



Meeting Agenda

Flat Track Commission

2020 Spring Meeting

May 27, 2020

Conference Call

Meeting Agenda

1. Opening of Meeting

- a. Comments by the AMA Flat Track Manager – Ken Saillant
- b. Comments by the Commission Chair – Bert Sumner
- c. Take attendance
 - Present
 - Absent with notice
 - Absent without notice

2. Tabled Proposals from December 2019

- a. FT-1219-19 Scoring (§3.1.D.1.c.)
- b. FT-1219-02 Number Plates (§3.2.C.16.a.)
- c. FT-1219-14a Scoring (§3.3.E.3.)
- d. FT-1219-14b Scoring (§3.3.E.5.)
- e. FT-1219-12 Claiming (§3.3.F.1.)
- f. FT-1219-14c Scoring (§3.3.H.8 & 3.3.H.9.)

3. Re-Submit Commission Approved Proposals from 2018

- a. FT-1219-30 125cc to 200cc (3.3.H.5.)
- b. FT-1219-31 Open Sidecar Solo (3.5.B.3.)
- c. FT-1219-32 Ice Fenders (3.5.B.5.)
- d. FT-1219-33 Speedway Claiming (3.8)

4. New Discussion Items

5. Closing Of Meeting

2. Tabled Proposals from December 2019



American Motorcyclist Association Proposal for Rulebook Revision

Flat Track Commission Proposal Item

Proposal: FT-1219-19

Current

Section 3.1, Chapter D, Paragraph 1.c., Page 140

3.1.A.18. The rider must be able to control his/her motorcycle or ATV at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting, and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control his/her motorcycle.

3.1.D.1.c. The rider must be large enough and mature enough to control his/her machine at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control his/her motorcycle/minicycle. Training wheels are not allowed.

Proposed (Proposed changes in **bold**)

3.1.D.1.c. Delete. (Duplicate of 3.1.A.18).

3.2.C.7.e. (new) Training wheels are not permitted on any machine.

Reason

Eliminate duplication.

The statement about training wheels belongs in the equipment section under "wheels" (3.2.C.7).

Submission

Bert Sumner

Discussion

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____ Tabled: _____



American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

**Proposal: FT-1219-02
Number Plates**

Current

Section 3, Chapter 2, Paragraph C.16.a, Page 137

Number Plates

3.2.C.16.a. When number plates are required, a motorcycle must be equipped with three plates of uniform size, shape and color. Minimum dimensions are 7-1/8 inches high and 10-1/4-inches wide with four corners cut off at a radius of 1 inch. Metal plates must not be less than .045-inches thick, or .030-inches if beaded for added stiffness. For fiberglass or ABS plastic, the minimum thickness is 1/16th inch. All other materials are prohibited.

Proposed (Proposed changes in **bold**)

3.2.C.16.a. When number plates are required, **each machine** must be equipped with three plates of uniform size, shape and color. **When original plates are not used, the minimum plate** dimensions are 7-1/8 inches high and 10-1/4-inches wide with four corners cut off at a radius of 1 inch. Metal plates must not be less than .045-inches thick, or .030-inches if beaded for added stiffness. **All plates shall be made of shatterproof materials, shall have no sharp edges, shall have no sharp corners, and shall not be smaller than those provided on the original machine.**

Reason

Shatterproof is by far the most important aspect that we want to ensure about number plates. Metal plates that are thinner than 0.045" may present a sharp edge, which is why a plate thickness for metal plates is retained.

Submission

Kevin Lambert, edited by Bert Sumner

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____ Tabled: _____



American Motorcyclist Association Proposal for Rulebook Revision

Flat Track Commission Proposal Item

Proposal: FT-1219-14a
Scoring

Current

Section 3.3, Chapter E.3., Page 160

3.3.E.3. No official announcement of race winners may be made until all scores have been examined and approved by the head scorer. Official results are declared final if no rider requests a recheck within a half hour of after they are posted. The final results posted at the end of the 30-minute protest period may not be altered except by the AMA or the appeal process.

Proposed (Proposed changes in **bold**)

3.3.E.3. No official **results shall be posted** until all scores have been examined and approved by the head scorer. Official results are declared final if no rider requests a recheck within a half hour **of** after they are posted. The final results posted at the end of the 30-minute protest period may not be altered except by the AMA or the appeal process.

Reason

To clarify that an announcement made over the PA system does not qualify as an official publication of results.

Submission

Bert Sumner

Discussion

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____ Tabled: _____



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-14b
Scoring**

Current

Section 3.3, Chapter E.5, Page 160

Proposed (Proposed changes in **bold**)

3.3.E.5. (New) If video or images are used to resolve scoring issues, only those videos or images taken by meet officials - or designees of meet officials - shall be used.

Reason

To empower meet officials to disregard any videos or photos presented by persons who have a vested interest in the outcome. Videos presented by meet officials or their designees have a greater chance of being unedited and impartial.

Submission

Bert Sumner

Discussion

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____ Tabled: _____



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-12
Claiming Meets Update**

Current

Section 3.3, Chapter F.1, Page 160

3.3.F.1. All sanctioned Flat Track, short track, TT, hillclimb, road race, and youth meets are claiming 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. 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. Claiming prices for Flat Track, short track, and TT are established in the following schedule: 0-250cc \$4,000, 251cc-504cc \$8,000, 505-Up (Single) \$8,000, 750cc Multi-Cylinder \$17,500.

Proposed (Proposed changes in **bold**)

3.3.F.1. All sanctioned Flat Track (dirt track, short track, and TT), hillclimb, and road race meets are claiming meets. Vintage and ATV class equipment are excluded from the claiming rule. In flat track meets (dirt track, short track, and TT), **claims on American Flat Track Twin-Cylinder machines are excluded from the claiming rule.** Claiming prices are established in the following schedule:

TYPE	Engine, Electronics, Carburetion/fuel injection, and exhaust only	Complete Machine
FLAT TRACK: Machines eligible for American Flat Track SuperTwins competition	n/a	n/a
FLAT TRACK: Machines eligible for American Flat Track Production Twins competition	n/a	n/a
FLAT TRACK: Machines eligible for American Flat Track Singles competition	\$8,000	\$16,000
FLAT TRACK: All other Twin-Cylinder machines	\$8,000	\$16,000
FLAT TRACK: All other Single-Cylinder machines, 251cc-Up	\$8,000	30% over MSRP*
FLAT TRACK: All other Single-Cylinder machines, 0-250cc	\$4,000	30% over MSRP*
HILLCLIMB machines	n/a	30% over MSRP*
ROAD RACE machines	n/a	30% over MSRP*

*MSRP = manufacturer's suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide. The highest value of these sources should be used.

Reason

To update the costs of machines to modern pricing.

Also to exclude any American Flat Track twin-cylinder machines which maybe raced at AMA amateur events due to concerns that a \$50,000 motorcycle could be claimed for \$17,500.

Submission

Original proposal by Bert Sumner.

Working group of Kevin Bailey, John Martin, Kevin Lambert, and Bert Sumner.

Discussion

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____ Tabled: _____



American Motorcyclist Association Proposal for Rulebook Revision

Flat Track Commission Proposal Item

Proposal: FT-1219-14c
Scoring

Current

Section 3.3, Chapter H.8-H.9, Page 164

3.3.C.20. The race is completed when the leader takes the checkered flag. The number of laps completed determines finishing position and a rider need not take the checkered flag to finish.

3.3.H.8. The race is completed when the leader takes the checkered flag. The number of laps completed determines finishing position, and a rider need not take the checkered flag to finish.

3.3.H.9. Events are run a specified number of laps, and finishing position is determined by the number of laps completed. A rider need not take the checkered flag to complete an event. The race ends when the leader takes the checkered flag.

Proposed (Proposed changes in **bold**)

3.3.C.20. Delete. Same as 3.3.H.8.

3.3.H.8. Move this from 3.3.H.8 (Flat Track, Short Track, TT classes) to 3.3.E.6. (Scoring), and edit as shown below.

3.3.H.9. Delete. This is a near duplication of 3.3.H.8. See edited 3.3.E.6. below.

3.3.E.6. The **event** is completed when the leader takes the checkered flag. The number of laps completed determines **the** finishing position **of each participant**. A **participant** need not take the checkered flag to finish.

Reason

Eliminate duplication.

Move these items from the "Classes" section to the "Scoring" section.

Submission

Bert Sumner

Discussion

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____ Tabled: _____

3. Re-Submit Commission Approved Proposals from 2018



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-30
200cc class**

Current

Section 3.3, Chapter H.5, Page 164

Class	Class Name	Engine Size
1	125cc	86cc-125cc
Production Classes		
Class	Class Name	Engine Size
1	125cc Production	86cc-125cc

Proposed (Proposed changes in **bold**)

Class	Class Name	Engine Size
1	200cc	86cc- 200cc
Production Classes		
Class	Class Name	Engine Size
1	200cc Production	86cc- 200cc

Reason

86-200cc is a good step-up class and allows for larger variety of bike models to be raced.

Submission

Kevin Lambert

Discussion

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____ Tabled: _____



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-31
Ice Race Open Sidecar class**

Current

Section 3.5, Chapter B.3, Page 180

NON-STUDED		
Class	Class Name	Engine Size
1	250cc Rubber	86cc-125cc
2	250cc Rubber Open	250cc-Open
3	Light Weight Sidecar	86cc-360cc
4	Middle Weight Sidecar	361cc-505cc
5	Heavy Weight Sidecar	506cc-Open

Proposed (Proposed changes in **bold**)

NON-STUDED		
Class	Class Name	Engine Size
1	250cc Rubber	86cc-125cc
2	250cc Rubber Open	250cc-Open
3	Light Weight Sidecar	86cc-360cc
4	Middle Weight Sidecar	361cc-505cc
5	Heavy Weight Sidecar	506cc-Open
6	Open Sidecar Solo	249cc-Open

Reason

This class has a large turnout, but the class is currently not recognize as an AMA class that is eligible for National competition.

Submission

Kevin Lambert

Discussion

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____ Tabled: _____



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-32
Ice Fenders**

Current

Section 3.5, Chapter B.5, Page 181

3.5.B.5. In motorcycle studded-tire classes, studded tires and protective fenders are required.

- a. The front fender shall extend from horizontal line through the front axle center to a line vertical to the fork bottom triple clamp.
- b. The rear fender should extend rearward on a horizontal line with the rear axle that does not allow an arm or leg to get between the fender, number plate or rear tire.
- c. No guards that allow access to the screws are allowed.

Proposed (Proposed changes in **bold**)

3.5.B.5. In motorcycle studded-tire classes, studded tires and protective fenders are required.

- a. The front fender shall extend from a horizontal line through the center of the front axle to a line vertical to the fork bottom triple clamp.
- b. The rear fender **shall** extend rearward **through** a horizontal line **passing through the center of** the rear axle. **The rear fender shall also extend forward at least 8" past a vertical line passing through the center of the rear axle.**
- c. No guards that allow access to the screws are permitted.
- d. All fenders **shall be no more than 2" away from the screws**, and constructed so that an arm or leg cannot get between the fender, number plate, or rear tire.

Reason

Added safety, and clarity of language.

Submission

Kevin Lambert

Discussion

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____ Tabled: _____



American Motorcyclist Association Proposal for Rulebook Revision

Flat Track Commission Proposal Item

Proposal: FT-1219-33 Speedway Claiming

Current

3.8.D (New), Pg 205.

Proposed

3.8.D. Engine Claiming

a. The purpose for engine claiming is to maintain cost effective racing and to foster a level technical playing field for the mini speedway class.

b. For the purposes of engine claiming, the engine is defined as the entire engine as contained in the crankcases including the head, cylinder, and all covers, intake manifold, carburetor, final drive sprocket, and ignition system (including stator, flywheel, CDI box, high tension coil and wiring harness).

c. Any qualified mini speedway rider who has taken the checkered flag in a main event, has the right to claim any engine in the same main event. The engine may be claimed during or no later than 30 minutes after the same mini speedway main event. If the event is a multi day event, the claim will be processed after the final event.

d. The claim form must be accompanied by \$700 in cash and presented to the referee. Only a qualified rider, or that rider's parent, legal guardian, or legal representative, may make a claim.

e. The owner (or rider) of the claimed engine must immediately deliver the engine intact (with no intentional damage inflicted on engine) with a bill of sale.

f. If more than one claim is received for the same engine, the referee will hold a drawing to determine the new owner. A rider / owner may not enter a claim for his own engine.

g. A rider can only claim the same rider's engine once during a season.

h. A rider's refusal to comply with the engine claim will cause the rider to forfeit any cash, trophy and points awarded for that event, as well as a fine of \$200 for the first failure to comply. Stronger penalties including suspension of racing privileges may be incurred for failure to comply

Reason

To maintain cost effective racing in the mini speedway class.

This section was missing from the 2019 rule book.

Submission

Kelly Inman

Discussion

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____ Tabled: _____