Meeting Agenda

Flat Track Commission

2023 Discussion Spring Meeting
Tuesday May 2, 2023
MS Teams Call
Meeting Agenda

1. Opening of Meeting
   a. Comments by the AMA Representative
   b. Comments by the Commission Chair
   c. Attendance

<table>
<thead>
<tr>
<th>NAME</th>
<th>Present</th>
<th>Absent With Notice</th>
<th>Absent without Notice</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michael Bender</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steve Bromley</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kevin Clark</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chris DaRonco</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kelly Inman</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dan Knecht</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kevin Lambert</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ralph Lee</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Timothy McAdams</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bill Milburn</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Megan O’Connell</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adam Schmidt</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wayne Sody</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bert Sumner</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dan Vrana</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Craig Wise</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ken Saillant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mike Burkeen</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allie Reasoner</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. Introductions of Members
3. Nominations for Commission Chair
4. Vote for Commission Chair
5. New Discussion Items
6. Decide to Vote on Proposals or Schedule Next Meeting to Vote on Proposals
7. Closing Of Meeting.
Editor’s Note: Several proposals herein are linked under a common prefix (e.g. 202305-02a, 202305-02b, 202305-02c, and 202305-02d). Past history has shown that one huge proposal will lead to paralysis by over-analysis, so I have decided to break the larger ones down into smaller bits, each one changing one sentence at a time, in the hopes that the Commission and the Board can digest, debate, and decide on them all in a more efficient manner. When the time comes to edit the 2024 AMA rulebook, I will work with Allie to ensure that the accepted proposals are edited properly, and the rejected proposals are omitted properly.
Current:

It is highly recommended that chest and back protection be worn by all competitors. It is required for all competitors in Youth Classes to wear chest and back protection. The protector may be worn under or over the jersey, and it should cover the sternum anterior ribs, posterior ribs, and spine from T1 to T 12. **For road racing** a back protector must be worn under their leathers unless integrated into the design of the leathers.

Proposed: (Proposed changes in **bold**)

It is highly recommended that chest and back protection be worn by all competitors. It is required for all competitors in Youth Classes to wear chest and back protection. The protector may be worn under or over the jersey, and it should cover the sternum anterior ribs, posterior ribs, and spine from T1 to T 12. **When padded leathers are worn**, a back protector must be worn under their leathers unless integrated into the design of the leathers. **Inflatable vests are acceptable.**

Reason

To clarify that, per AMA Racing, on Feb 14, 2023, padded leathers and inflatable vests satisfy this requirement.

Also to allow any discipline where leathers are worn (Flat Track, Speedway, Supermoto, Land Speed Racing, Drag Racing, etc.) to benefit from the leathers exemption currently only afforded to road Racing.

Submission

Bert Sumner. This proposal is connected to 202305-01b.

Discussion

**MOTIONS**

Made: _______  Second: _______

**VOTE**

For: _______  Against: _______  Abstain: _______

**DECISION**

Yes: _______  No: _______  Amended: _______  Tabled: _______
American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item

FT-202305-01b: Section 3.2.D.5 Page 156: Chest & Back Protection (Minors)

Current:

It is highly recommended that chest and back protection be worn by all competitors. It is required for all competitors in Youth Classes to wear chest and back protection. The protector may be worn under or over the jersey, and it should cover the sternum anterior ribs, posterior ribs, and spine from T1 to T12. For road racing a back protector must be worn under their leathers unless integrated into the design of the leathers.

Proposed: (Proposed changes in bold)

It is highly recommended that chest and back protection be worn by all competitors. It is required for all minor competitors to wear chest and back protection. The protector may be worn under or over the jersey, and it should cover the sternum anterior ribs, posterior ribs, and spine from T1 to T12. For road racing a back protector must be worn under their leathers unless integrated into the design of the leathers.

Reason

To propose that the rule be applied to all MINOR participants, not only YOUTH participants. The way the current rule is written, a 12-year-old riding a 250cc machine is exempt from the requirement, but a 15-year-old riding an 85cc is not, even though a 250cc is a faster and heavier machine, and as such presents a higher safety risk.

Submission

Bert Sumner  This proposal is connected to 202305-01a.

Discussion

MOTIONS

Made: ______  Second: ______

VOTE

For: ______  Against: ______  Abstain: ______

DECISION

Yes: ______  No: ______  Amended: ______  Tabled: ______
American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item

FT-202305-02a: Section 3.3.G.1. Page 161: Claiming (Price % of MSRP)

Current:

For all other track racing principles, the claiming price shall be 30 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle.

Proposed: (Proposed changes in bold)

For all other racing disciplines, the claiming price shall be 50 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelley Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle.

Reason

To replace the word “principles” with “disciplines”.

To harmonize with the 2023 changes to the MX claiming rule, which raised the claiming price from 30% to 50% over MSRP.

Submission

Bill Milburn. This proposal is connected to 202305-02b, 202305-02c, and 202305-02d.

Discussion

MOTIONS
Made: ________ Second: ________

VOTE
For: ________ Against: ________ Abstain: ________

DECISION
Yes: ________ No: ________ Amended: ________ Tabled: ________
Current:

For all other track racing principles, the claiming price shall be 30 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle.

Proposed: (Proposed changes in bold)

For all other racing principles, the claiming price shall be 30 percent over suggested list price using the JD Power website and include the complete motorcycle or minicycle.

Reason

To simplify how the claiming cost is determined. By allowing multiple sources to determine the price, the claimant will surely demand the lowest price they can find, while the owner will demand the highest price they can find, from among the various sources. By citing a single source, there can be no argument about which price is to be used.

Also, the JD Power web site (www.jdpower.com/motorcycles/motorcycles) is significantly easier to use (particularly with a cell phone at a race track) to obtain a price than any of the others.

Submission

Bill Milburn. This proposal is connected to 202305-02a, 202305-02c, and 202305-02d.

Discussion

MOTIONS Made: _______ Second: _______

VOTE For: _______ Against: _______ Abstain: _______

DECISION Yes: _______ No: _______ Amended: _______ Tabled: _______
American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item

FT-202305-02c: Section 3.3.G.1. Page 161: Claiming (Price Schedule)

**Current:**

Claiming prices for Flat Track, Short Track, and TT are established in the following schedule:

<table>
<thead>
<tr>
<th>Engine Size</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-250cc</td>
<td>$6,000.00</td>
</tr>
<tr>
<td>251-504cc</td>
<td>$12,000.00</td>
</tr>
<tr>
<td>505cc-up (single)</td>
<td>$12,000.00</td>
</tr>
<tr>
<td><strong>750cc Multi-Cylinder</strong></td>
<td>$25,000.00</td>
</tr>
</tbody>
</table>

**Proposed:** (Proposed changes in bold)

Claiming prices for Flat Track, Short Track, and TT are established in the following schedule:

<table>
<thead>
<tr>
<th>Engine Size</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-250cc</td>
<td>$6,000.00</td>
</tr>
<tr>
<td>251-504cc</td>
<td>$12,000.00</td>
</tr>
<tr>
<td>505cc-up (single)</td>
<td>$12,000.00</td>
</tr>
<tr>
<td><strong>505cc-up (multi)</strong></td>
<td>$25,000.00</td>
</tr>
</tbody>
</table>

**Reason**

To address the 505cc-749cc multi-cylinder gap in the current schedule.

**Submission**

Bill Milburn. This proposal is connected to 202305-02a, 202305-02b, and 202305-02d.

**Discussion**

<table>
<thead>
<tr>
<th>MOTIONS</th>
<th>Made: _______ Second: _______</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOTE</td>
<td>For: _______ Against: _______ Abstain: _______</td>
</tr>
<tr>
<td>DECISION</td>
<td>Yes: _______ No: _______ Amended: _______ Tabled: _______</td>
</tr>
</tbody>
</table>
Current:

1. All sanctioned Flat Track, Short Track, TT, Hillclimb, Road Race, and youth meets are claiming meets. In Flat Track, Short Track, and TT claims will be for the engine, including electronics, carburetion, and exhaust only. Vintage and ATV class equipment will be excluded from the claiming rule. For all other track racing principles, the claiming price shall be 30 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle. Claiming prices for Flat Track, Short Track, and TT are established in the following schedule:

<table>
<thead>
<tr>
<th>Engine size</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-250cc</td>
<td>$6,000.00</td>
</tr>
<tr>
<td>251-500cc</td>
<td>$12,000.00</td>
</tr>
<tr>
<td>505-Up (single)</td>
<td>$12,000.00</td>
</tr>
<tr>
<td>750cc Multi-cylinder</td>
<td>$25,000.00</td>
</tr>
</tbody>
</table>

Proposed: (Proposed changes in bold)

1. All sanctioned Flat Track, Short Track, TT, Hillclimb, Road Race, and youth meets are claiming meets. Vintage and ATV class equipment will be excluded from the claiming rule.

A. In Hillclimb, Road Race, and youth meets, the claiming price shall be 30 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle.

B. In Flat Track, Short Track, and TT meets, claims will be for the engine, including electronics, carburetion, and exhaust only. Claiming prices for Flat Track, Short Track, and TT are established in the following schedule:

<table>
<thead>
<tr>
<th>Engine size</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-250cc</td>
<td>$6,000.00</td>
</tr>
<tr>
<td>251-500cc</td>
<td>$12,000.00</td>
</tr>
<tr>
<td>505-Up (single)</td>
<td>$12,000.00</td>
</tr>
<tr>
<td>750cc Multi-cylinder</td>
<td>$25,000.00</td>
</tr>
</tbody>
</table>

Reason

Editorial change: To clarify how the Hillclimb, Road Race, and youth claiming differs from Flat Track, Short Track, and TT claiming.

Submission

Bill Milburn. This proposal is connected to 202305-02a, 202305-02b, and 202305-02c.

Discussion

<table>
<thead>
<tr>
<th>MOTIONS</th>
<th>Made: _____</th>
<th>Second: _____</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOTE</td>
<td>For: _____</td>
<td>Against: ____</td>
</tr>
<tr>
<td>DECISION</td>
<td>Yes: ______</td>
<td>No: ________</td>
</tr>
</tbody>
</table>
FT-202305-03a: Section 3.3.G.2. Page 161: Claiming (Minor claims)

Current:

Any rider (claimant) may enter a claim for a motorcycle (or minicycle) ridden in an event in which the claimant has competed. A claim must be entered with the referee after the meet has been completed, but no later than 30 minutes afterward. The referee then notifies the owner of the claimed motorcycle and may take possession of it.

Proposed: (Proposed changes in bold)

Any rider (claimant) over the age of 18 or represented by a parent or legal guardian may enter a claim for a motorcycle (or minicycle) ridden in an event in which the claimant has competed. A claim must be entered with the referee after the meet has been completed, but no later than 30 minutes afterward. The referee then notifies the owner of the claimed motorcycle and may take possession of it.

Reason

To harmonize with the 2023 changes to the MX claiming rule.

Submission

Bill Milburn. This proposal is connected to 202305-03b, 20230503c, and 202305-03d.

Discussion

| MOTIONS | Made: ______  Second: ______ |
| VOTE    | For: ______  Against: ______  Abstain: ______ |
| DECISION| Yes: ______  No: ______  Amended: ______  Tabled: ______ |
Current:

Any rider (claimant) may enter a claim for a motorcycle (or minicycle) ridden in an event in which the claimant has competed. A claim must be entered with the referee after the meet has been completed, but no later than 30 minutes afterward. The referee then notifies the owner of the claimed motorcycle and may take possession of it.

Proposed: (Proposed changes in bold)

Any rider (claimant) may enter a claim for a motorcycle, supermini or minicycle ridden in an event in which the claimant has competed. A claim must be entered with the referee after the meet has been completed, but no later than 30 minutes afterward. The referee then notifies the owner of the claimed motorcycle and may take possession of it.

Reason

To harmonize with the 2023 changes to the MX claiming rule.

Submission

Bill Milburn. This proposal is connected to 202305-03a, 202305-03c, and 202305-03d.

Discussion

<table>
<thead>
<tr>
<th>MOTIONS</th>
<th>Made:</th>
<th>Second:</th>
<th>VOTE</th>
<th>For:</th>
<th>Against:</th>
<th>Abstain:</th>
<th>DECISION</th>
<th>Yes:</th>
<th>No:</th>
<th>Amended:</th>
<th>Tabled:</th>
</tr>
</thead>
</table>

11
American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item
FT-202305-03c: Section 3.3.G.2. Page 161: Claiming (Time)

Current:

Any rider (claimant) may enter a claim for a motorcycle (or minicycle) ridden in an event in which the claimant has competed. A claim must be entered with the referee after the meet has been completed, but no later than 30 minutes afterward. The referee then notifies the owner of the claimed motorcycle and may take possession of it.

Proposed: (Proposed changes in **bold**)

Any rider (claimant) may enter a claim for a motorcycle (or minicycle) ridden in an event in which the claimant has competed. A claimant may enter a claim with the referee any time during the meet but no later than 30 minutes after the race results of the event in which the claimant has competed are posted. There will be no additional time added to this process in the event of a claim. The referee then notifies the owner of the claimed motorcycle and may take possession of it.

**Reason**

To harmonize with the 2023 changes to the MX claiming rule.

**Submission**

Bill Milburn. This proposal is connected to 202305-03a, 20230523-03b, and 202305-03d.

**Discussion**

<table>
<thead>
<tr>
<th>MOTIONS</th>
<th>Made: _______</th>
<th>Second: _______</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOTE</td>
<td>For: _______</td>
<td>Against: _______</td>
</tr>
<tr>
<td>DECISION</td>
<td>Yes: _______</td>
<td>No: _______</td>
</tr>
</tbody>
</table>
Current:

Any rider (claimant) may enter a claim for a motorcycle (or minicycle) ridden in an event in which the claimant has competed. A claim must be entered with the referee after the meet has been completed, but no later than 30 minutes afterward. The referee then notifies the owner of the claimed motorcycle and may take possession of it.

Proposed: (Proposed changes in **bold**)

Any rider (claimant) may enter a claim for a motorcycle (or minicycle) ridden in an event in which the claimant has competed. The referee then notifies the owner of the claimed motorcycle and may take possession of it. **Claimant shall remain anonymous, and claims will be irrevocable upon receipt of the claiming fee.**

**Reason**

To harmonize with the 2023 changes to the MX claiming rule.

**Submission**

Bill Milburn. This proposal is connected to 202305-03a, 202305-03b, and 202305-03c.

**Discussion**

| MOTIONS | Made: ______ | Second: ______ |
| VOTE    | For: ______  | Against: ______ | Abstain: ______ |
| DECISION| Yes: ______  | No: ______     | Amended: ______ | Tabled: ______ |
American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item

FT-202305-04a: Section 3.3.G.3 Page 162: Claiming (Payment Methods)

Current:

A claim must be accompanied by cash, **certified check or bank draft**. The owner of the claimed machine must immediately deliver it intact, along with a clear title or bill of sale.

Proposed: (Proposed changes in **bold**)

A claim must be accompanied by **cash or cashier’s check**. The owner of the claimed machine must immediately deliver it intact, along with a clear title.

Reason

Eliminate certified check from acceptable payment. Certified Checks do not guarantee that the funds will be available when the check is cashed; only when the check is created. Cashier’s checks are guaranteed by a financial institution; certified checks are not.

Eliminate bank drafts as acceptable payment. www.secureplatformfunding.com reports that 95% of all bank drafts are fraudulent.

Submission

Bill Milburn. This proposal is connected to 202305-04b and 202305-04c.

Discussion

| MOTIONS | Made: _______ | Second: _______ |
| VOTE    | For: _______   | Against: _______ | Abstain: _______ |
| DECISION| Yes: _______   | No: _______      | Amended: _______ | Tabled: _______ |
Current:

A claim must be accompanied by cash, certified check or bank draft. The owner of the claimed machine must immediately deliver it intact, along with a clear title or bill of sale.

Proposed: (Proposed changes in **bold**)

A claim must be accompanied by cash, certified check or bank draft. The owner of the claimed machine must immediately deliver it intact, along with a clear title with attached lien release, bill of sale, or manufacturer’s certificate of origin (MCO).

Reason

Add “attached lien release” or MCO.

Submission

Bill Milburn. This proposal is connected to 202305-04a and 202305-04b.

Discussion

<table>
<thead>
<tr>
<th>MOTIONS Made: _______</th>
<th>Second: _______</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOTE</td>
<td>For: _______</td>
</tr>
<tr>
<td></td>
<td>Yes: _______</td>
</tr>
<tr>
<td>DECISION</td>
<td></td>
</tr>
</tbody>
</table>
Current:

3. The owner of the claimed machine must immediately deliver it intact, along with a clear title or bill of sale.

Proposed: (Proposed changes in **bold**)

3. The owner of the claimed machine must immediately deliver it intact, along with a clear title or bill of sale.

A. In the event the claimed motorcycle is the qualified motorcycle in future events of the meet, said motorcycle will be immediately impounded by meet officials. All maintenance will be supervised by meet officials and the claimed motorcycle will remain in the custody of meet officials.

Reason

To harmonize with the 2023 changes to the MX claiming rule.

Submission

Bill Milburn. This proposal is connected to 202305-04a and 202305-04b.

Discussion

| MOTIONS | Made: _______ | Second: _______ |
| VOTE    | For: _______  | Against: _______ | Abstain: _______ |
| DECISION| Yes: _______  | No: _______     | Amended: _______ | Tabled: _______ |
Current:

(new)

Proposed: (Proposed changes in **bold**)

7. Any rider deemed by the AMA to be complicit in circumventing the claiming rule (i.e. placing a claim with the intent of returning the motorcycle to the original owner), will be subject to a 1-year suspension of competition privileges.

**Reason**

To harmonize with the 2023 changes to the MX claiming rule.

**Submission**

Bill Milburn

**Discussion**

<table>
<thead>
<tr>
<th>MOTIONS</th>
<th>Made:</th>
<th>Second:</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOTE</td>
<td>For:</td>
<td>Against:</td>
</tr>
<tr>
<td></td>
<td>_____</td>
<td>_______</td>
</tr>
<tr>
<td>DECISION</td>
<td>Yes:</td>
<td>No:</td>
</tr>
<tr>
<td></td>
<td>_____</td>
<td>_______</td>
</tr>
</tbody>
</table>
American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item

FT-202305-06a: Section 3.5.A.4.c. Page 177: AMA Nationals (One Year Ban)

Current

3.5.A.4.c. Any racer holding an American Flat Track professional racing license must wait one full year after their professional license expires to be eligible for Amateur National competition, district points, or year-end district awards.

Proposed (Proposed changes in bold)

3.5.A.4.c. Any racer holding an American Flat Track professional racing license must wait one full year after their professional license expires to be eligible for Amateur National competition. district points, or year-end district awards.

Reason

I believe that districts should decide whether to award district points or year-end awards to pro license holders, or to make them wait one full year. I don’t believe that it makes sense to ban riders from district awards for two full seasons just for attempting to race a few AFT events.

I agree with retaining the one-year ban from Amateur Nationals competition.

Submission

Bert Sumner. This proposal is connected to 202305-06b and 202305-06c.

Discussion

MOTIONS
Made: _______ Second: _______
VOTE
For: _______ Against: _______ Abstain: _______
DECISION
Yes: _______ No: _______ Amended: _______ Tabled: _______
American Motorcyclist Association  
Proposal for Rulebook Revision  
Flat Track Commission Proposal Item

FT-202305-06b: Section 3.5.A.4.c. Page 177: AMA Nationals (AMA Grands)

**Current**

3.5.A.4.c. Any racer holding an American Flat Track professional racing license must wait one full year after their professional license expires to be eligible for **Amateur National** competition, district points, or year-end district awards.

**Proposed** (Proposed changes in **bold**)

3.5.A.4.c. Any racer holding an American Flat Track professional racing license must wait one full year after their professional license expires to be eligible for **AMA Grand Championship** competition, district points, or year-end district awards.

**Reason**

To use the current terminology.

**Submission**

Bert Sumner. This proposal is connected to 202305-06a and 202305-06c.

**Discussion**

<table>
<thead>
<tr>
<th>MOTIONS</th>
<th>Made: _______</th>
<th>Second: _______</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOTE</td>
<td>For: _______</td>
<td>Against: _______</td>
</tr>
<tr>
<td>DECISION</td>
<td>Yes: _______</td>
<td>No: _______</td>
</tr>
</tbody>
</table>
American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item
FT-202305-06c: Section 3.5.A.4.c. Page 177: AMA Nationals (AMA Pro Racers)

Current

3.5.A.4.c. Any racer holding an American Flat Track professional racing license must wait one full year after their professional license expires to be eligible for Amateur National competition, district points, or year-end district awards.

Proposed (Proposed changes in bold)

3.5.A.6. Any racer holding a professional racing license from any AMA Pro Racing entity must wait one full year after the expiration of all professional licenses to be eligible for Amateur National competition, district points, or year-end district awards.

Reason

To clarify the unwritten rule that all professional racers – not just American Flat Track racers – are subject to these restrictions.

Since this rule applies to all pro licensed riders, it does not belong under 3.5.A.4 (“American Flat Track Racers”), but rather should be under located under 3.5.A. (General).

Submission

Bert Sumner. This proposal was originally submitted to the Board by the Flat Track Commission as FT-0822-02. This proposal is connected to 202305-06a and 202305-06b.

Discussion

MOTIONS Made: _______ Second: _______
VOTE For: _______ Against: _______ Abstain: _______
DECISION Yes: _______ No: _______ Amended: _______ Tabled: _______
Current

a. "OEM*" indicates that parts and accessories from different production years are allowed, provided that they are for the same make and model as the original.

Proposed (Proposed changes in bold)

a. “OEM*” indicates that parts and accessories from different production years are allowed, provided that they are for the same make, model, and era as the original, and are of the same design and same material as the original parts and accessories.

Reason

To clarify that replacing original parts with improved designs and or improved materials is not allowed. One example is replacing cast iron cylinders with aluminum cylinders.

Submission

Bill Milburn. This proposal was originally submitted to the Board by the Flat Track Commission as FT-0221-14 on Feb 24, 2021.

Discussion

|
| MOTIONS | Made: ______ | Second: ______ |
| VOTE | For: ______ | Against: ______ | Abstain: ______ |
| DECISION | Yes: ______ | No: ______ | Amended: ______ | Tabled: ______ |
American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item

FT-202305-08: Section 3.10.C. Page 240: Vintage Eligibility

Current

C. The year in which an engine was approved for AMA professional Class C competition determines the earliest era in which that motorcycle may complete in the AMA Vintage National Championship series. However, the most recent technology on the motorcycle – as listed within the class-specific rules on the following pages – determines the appropriate era in which that motorcycle may compete in the AMA Vintage National Championship series. Some examples follow:

Proposed (Proposed changes in bold)

C. Except for the 1920s Vintage Class A class, only engines that were approved for AMA Class C competition are eligible to compete in the AMA Vintage National Championship series. The year in which an engine was approved for AMA professional Class C competition determines the earliest era in which that machine may complete in the AMA Vintage National Championship series. However, the most recent technology on the machine – as listed within the class-specific rules on the following pages – determines the appropriate era in which that machine may compete in the AMA Vintage National Championship series. Refer to the Vintage Bore & Stroke document on the AMA Racing web page which lists every engine that was approved for AMA Class C Competition 1948-1989. Some examples follow:

Reason

To clarify that only engines that were approved by the AMA for Class C competition are eligible in the Class C Vintage National Championship events.

The AMA Racing web site – under Vintage National Dirt Track Series – includes this document which lists every engine, the year it was approved, its configuration, and approved bore and stroke.


Submission

Bill Milburn. This proposal was originally submitted to the Board by the Flat Track Commission as FT-0221-15 on Feb 24, 2021.

Discussion

MOTIONS Made: _______ Second: _______
VOTE For: _______ Against: _______ Abstain: _______
DECISION Yes: _______ No: _______ Amended: _______ Tabled: _______
American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item


### Current

**Page 246: 1940s Vintage 750cc:**
Engine, cases: OEM*, 1933-1951 era, same make and model as original.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed. Must be 1933-1951 era, same make and model as original.

Engine, head: OEM*, 1933-1951 era, same make and model as original.

Engine, transmission: OEM*, four speed maximum. Hand-shift to foot-shift conversions, military or otherwise, are not permitted. If original model was hand-shift/foot-clutch, bike must be configured the same.

Frame: OEM*, 1933-1951 era, same make and model as original. No alterations are permitted. 1951 Matchless/AJS may use the 1951 Matchless/AJS swing-arm frame.

**Page 247-248: 1960s Vintage 250cc:**
Engine, cases: OEM*.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, five speed maximum.

Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

**Page 249: 1960s Vintage 750cc:**
Engine, cases: OEM*.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, four speed maximum.

Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

**Page 251: 1970s Vintage 250cc:**
Engine, cases: OEM*.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.
Page 252: 1970s Vintage 360cc:
Engine, cases: OEM*.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, five speed maximum.

Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Page 253: 1970s Vintage 750cc:
Engine, cases: OEM*.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, five speed maximum.

Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Page 255: 1980s Vintage 250cc:
Engine, cases: OEM*.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

Frame: OEM* or aftermarket twin shock period frame, Roberts Mono Shock Yamaha 250/360 or Panther-Bolger H-D MX250 linkage frames are allowed.

Page 256: 1980s Vintage 500cc:
Engine, cases: OEM*.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

Frame: OEM* or aftermarket twin shock period frame, C&J Honda RS500/600 horizontal shock on top of motor frames are allowed.

Page 257: 1980s Vintage 750cc:
Engine, cases: OEM*.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.
Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

Frame: OEM* or aftermarket twin shock period frame, Roberts Mono Shock Yamaha XS650/750, C&J/Gary Scott vertical side shock H-D XR750, Honda RS750 factory dirt track linkage frame or Panther-Bolger H-D XR750 linkage frames are allowed.

Page 259: 1990s Vintage 505cc:

Engine, cases: OEM*.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

Frame: Any 2006 or earlier, twin shock, single shock, or linkage frame. OEM* frames are allowed.

Page 260: 1990s Vintage 1000cc:

Engine, cases: OEM*.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*.

Frame: Any 2006 or earlier, twin shock, single shock, or linkage frame. OEM* frames are allowed.

Proposed (Proposed changes in bold)

Page 246: 1940s Vintage 750cc:

Engine, cases: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Four speed maximum. Hand-shift to foot-shift conversions, military or otherwise, are not permitted. If original model was hand-shift/foot-clutch, bike must be configured the same.

Frame: OEM*, 1933-1951 era, same make and model as the engine. No alterations are permitted. 1951 Matchless/AJS may use the 1951 Matchless/AJS swing-arm frame.

Page 247-248: 1960s Vintage 250cc:

Engine, cases: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five speed maximum.
Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Page 249: 1960s Vintage 750cc:
Engine, cases: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Four speed maximum.

Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Page 251: 1970s Vintage 250cc:
Engine, cases: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Six speed maximum.

Frame: OEM* twin shock the same make and model as the engine, aftermarket twin shock, and aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Page 252: 1970s Vintage 360cc:
Engine, cases: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five speed maximum.

Frame: OEM* twin shock the same make and model as the engine, aftermarket twin shock, and aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Page 253: 1970s Vintage 750cc:
Engine, cases: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five speed maximum.

Frame: OEM* twin shock the same make and model as the engine, aftermarket twin shock, and aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.
Page 255: 1980s Vintage 250cc:
Engine, cases: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five speed maximum.

Frame: OEM* twin shock the same make and model as the engine or aftermarket twin shock period frame, Roberts Mono Shock Yamaha 250/360 or Panther-Bolger H-D MX250 linkage frames are allowed.

Page 256: 1980s Vintage 500cc:
Engine, cases: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five speed maximum.

Frame: OEM* twin shock the same make and model as the engine or aftermarket twin shock period frame, C&J Honda RS500/600 horizontal shock on top of motor frames are allowed.

Page 257: 1980s Vintage 750cc:
Engine, cases: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five speed maximum.

Frame: OEM* twin shock the same make and model as the engine or aftermarket twin shock period frame, Roberts Mono Shock Yamaha XS650/750, C&J/Gary Scott vertical side shock H-D XR750, Honda RS750 factory dirt track linkage frame or Panther-Bolger H-D XR750 linkage frames are allowed.

Page 259: 1990s Vintage 505cc:
Engine, cases: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Six speed maximum.

Frame: 2006 or earlier frame. OEM* frame the same make and model as the engine. Aftermarket frame twin shock, single shock, or linkage are allowed.

Page 260: 1990s Vintage 1000cc:
Engine, cases: OEM* same make and model as original.
Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine.

Frame: 2006 or earlier frame. OEM* frame the same make and model as the engine. Aftermarket frame twin shock, single shock, or linkage are allowed.

**Reason**

The current wording implies that the cases, cylinder, head, and transmissions on the engines do not need to be original, which is not the true intention.

**Submission**

Bill Milburn. These proposals were approved by the Flat Track Commission on February 24, 2021.

**Discussion**

<table>
<thead>
<tr>
<th>MOTIONS</th>
<th>Made:</th>
<th>Second:</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOTE</td>
<td>For:</td>
<td>Against:</td>
</tr>
<tr>
<td>DECISION</td>
<td>Yes:</td>
<td>No:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>