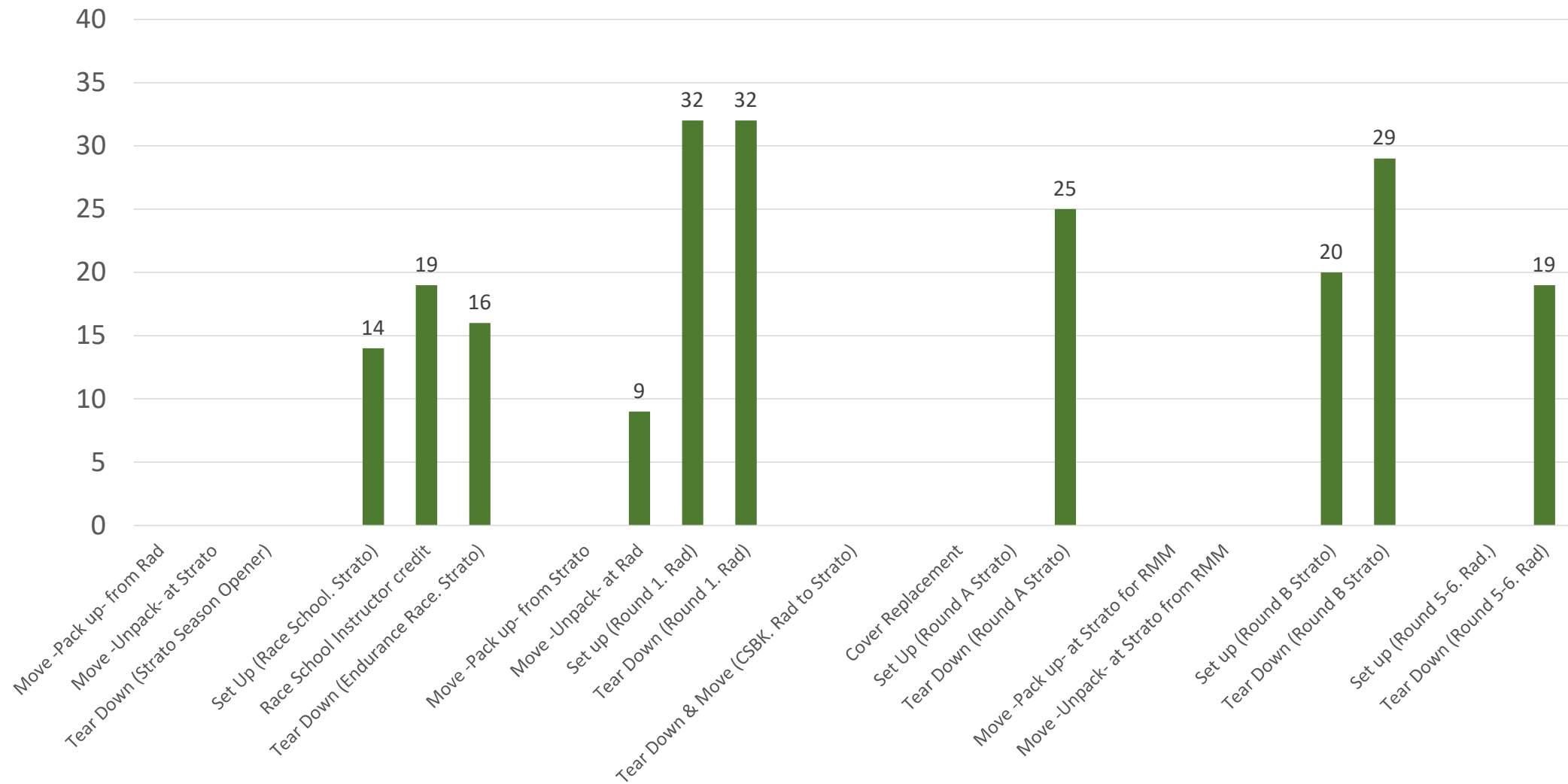
Air Fence Volunteer Stats



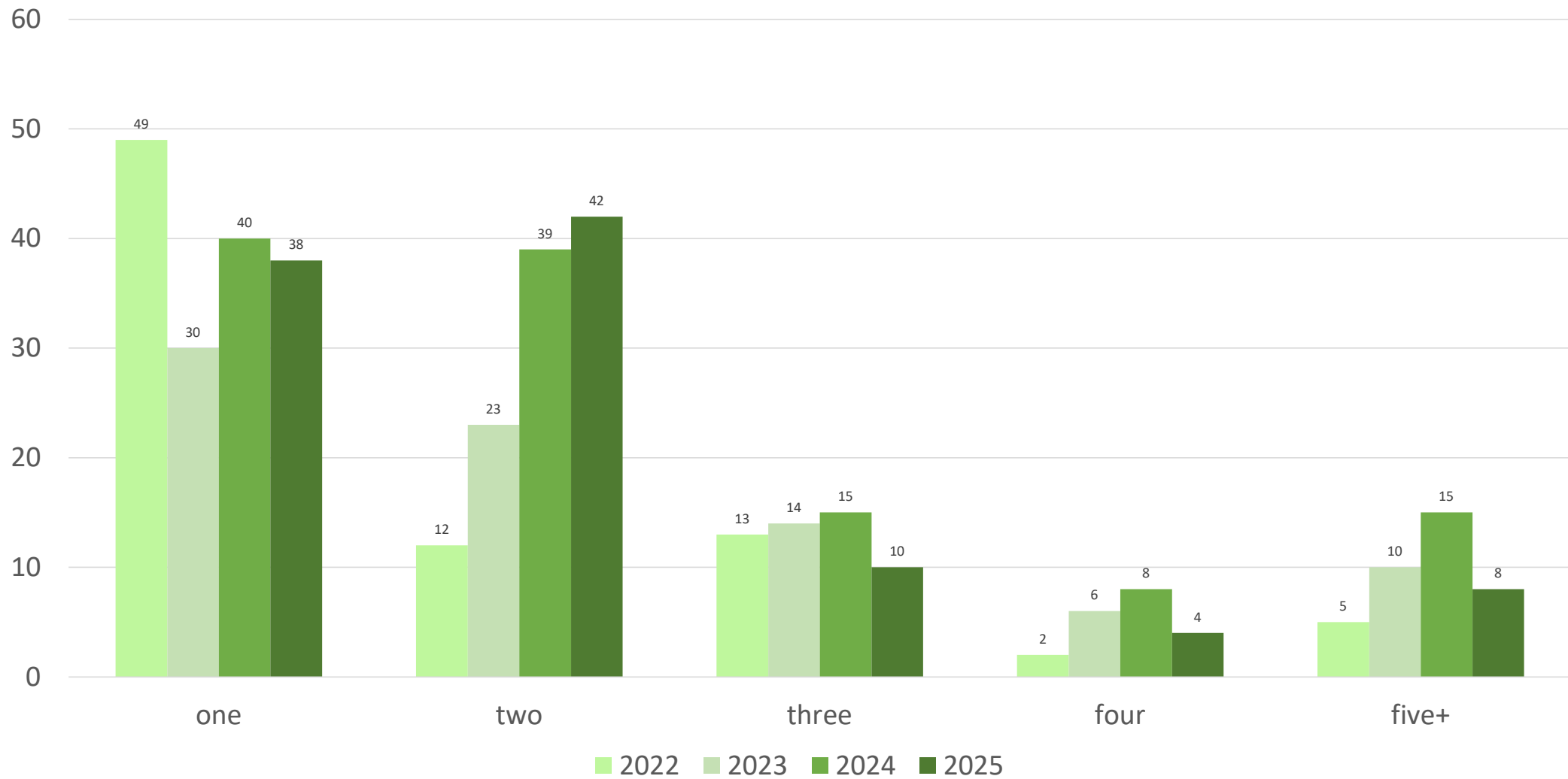
Air Fence Volunteers - by Event (2024)



Air Fence Volunteers - by Event (2025)



Repeat Air Fence Volunteers





2025 EMRA AGM

REGISTRAR'S REPORT



Appendix E – Rule Change Proposals

Motion #1

Add to fluid section of tech sheet: 'no fluid leaks'

Vote: Clear majority in favor.

Motion #2

Add to brake section of tech sheet: 'Brake fluid not over filled' (exec to finalize wording)

Vote: Clear majority in favor.

Motion #3

Create throttle section of tech sheet and add: 'Throttle grip must snap shut at all times and at all steering angles'

Vote: Clear majority in favor.

Motion #4

Rule book, section 2.4.5: All motorcycles, equipment, and riding apparel involved in a crash must again pass a technical inspection before they are allowed on track, test areas, or starting line.

Change it to read: 2.4.5: All motorcycles, equipment, and riding apparel involved in a crash or red flag incident must again pass a technical inspection before they are allowed on track, test areas, or starting line.

Vote: Clear majority in favor.

Motion #5

Rule book section 2.4.11: Determination of any offences is at the discretion of the Race Director, EMRA Executive, or other appropriate Race Official.

Change it to say: 11. Determination of any offences is at the discretion of the Race Director, Chief Technical Inspector, EMRA Executive, or other appropriate Race Official.

Vote: Clear majority in favor.



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Motion #6

Rule book, add a new point to section 2.4. and read as follows 2.4.12:

Any motorcycle with two similar reoccurring technical infractions will not be allowed to compete and that infraction must be proven to be corrected before returning to competition. Burden of proof is on the rider.

Vote: Clear majority in favor.

Motion #7

Rule book, add a new point to section 5.1. and read as follows: 5.1.23:

Brake system must be fully functional. Brakes must not apply by themselves. Motorcycle will not be allowed to participate in any EMRA event until it has a fully functional brake system.

Vote: Clear majority in favor.

Motion #8

Rule book, add a new point to section 5.1. and read as follows: 5.1.24:

Throttle system must open fully, snap shut, and be fully functional. Motorcycle will not be allowed to participate in any EMRA event until it has a fully functional throttle system.

Vote: Clear majority in favor.

Motion #9

Rule book, add a new point to section 2.8. and read as follows 2.8.7:

Riders are expected to finish the race on the same motorcycle they started the race on. During a red flag event riders are not permitted to change motorcycles.

Vote: Clear majority opposed.

Motion #10

Rule book, add a new point to section 2.8. and read as follows 2.8.8.:

Exception to 2.8.7. is given if the race started as a dry race and is restarted declared as a wet race or vice versa. In these instances, rider(s) may change to second wet/dry spec motorcycle subject to approval from Race Control.

No longer relevant after Motion #9 was defeated.



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Motion #11

Rule book, new flag in section 3:

Blue Flag (Courtesy Flag) -- Indicates to a rider that they may be passed by the Race leaders and/or lapping riders this lap. No immediate action is required to be taken by the rider however they should be prepared to let the lapping riders pass.

Vote: Clear majority opposed.

Motion #12

Rule book, Section 5.5 Sportsman:

- Open to all intermediate and expert racers
- Chassis (frame) and engine cases up to and including model year 2009
- Motorcycles must comply with 5.4 Technical Specifications – Superbike

Change it to say:

- Open to all intermediate and expert racers.
- Open to all motorcycles without the following features available on the bike: launch, wheelie, or traction control. Includes any bike that had these features available from OEM.
- Motorcycles must comply with 5.4 Technical Specifications - Superbike.

Vote: Clear majority in favor of changing the rule.

Vote: To exclude any bike with these features from the factory, regardless of whether they are disabled or removed completely from the bike. Clear majority in favor.

Wording change already included above.

Motion #13

Daily schedule change:

Combine Expert and intermediate Open Sportbike and separate Lightweight and middleweight superbike races.

Vote: Clear majority in favor.

New Expert and Intermediate Open Sportbike race to be a waved start.

Vote: Clear majority in favor.



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Motion #14

We have multiple rule change proposals for Lightweight Superbike

Vote to make a change to the rules:

Vote: 9 in favor, 12 opposed; defeated.

Option 1

Rule book, section 5.5 Superbike Classes

Lightweight superbike

Open to all intermediate and expert racers

- Twin and Single cylinder, 4-stroke motorcycles up to 440cc
- 3 or more cylinder, 4-stroke motorcycles up to 400cc
- Twin and Single cylinder, 2-stroke motorcycles up to 250cc
- Gridding will be combined for Lightweight Superbike and Middleweight Superbike and determined by lap times (as recorded by the EMRA timing system). The fastest lap will be gridded first and so on.
- If there is no practice day, gridding will be by points collected in Lightweight Superbike throughout the year.
- Motorcycles must comply with 5.4 Technical Specifications - Superbike

Changed it to say:

Lightweight superbike

Open to all intermediate and expert racers

- Twin and Single cylinder, 4-stroke motorcycles up to 440cc
- 3 or more cylinder, 4-stroke motorcycles up to 400cc (3 and 4 cylinder motorcycles must compete with a stock ecu and tune and must not be modified. Piggy back tuners such as a power commander are allowed).
- Twin and Single cylinder, 2-stroke motorcycles up to 250cc
- Gridding will be combined for Lightweight Superbike and Middleweight Superbike and determined by lap times (as recorded by the EMRA timing system). The fastest lap will be gridded first and so on.
- If there is no practice day, gridding will be by points collected in Lightweight Superbike throughout the year.
- Motorcycles must comply with 5.4 Technical Specifications – Superbike

Option 2

Changed it to say:

Lightweight superbike

Open to all intermediate and expert racers

- Twin and Single cylinder, 4-stroke motorcycles up to 440cc
- 3 or more cylinder, 4-stroke motorcycles up to 400cc (ninja 400 RR excluded)
- Twin and Single cylinder, 2-stroke motorcycles up to 250cc
- Gridding will be combined for Lightweight Superbike and Middleweight Superbike and determined by lap times (as recorded by the EMRA timing system). The fastest lap will be gridded first and so on.
- If there is no practice day, gridding will be by points collected in Lightweight Superbike throughout the year.
- Motorcycles must comply with 5.4 Technical Specifications - Superbike



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Motion #15

Rule book, section 5.5

Middleweight Twins Class

- Open to intermediate and expert racers
- 2-cylinder motorcycles up to 750cc
- Single-cylinder motorcycles of unlimited displacement
- Motorcycles must comply with 5.4 Technical Specifications - Superbike

Change it to say:

Middleweight Twins Class

Open to intermediate and expert racers

- 2-cylinder motorcycles up to 750cc
- Single-cylinder motorcycles of unlimited displacement
- Kawasaki ZX-4R and ZX-4RR
- Motorcycles must comply with 5.4 Technical Specifications – Superbike

Vote: Clear majority in favor.



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Motion #16

Rule book, section 5.3 Sportbike Classes

600 Supersport

-Open to all intermediate and expert racers

-The maximum displacements (O.E. bore and stroke in all instances) are:

a) Four cylinder: 600cc (Kawasaki ZX-6R 636 accepted)

b) Twins: 1000cc

c) Triples: 900cc

d) GSX-R750 is also permitted

e) Bikes exceeding the following displacement limits must run stock final drive gearing for the model year.

i) four cylinder: 640cc

ii) Twins: 850cc

iii) Triples: 680cc

-Motorcycles must comply with 5.2 Technical Specifications – Sportbike

To be changed to say:

600 Supersport

-Open to all intermediate and expert racers

-The maximum displacements (O.E. bore and stroke in all instances) are:

a) Four cylinder: 600cc (Kawasaki ZX-6R 636 accepted)

b) Twins: 1000cc

c) Triples: 900cc

d) GSX-R750 is also permitted

e) Bikes exceeding the following displacement limits must run stock final drive gearing for the model year.

i) Four cylinder: 640cc

ii) Twins: 850cc

——— ~~iii) Triples: 680cc~~ This line deleted. Allows R9 to change stock gearing.

-Motorcycles must comply with 5.2 Technical Specifications – Sportbike

Vote: Clear majority in favor.

Executive has interpreted this change to apply to both 600 Supersport AND 600 Superbike races.



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Motion #17

Rule book, section 5.5

Middleweight Twins Class

- Open to intermediate and expert racers
- 2-cylinder motorcycles up to 750cc
- Single-cylinder motorcycles of unlimited displacement
- Motorcycles must comply with 5.4 Technical Specifications - Superbike

Change it to say:

Middleweight Twins Class

- Open to intermediate and expert racers
- 2-cylinder motorcycles up to 780cc
- Single-cylinder motorcycles of unlimited displacement
- Motorcycles must comply with 5.4 Technical Specifications – Superbike

Vote: Clear majority in favor.

Motion #18

We have multiple rule change proposals for Senior Open.

Vote to keep rules the same as they are, or change them to one of the following:

Vote: Clear majority in favor.

Option 1 ~~withdrawn~~

Rule book, section 5.5 Superbike Classes

Senior Open

- Open to all intermediate and expert racers
- Rider must be 35 years of age or older on race day
- Motorcycles must comply with 5.4 Technical Specifications - Superbike

Changed it to say:

Senior Open

- Open to all intermediate and expert racers
- Rider must be 35 years of age or older on race day
- Rider age 40 +3 points
- Rider age 45+4 points
- Rider age 50+5 points
- Rider age 55+6 points
- Rider age 60 or over +10 points



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Option 2 **withdrawn**

Rule book, section 5.5 Superbike Classes

Senior Open

- Open to all intermediate and expert racers
- Rider must be 35 years of age or older on race day
- Motorcycles must comply with 5.4 Technical Specifications - Superbike

Changed it to say:

Senior Open

- Open to all intermediate and expert racers
- Rider age 34 and under
- Rider age 35-44
- Rider age 45-54
- Rider age 55+

Option 3

Senior Open

- Open to all intermediate and expert racers
- Rider must be 35 years of age or older on race day
- Riders over the age of 35 who finish will receive additional points towards the overall championship according to the following formula: $(\text{rider age} - 35) / 2$.

Vote: Clear majority in favor.

Motion #19

Change the name of Open Sportbike to Open Superstock.

Vote: Clear majority in favor.

Motion #20

Change the name of Middleweight SBK to Middleweight Thunder.

Vote: Clear majority opposed.