**2019 OBRA Annual Business Meeting Agenda**

January 12, 2019

2:00 – Welcome/introductions

- Introduction of staff and board members

2:05 – Diversity Statement

- Introduction of the diversity statement

- Encourage people/members to share ideas to make OBRA better

2:10 – Dennis Connors – Project Hero

- Talked about what Project Hero is – Dennis is starting the Portland chapter

- Ride to Recover = evolved into Project Hero

- National non-profit that supports veteran and first responders

- Develop tools, parts, bicycles to allow veterans to ride

- Three levels of events

- Challenges (5 to 7 events, fully support, 350 to 500 miles a day) not a race, it’s about teamwork

- Honor rides 1-day rides, charity ride, all around the country, hoping to establish one in Portland

- Adaptive cycling – rides around the country to places

- Women’s Initiative – For women’s veteran

- Portland Hub; brand new; 12 veterans right now. Everyone is welcome to come ride. Project hero saves lives. - Need to get veterans out on a bike.

- www.Weareprojecthero.org FB Project hero PDX

- PortlandHUB@wearprojecthero.org

- Email: dessisconnor@gmail.com

- Phone: 925.980.3616

2:20 – Executive Director Report, Chuck Kenlan

- Budget presentation – Healthy

- Income statement, not bleeding $$, money in the bank for a rainy day

- Numbers are positive for 2017; race results and participation has increased

- Questions – can get a breakdown for the number of races, raced in Oregon

- Track, road, Mt bike are up in participation, Time Trail down in participation; shout out to Thursday night track racing and Tuesday night TT series for increased participation.

- Junior racing is up by 200 riders from 2017; 608 for 18 and 485 for 17

- 2018; BOD and ED sat down and rework OBRA’s bylaws; BOD can appoint 5 new BOD members that are needed for OBRA grow in specific areas; Karsten Hagen, Inga Thompson, Brad Ross.

- Need officials, Terry Camp brought in to train up officials and create a stronger pool of officials.

- New for 2019, Fee increase of $50 for teams, money to be used to bonus the officials at the end of the year; OBRA’s way to say thank you for their hard work.

- Cloth race numbers, new supplier, saving a cost of $8K.

- NABRA – North America Bicycle Racing Association; reach out to race promoters out of state; Will help Northern California to keep them racing. NABRA helps promote a race in Alaska, Tenn., Hawaii. More promoters to come to OBRA to keep them racing.

- Joel is helping Chuck reaching out to gravel racing events to help them promote more races.

2:40 – Development/Marketing/Junior Program report, Joel Fletcher

- Joel’s role has expanded, some of his new responsibilities are: sponsorship, grant writing and more; the new title of Junior racing, Development and Marketing Director

- One of Joel’s main goal is to help supplement promoters with new sponsorship money.

- Focus on helping Junior overcome barriers to entry – grant writing to bring down the cost for these kids getting into the sport.

- The biggest goal is to get people/kids racing bicycles.

- The biggest goal of Junior side, putting together a junior team going to nationals in Tacoma.

2:50 – Director of competition/Webmaster report, Catherine Bedford

- Report with Will Hall to update and provide a new user experience for OBRA website.

- Bring all OBRA websites into one new OBRA website.

- Director of competition – improve the calendar, operations, working with promoters to get everyone working smoothly.

- Work with members and other organization to make sure all calendars work together.

- Key role as the go-to person for promoters to make the world of promoters lives easier

Paperwork management for promoters, insurance, etc.

- Sub-committee being built. Brad Ross from BOD and Catherine to head up this committee.

- Looking for people to serve on the sub-committees contact Chuck if you’re interested

- OBRA governing body is looking to adopt champion event and pay a promoter to put them on.

- OBRA championships – regular champs + new team and omnium championships.

3:00 – Officials/Results report, Chuck Kenlan for Andrea Fisk

- Andrea working on a template to help solve member naming issues; no duplicate names.

- Working a template to help calculate bar points.

- Work with promoters on category clarification.

- Including gravel racing for 2019.

- Scheduling officials for OBRA events.

- Work with Terry to implement a mentor program.

- Team discount to teams who provide two officials.

3:10 – Women’s Cycling Committee report, Kendra Wenzel

- Women’s committee is three years old.

- Women’s Committee: Kendra, Alexandra Burton, Carley Leins, Ann Lipton (Bend, sp?).

- Searching for a couple of new members, if interested contact Kendra.

- Meet once a month.

- Happy hours.

- Organize and oversee the women’s prestige’s events.

- Host and awards party.

- Raffles in fall to raise funds.

- Round table sessions.

- Able to provide four, $200 awards to go to CX national championships.

- Goals for 2019, upping the social media campaign.

- 2019 happy hours; the first one in Bend (Jan 23rd), the second one (Jan 30) @ lucky lab in Hawthorn giving away prizes, come bring your friends.

- Expanding monthly rides both in Bend and Portland for 2019

- Call to action – like the women’s pages on FB and share your friends.

3:20 – Membership director/PVC director report, Jen Featheringill

- Membership is down 6% (200 members) from 2017

- 1800 of OBRA membership is cat 5 – need to retain those members.

- CX – making an effort to use membership numbers instead of names.

- Upgrades switch from weekly to monthly upgrades in 2018.

- New upgrade spreadsheet to come – software

- Free one-day membership was sent out with everyone membership; Hard to track, but seems to be working and getting the word out and new membership.

- Need software to have the membership at the event.

PVC report

- Just added three new committee members; help with marketing.

- A decrease in AVC 2018 participation.

- Race days are up.

- Roller event at Velo Cult raised $1000 to send Juniors to T-town; will have another roller event this year again. Nationals in LA.

- Switching Wednesday development class to Tuesday; so Juniors can race both track and PIR.

- Possibly switching 6-day race into a 4-day event.

- Spectator night; free BBQ at the track was a success to increase crowd participation.

- Introduce a structured training session.

- Working on social media more.

- Thursday night is growing.

BOD working sessions: Jake Von Duering

- Thank you, Chuck, for moving mountains for OBRA.

- BOD has been meeting monthly to work on a task for OBRA.

- Development of five sub-committees

- Finance development – sponsorship, fundraising, grant writing

- Race and events development

- Membership – growing memberships

- Marketing / Website development

- Innovation – QR Codes for check-in, Chip timing sessions.

3:30 – Break

3:40– Rule Change/Discussion/Voting

R**ule Changes Proposed by Kevin Blair: vote: Amended rule pass, 17 in favor, see below**

OBRA rule 6.1

Riders who are more than halfway through an Mountain bike and/or a CX series may request a waiver of a mandatory upgrade for that series so that they may finish out the series under the conditions below:

- ~~The series is covered by a single permit and one race Director.~~

- The request is approved by the race series director and the ED ~~OBRA~~.

- The waiver is granted for a maximum of three event days.

- Such a waiver may only be used once per rider per category

Notes: This is actually USAC rule; help align with USAC. The waiver allows you to finish the series you are racing. Puts your upgrade on hold until you finish the series you are currently racing. Any event that is outside that event, you keep the same category number, but if you race outside that series, then you must race at the upgrade category.

- This upgrade would apply to all forms of racing.

- The problem of this is, do we have an individual race in two categories to finish the series of event that waiver was signed for?

- The biggest example would be if an individual races Cross Crusade than in the middle race CX champ; so does this individual keep the cat 3 status in event series, then race as a cat 2 at CX Champs.

- How many people will this effect?

- Can we make this a CX rule only? Specify that this is an Mt and CX from other Road, Track, Gravel series.

- USAC does Mt and CX separate.

- Define series – single promoter or promoter? What defines a series?

Amended Rule:

6.1 Riders who have been mandatorily upgraded more than halfway through a series may request an exemption allowing for the completion of that specific series under the conditions below. The mandatory upgrade is in effect for all other races.

- The request is approved by the race series director and the Executive Director.

- The waiver is granted for a maximum of three event days.

- Such a waiver may only be used once per rider per category

**Rule Changes Proposed by Steve Westerberg: vote: Failed**

Existing:  
 6.1 Upgrading and downgrading Upgrading and Downgrading guidelines for road and mountain  
 bike racing will be published by the Executive Director. Ability categories provided by other  
 organizations will be recognized by these guidelines.

Addition:  
 6.1.1 Riders who are more than one-third through a series may request a waiver of a  
 mandatory upgrade so that they may finish out the series under the conditions below:  
 The request is approved by the race series director and OBRA.  
 Such a waiver may only be used once per rider per category per year.

**Rule Changes Proposed by David Marchi: vote: Failed**

Mandatory upgrades should not be based on points accumulation in a series rather than a number of wins in that particular category.  I would say 3 wins would deem a mandatory upgrade.

Voluntary upgrades are capable once a particular point threshold is met.

Mandatory upgrades should not take place mid-series in each of the racing series. Figuring that each series on the OBRA calendar rarely stretch more than 2 months. Thrilla, blind date, trophy cup, Oregon crit, tt series, crusade, GP, etc.

**Rule Changes Proposed by Erik Hammerquist: Vote: Failed**

New rule: width of cyclocross courses must be a minimum of 3 meters wide in all places of the course. New rule proposal 2: cyclocross barriers or planks cannot be more than 40cm tall and can only be a set of 2. No stand-alone barriers or more than 2 in a row.

- Can the course be used if this does not meet the 3-meter rule?

- Does this only apply to stand-alone barriers?

- In favor of this rule is for safety; USAC also allows one plank barrier to slow people down.

**Rule Change Proposed by Steven Beardsley: Vote: Pass**

- This rule matches with UCI and USAC rules across the board for all age categories.

Update cyclocross racing age to match the rest of the world. After doing this for juniors in the 2018-2019 cyclocross season, we have figured out the best strategy for communication to reduce confusion with racing ages. This rule will be especially important as the national championships will be so close in 2019.

Current Rule:

6.5.1 Racing age

Racing age is defined as the age the rider will be on December 31 of the current year.

A Junior rider’s racing age in cyclocross is their age on December 31st of the year that the cyclocross season ends. The cyclocross season begins on September 1st of one year and ends on the last day of February of the following year.

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**Rule Changes Proposed by Jay Hamlin:**

**15.1.2 General rules Vote: Failed**

In road races allow dropped riders to ride together regardless of group. It’s hard enough when you are dropped, let fellow dropped riders work together and still have some fun and build a little camaraderie.

- Issue what about gender working together, if a WMN gets dropped, Men can help them get them back into a race. Not assisting someone to get back into the field and end up to-benefit someone and change the outcome of a race.

**15.1.3 Field passing Vote: Failed**

Allow dropped riders to ride at the back of a caravan when passed by a different pack. If a caravan passes then allow the dropped rider to ride at the back of the pack as long as they stay there and don’t interfere with the race. It is also far safer riding in the caravan. A good example was this year’s Cherry Pie Road Race where there were many aggressive drivers honking and buzzing single riders.

Possible of an unfair advantage of person integrated into the wrong field.

**15.1.1 Course design Vote: failed**

Require bicycle event signage prior to a road race. Post signs along the route prior to the event to raise awareness to the local residences of the upcoming event. Let them know the day and hours racers will be on the course. Kings Valley Road Race did a good job of this.

- This is a requirement for promoters to obtain permits to use the roads

- Promoters need to follow what the permit requires.

- Can this be inserted into a promoter’s guidelines for putting on a race instead of making it a rule?

- This could be yet another barrier for promoters to put on an event.

**6.6.3. Mixing of Classes Vote:**

Add 60+ age group podium when there is a 50+ age group podium. Have 60+ be scored separately from 50+. 60+ podium doesn’t need prizes, just the recognition and BAR points.

- A policy statement that goes along with diversity statement; maybe not a rule.

- Rule VS Policy???? Is the debate.

- Overall, this should be a policy, not a rule.

**4.1 Minimums and maximums Vote: Failed**

Give 60+ their own race when there are 10 or more 60+’ers signed up. As a group 60+’ers are always combined with 50+’ers and sometimes even 40+’ers. When we enter some of these fields we know we will be time trialing off the back at some point or if we do manage to hang on we will not be sprinting for a win. It would be nice if at least a few times a year we could actually truly race against our peers. Opportunities like this will help increase rider participation in the 60+ age group and this is a good thing. 60+ers are at a time of their life where they can dedicate time and money to their sport and are not looking for anything more than an opportunity to race. They are not looking for big prizes, just for a chance to go out and have some fun racing. Being combined with racers that are younger and stronger means knowing you will most likely be dropped at some point.

**Rule 4.1 Field limits Vote: Failed**

8. Race numbers

OBRA numbers colored by age to make identifying fellow competitors easier when racing in combined fields. Right now before a race, the starter will ask 60+’ers to raise their hand before the start. Hey, we are over 60. It’s hard enough to remember where we parked, let alone who raised their hand at the start of a race when a break is going up the road. If colored race numbers are deemed too costly then include colored ribbons with the yearly OBRA number to be used when age groups are combined.

- Is this an OBRA mandate or is it up to the promoter?

- Promoters are limited in field sizes with it comes to road races – each promoter needs to be able to adjust sizes to how much help they have at events.

- Chuck will determine if the OBRA numbers can be the effect.

- Chuck will also work with promoters to see if they will give out ribbons as a policy.

4:25 – Board Candidates presentation/Election

- Steve Beardsley – Elected.

- Saul Lopez – Elected.

4:35 – Open Discussion

5:00 – Adjourn