



Meeting Agenda

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## **Flat Track Commission**

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2023 Spring Meeting – Discussion - Minutes

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

<b>NAME</b>	<b>Present</b>	<b>Absent With Notice</b>	<b>Absent without Notice</b>
Michael Bender	X		
Steve Bromley	X		
Kevin Clark	X		
Chris DaRonco	X		
Kelly Inman	X		
Dan Knecht	X		
Kevin Lambert		X	
Ralph Lee	X		
Tim McAdams	X		
Bill Milburn	X		
Megan O'Connell	X		
Adam Schmidt			X
Wayne Sody	X		
Bert Sumner	X		
Dan Vrana			X
Craig Wise	X		
Ken Saillant	X		
Mike Burkeen		X	
Allie Reasoner	X		

### **2. Introductions of New Members**

- a. Kevin Clark. Want to focus on definitions. Tighten up the language. From New England.
- b. Dan Knecht. Been an MX Commissioner for many years, so I am familiar with the Commission process. D11.
- c. Ralph Lee. D36. I have 57 years of racing experience. Retired military. Been on D36 Board of Directors since 1990.
- d. Tim McAdams. New to FT. Worked with Ken @ DuQuoin last year. I am normally race director for SX.
- e. Megan O'Connell. Also from New England, along with Kevin Clark. I am involved with timing & scoring with Vintage Nationals.

**3. Nominations for Commission Chair**

- a. Bill Milburn nominates Bert. Mike Bender seconds.
- b. No other nominees.

**4. Vote for Commission Chair.**

- a. No vote taken.

**5. Discuss Proposals**

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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.

For each proposal, focus only on the highlighted text.

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.



**American Motorcyclist Association  
Proposal for Rulebook Revision  
Flat Track Commission Proposal Item**

**FT-202305-01a: Section 3.2.D.5 Page 156: Chest & Back Protection (Leathers)**

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**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.

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**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.**

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**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.

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**Submission**

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

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**Discussion**

Ralph. Is a back protector needed with leathers? Mine don't have any.

Bill Milburn: Is "padded" necessary?

Bert Sumner: "Padded" came from AMA racing.

Bert Sumner: Most of our discussion has been about back protectors. This proposal doesn't try to modify the back protector requirement as I do not know what the medical commission's motivation was for writing it that way. This proposal is an attempt to change only the highlighted areas, to allow all disciplines which wear leathers the same exemption which has only been offered to road racing, and to allow inflatable vests, as clarified by AMA Racing earlier this year.

Mike Bender: Is there any road racing sanctioning body which doesn't require a back protector?

Ken Saillant: No.

Mike Bender. Then this rule doesn't need to provide any exemption for road racing.

Bert Sumner: That may be so. But the current rule doesn't allow any leathers exemption for flat track, speedway, land speed racing, etc.

Mike Bender: My understanding is that chest protectors are now required to avoid a puncture injury. Leathers and air vests don't address puncture injuries.

Bert Sumner: I do not know what the medical commission's motivation was. AMA racing approved leathers and air vests.

Bill Milburn: Why do they want back protectors UNDER the leathers?

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Ken Saillant: We should send this to medical commission for comment.  
Wayne: We did not propose this language. I agree that we need more input.  
Mike Bender: this was a very hot topic at the D17 meetings. There is a lot of confusion about what is acceptable and what it not.

**Conclusion: need more input from the medical commission to assist.**

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<b>MOTIONS</b>	Made: _____	Second: _____			
<b>VOTE</b>	For: _____	Against: _____	Abstain: _____		
<b>DECISION</b>	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 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 **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 T 12. 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**

Bert Sumner: Upon reflection, I have concluded that enforcing this change would be very problematic for the event staff. By making it class-specific, the staff merely needs to ensure that all competitors in a class are so-equipped. If we make it age-dependent, then event staff must assess each competitor in each event individually.

Mike Bender: agreed.

Bert Sumner: I will table this.

**MOTIONS  
 VOTE  
 DECISION**

Made: _____	Second: _____		
For: _____	Against: _____	Abstain: _____	
Yes: _____	No: _____	Amended: _____	Tabled: <u>  X  </u>



**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**

No comments. No objections.

**MOTIONS  
 VOTE  
 DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Amended: \_\_\_\_\_  
 Yes: \_\_\_\_\_ No: \_\_\_\_\_ Tabled: \_\_\_\_\_





**American Motorcyclist Association  
Proposal for Rulebook Revision  
Flat Track Commission Proposal Item**

**FT-202305-02b: Section 3.3.G.1. Page 161: Claiming (Price Source)**

**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 web site** 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](http://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**

Ralph Lee: The previous proposal changed the 30% to 50%, but this one still shows 30%.

Bert Sumner: This proposal isn't changing the percentage; the previous proposal changed that. This proposal only addresses the source for the pricing. I will merge all the approved proposals together into one after they are approved.

Ralph Lee: It's confusing.

Bert Sumner: I recognize that, but there is a method to my madness. Just focus on the highlighted sections of each proposal.

**MOTIONS  
VOTE  
DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_  
For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_  
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:

Engine Size	Price
0-250cc	\$6,000.00
251-504cc	\$12,000.00
505cc-up (single)	\$12,000.00
<b>750cc Multi-Cylinder</b>	\$25,000.00

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

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

Engine Size	Price
0-250cc	\$6,000.00
251-504cc	\$12,000.00
505cc-up (single)	\$12,000.00
<b>505cc-up (multi)</b>	\$25,000.00

**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**

Mike Bender: Does this affect all disciplines, or just Flat Track?

Bill Milburn: Just Flat Track, Short Track, and TT. The next proposal clarifies the disciplines more.

**MOTIONS  
 VOTE  
 DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 Yes: \_\_\_\_\_ No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_



**American Motorcyclist Association  
Proposal for Rulebook Revision  
Flat Track Commission Proposal Item**

**FT-202305-02d: Section 3.3.G.1. Page 161: Claiming (Organization)**

**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:

Engine size	Price
0-250cc	<b>\$6,000.00</b>
251-504cc	<b>\$12,000.00</b>
505-Up (single)	<b>\$12,000.00</b>
750cc Multi-cylinder	<b>\$25,000.00</b>

**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:

Engine size	Price
0-250cc	<b>\$6,000.00</b>
251-504cc	<b>\$12,000.00</b>
505-Up (single)	<b>\$12,000.00</b>
750cc Multi-cylinder	<b>\$25,000.00</b>

**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**

Mike Bender: This is a much needed clarification.

Ralph Lee: I agree.

Bert Sumner: Note that Amateur flat track uses the schedule; youth flat track uses the MSRP.

<b>MOTIONS</b>	Made: _____	Second: _____	Abstain: _____	Tabled: _____
<b>VOTE</b>	For: _____	Against: _____	Amended: _____	
<b>DECISION</b>	Yes: _____	No: _____		



**American Motorcyclist Association**  
**Proposal for Rulebook Revision**  
**Flat Track Commission Proposal Item**

**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**

No comments. No objections.

<b>MOTIONS</b>	Made: _____	Second: _____			
<b>VOTE</b>	For: _____	Against: _____	Abstain: _____		
<b>DECISION</b>	Yes: _____	No: _____	Amended: _____	Tabled: _____	



**American Motorcyclist Association  
Proposal for Rulebook Revision  
Flat Track Commission Proposal Item**

**FT-202305-03b: Section 3.3.G.2. Page 161: Claiming (Supermini)**

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**

No comments. No objections.

<b>MOTIONS</b>	Made: _____	Second: _____		
<b>VOTE</b>	For: _____	Against: _____	Abstain: _____	
<b>DECISION</b>	Yes: _____	No: _____	Amended: _____	Tabled: _____



**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**

Megan O’Connell: What prevents someone from loading up and leaving before the 30 minutes are up?

Bill Milburn: There is another proposal coming up with addresses that. (See 202305-05).

**MOTIONS  
 VOTE  
 DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 Yes: \_\_\_\_\_ No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_



**American Motorcyclist Association  
 Proposal for Rulebook Revision  
 Flat Track Commission Proposal Item**

**FT-202305-03d: Section 3.3.G.2. Page 161: Claiming (Anonymity)**

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**

No comments. No objections.

<b>MOTIONS</b>	Made: _____	Second: _____		
<b>VOTE</b>	For: _____	Against: _____	Abstain: _____	
<b>DECISION</b>	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](http://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**

Chris DaRonco: The claiming window is only 30 minutes; this doesn't allow much time to run to a bank and get a cashier's check.

Bill Milburn: That is also true for a certified check. You have to know who you are getting the check made out to, and how much to get the check made out to. So the claim must be very pre-meditated.

Chris DaRonco: Easiest to just bring a briefcase of cash.

Bill Milburn: Yes.

**MOTIONS  
VOTE  
DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Amended: \_\_\_\_\_  
 Yes: \_\_\_\_\_ No: \_\_\_\_\_ Tabled: \_\_\_\_\_





**American Motorcyclist Association  
 Proposal for Rulebook Revision  
 Flat Track Commission Proposal Item**

**FT-202305-04b: Section 3.3.G.3 Page 162: Claiming (Lien Release)**

**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**

Bill Milburn: If you don’t get a clear title with a lien release, then the bank may still own the bike and then the bank could come and repossess it from the claimant.

**MOTIONS  
 VOTE  
 DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 Yes: \_\_\_\_\_ No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_



**American Motorcyclist Association  
 Proposal for Rulebook Revision  
 Flat Track Commission Proposal Item**

**FT-202305-04c: Section 3.3.G.3 Page 162: Claiming (Future Events)**

**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**

No comments. No objections.

**MOTIONS  
 VOTE  
 DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 Yes: \_\_\_\_\_ No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_



**American Motorcyclist Association  
Proposal for Rulebook Revision  
Flat Track Commission Proposal Item**

**FT-202305-05: Section 3.3.G.7. Page 162: Claiming (Circumvention)**

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**

No comments. No objections.

**MOTIONS  
VOTE  
DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Amended: \_\_\_\_\_  
 Yes: \_\_\_\_\_ No: \_\_\_\_\_ Tabled: \_\_\_\_\_



**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**

Ralph Lee: D36 we allow Pro riders to ride for Amateur points.

Mike Bender: If this rule is approved, and this rule is removed from the AMA rulebook, how do we communicate this to the RDO's before their sanction meetings so they can add it to their district rules if they want to? We usually have our RDO sanction meetings 2 months before the rulebook comes out.

Ken Saillant: We will be able to communicate this in time for the RDO meetings. If the Board reviews in the September meetings, we can communicate it in time.

**MOTIONS  
 VOTE  
 DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 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**

No comments. No objections.

**MOTIONS  
 VOTE  
 DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Amended: \_\_\_\_\_  
 Yes: \_\_\_\_\_ No: \_\_\_\_\_ Tabled: \_\_\_\_\_



**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**

Ken Saillant: We still need to address MotoAmerica, which is not an AMA Pro Racing entity (KRAVE). This needs to be reviewed with AMA legal.

Kevin Clark: How will this be enforced?

Ken Saillant: It is somewhat self-policed, but it only really affects the Amateur Nationals.

Kevin Clark: What’s the punishment?

Ken Saillant: The AMA can penalize riders who violate this rule.

**MOTIONS  
 VOTE  
 DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Amended: \_\_\_\_\_  
 Yes: \_\_\_\_\_ No: \_\_\_\_\_ Tabled: \_\_\_\_\_



**American Motorcyclist Association  
 Proposal for Rulebook Revision  
 Flat Track Commission Proposal Item**

**FT-202305-07: Section 3.10.B.1.a. Page 239: Vintage OEM**

**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**

No comments. No objections.

**MOTIONS  
 VOTE  
 DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 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.

<https://americanmotorcyclist.com/wp-content/uploads/2023/01/vintage-bore-stroke-portrait.pdf>

**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**

No comments. No objections.

Bert Sumner: I want to add an introductory paragraph to the document on the web page to clarify what it is.

**MOTIONS  
 VOTE  
 DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_  
 For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_  
 Yes: \_\_\_\_\_ No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_





## American Motorcyclist Association Proposal for Rulebook Revision

### Flat Track Commission Proposal Item

#### FT-202305-09: Section 3.10. Page 247-260: Vintage Components

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##### **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\*.

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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.

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**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.

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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.

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**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.

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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.

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**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.**

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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.

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**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.

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**Submission**

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

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**Discussion**

No comments. No objections.

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**MOTIONS  
VOTE  
DECISION**

Made: \_\_\_\_\_ Second: \_\_\_\_\_  
For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_  
Yes: \_\_\_\_\_ No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_

## **6. New Discussion Items**

- a. We need more input on the chest protector proposal(s)
- b. We need input on the AMA Pro Racing proposal
- c. Mike Bender: Any decisions about Amateur Nationals concerning age limitations on the Mile? Example: 250cc-Open Singles is 12+; do we want 12 year olds on the mile?

## **7. Decide to Vote on Proposals or Schedule Next Meeting to Vote on Proposals**

- a. Next meeting – voting only - will be May 17, 8pm EDT, 7pm CDT, 4pm PDT.
  - i. Ralph Lee has a D36 meeting May 17 at 7pm.
  - ii. Next meeting should be quick – we have argued the points tonight; will do a little clean-up and the next meeting will be just voting yes or no. I will table the Medical proposals and the AMA Pro Racing proposal until we get input from Medical and Legal departments so those don't slow us down.
- b. We need to organize a Bureau (~4 members) for this Commission.

## **8. Closing Of Meeting.**

- a. Bert Sumner motions to close meeting at 8:21 CDT. Ralph Lee seconded.