



Meeting Agenda

Flat Track Commission

2020-2021 Winter Meeting

February XX, 2021

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. Attendance

NAME	Present	Absent With Notice	Absent without Notice
Kelly Bell			
Michael Bender			
Adam Blumhorst			
Steve Bromley			
Chris DaRonco			
Andrew Hook			
Kelly Inman			
David Joiner			
Kevin Lambert			
Bill Milburn			
Adam Schmidt			
Wayne Sody			
Bert Sumner			
Dan Vrana			
Craig Wise			

2. Welcome New Members / Introductions

- a. Name
- b. District/Club/Series affiliations
- c. Flat Track/Ice Race/Speedway experience(s)
 - i. Racer/Referee/Scoring/Staging/Corner Worker/Registration/etc.
- d. What part(s) of the sport are you most passionate about?
- e. What part(s) of the rulebook are you most passionate about?

3. Address Rejected Proposals from 2021 Rulebook

4. Review Changes Implemented into the 2021 Rulebook

5. New Proposals

6. New Discussion Items

7. Closing Of Meeting

Changes Implemented In The 2021 AMA Rulebook

Page 142. 3.1.A.19. Proof of Age. This was added by the Sporting Commission. Very similar to the rule that we added to 3.1.C.7.

Page 142. 3.1.B.2. FT-0919-01: Clarified that AMA does not assign A, B, & C classifications.

Page 143. 3.1.B.7. FT-1219-29: Clarification of A/B/C class participation.

Page 144. 3.1.C.7. FT-1219-28: Permit Proof of Age for all classes.

Page 144. 3.1.D.1.a. FT-1219-28: Proof of age moved from the "Youth" section to 3.1.C.7, as it applies to all competitors, youth and amateur alike.

Page 145. 3.1.D.3. FT-1219-27: Deleted superfluous rule empowering RDO's to award district points.

Page 147 3.2.C. FT-0919-02. Changed references of "DTX classes" to "Production classes" to avoid confusion between DTX as a "stock" class and DTX as a "motocross bike converted for flat track use".

Page 148-150. 3.2.C.16. thru 3.2.C.19. FT-0919-03. Added "Production class" allowances and restrictions, based on the "Limited Class" MX rules.

Page 154. 3.2.D.15.e. FT-1219-23: Remove "primary" from "liquid tire filler".

Page 155. 3.2.D.18. FT-1219-22: Changed minimum reservoir size for fluid containment from 350cc to 250cc, to match available aftermarket components.

Page 158. 3.2.F.2., 3.2.F.5., 3.2.F.7. Changes made by the medical commission.

Page 158. 3.2.F.4. FT-0919-07: Removed requirement that a steel shoe must extend 2" over the toe, as smaller boots are not capable of achieving this.

Page 162. 3.3.C.4. FT-0919-11: Allow 13 or 14 riders in a final if no safety concerns, to eliminate need to run a semi or eliminate 1 or 2 riders from a class. (A previous commission rule limited all events to 12 maximum).

Page 162. 3.3.C.5. FT-1219-18: Two-Minute Rule is now upon request rather than automatic. It is also now listed as 3.3.D.1.f.

Page 164-165. 3.3.C.9. thru 3.3.C.18, These items were relocated. FT-1219-16: Clean up 3.3.C.9 to 3.3.C.17. FT-1219-17: More clean-up to 3.3.C.7 to 3.3.C.18.

Page 165-168. 3.3.D. and 3.3.E. These are new areas reorganized from the removals in 3.3.C.

Page 165. 3.3.C.18. FT-1219-14c: Removed this line as it is same as 3.3.G.4. (Page 169)

Page 169. 3.3.G.3. FT-1219-14a: "No official announcement of winners" changed to "No official results shall be posted".

Page 169. 3.3.G.4. This was relocated from 3.3.C.

Page 170-171. 3.3.I. FT-0919-13: Updated 50cc class names/descriptions. Removed the seat heights.

Page 171. 3.3.I. FT-1219-10: Clean-up the 65cc language.

Page 172: FT-0919-12: Create Age/engine displacement grid.

Page 173. 3.3.I.1. FT-1219-11: Delete Minicycle language, as rules already prohibit bikes from jumping classes.

Page 173. 3.3.J.4. This was relocated to Page 155 3.2.D.18.a.

Page 174. 3.3.J.5. FT-0919-14: Added 505cc, Open Lightweight, Open Heavyweight.

Page 174. 3.3.J.5. FT-0919-15: Updated Vintage classes.

Page 174. 3.3.J.5. FT-1219-07: Add Masters 60+ class.

Page 191. 3.5.B.2. Deleted as duplicate of 3.2.D.18.

Page 191. 3.5.B.2. FT-1219-31: Ice Racing: Added Open Sidecar Solo class.

Page 192. 3.5.B.4. FT-1219-01 & FT-1219-32: Ice Racing Fenders clarified.

Page 217. 3.8.B.10.b. FT-0919-16: Speedway: 3" max opening in spokes added.

Page 218. 3.8.D. FT-1219-33. Speedway: Engine Claiming section re-written.

Page 256. 3.9. FT-0919-18: 1970s Vintage 750cc update.

Page 259. 3.9. FT-0919-19: 1980s Vintage 500cc update.

Page 260. 3.9. FT-0919-20: 1980s Vintage 750cc update.

Commission Proposals December 2018 to December 2020:

Commission Reviewed Proposals: 104

Commission Approved: 70 of 104 (67.3%)

Commission Tabled: 21 of 104 (20.2%)

Commission Rejected: 13 of 104(12.5%)

Board Approved Proposals: 50 of 70 (71.4%)

Proposal Items

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

FT-0221-01: Section 3.2.D.1.c. Page 150: Engines & Frames

2020 Rulebook: Section 3.2.D.1.c Page 144

Current

3.2.D.1.C. The frame used by a rider to qualify may not be changed, though engines may be.

Proposed

3.2.D.1.c. The engine may be replaced at any time during the meet.

Reason

3.2.D.1 is the "Engine" section, not the "Frame" section, so mentioning the frame does not belong here.

3.2.D.8 is the "Frame" section, and it already mentions prohibiting the changing of frames (3.2.D.8.d.4: "Once qualified for the meet, the machine's frame may not be replaced"). Duplicating this rule in the "Engine" section is unnecessary.

Submission

Bert Sumner

Discussion

**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-0221-02: Section 3.2.D.8.d.4. Page 152: Frames

2020 Rulebook: Section 3.2.D.8.d.4. Page 146

Current

3.2.D.8.d.4. Once qualified for the meet, the machine’s frame may not be changed.

Proposed

3.2.D.8.d.4. Once qualified for the meet, the machine’s frame may not be changed. **In Flat Track, Short Track, and TT Meets, the meet referee shall state at the riders’ meeting if this rule will not be enforced.**

Reason

FT-1218-11 and FT-0919-04 have both attempted, and failed, to change this rule.

This rule may make sense for other racing disciplines, where rider turnouts are robust, but twice now the members of the FT Commission have been united in stating that this rule does not make sense any longer for Flat Track. Many AMA Flat Track promoters are struggling to fill our classes with participants, and this rule discourages participation.

The Flat Track Commission recognizes the Board’s concern that removing this rule would “require a complete back-up machine”. However, this Commission is less concerned about the racer with a complete back-up machine than we are a racer with a single machine, who must either resign from a meet or compete on a machine with a known safety or mechanical issue. The camaraderie within the Flat Track racing community may be unusual in that competitors whose machines become disabled are regularly offered similar machines from other racers.

Submission

Bert Sumner

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-0221-03: Section 3.2.D.16.a. Page 155: Number Plates

2020 Rulebook: Section 3.2.D.16.a Page 149

Current

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 the original machine 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 other materials **must be approved by AMA Racing.**

Reason

A similar proposal, FT-1219-02, was rejected by the Board of Directors who felt that "shatterproof materials" was too subjective.

This updated proposal allows plates of other materials and thicknesses to be submitted for approval by AMA Racing.

Submission

Bert Sumner

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-0221-04: Section 3.2.D.16.e. Page 155: National Numbers #1

2020 Rulebook: Section 3.2.D.16.e Page 150

Current

3.2.D.16.e. AMA National Numbers will take precedence in all events, and will be designated by a capital letter 'N' after the number that must be at least 3 inches tall.

Proposed (Proposed changes in **bold**)

3.2.D.16.e. AMA **Grand Championship** National Numbers will take precedence in all events, and will be designated by a capital letter 'N' after the number that must be at least 3 inches tall.

Reason

To differentiate AMA amateur racing National Numbers earned at the AMA Grand Championships from those issued by American Flat Track for professional competition.

Submission

Bert Sumner

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-0221-05: Section 3.3.A.12. Page 161: National Numbers #2

2020 Rulebook: Section 3.3.A.13 Page 155

Current

3.3.A.12. A rider who earns a National Number may begin using the number immediately and until the succeeding year’s meet where the national number was earned.

Proposed (Proposed changes in **bold**)

3.3.A.12. A rider who earns **an AMA Grand Championship** National Number may begin using the number immediately and until the succeeding year’s meet where the national number was earned.

Reason

To differentiate AMA amateur racing National Numbers earned at the AMA Grand Championships from those issued by American Flat Track for professional competition.

Submission

Bert Sumner

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-0221-06: Section 3.3.C.6. Page 162: Main Event Participation

2020 Rulebook: Section 3.3.C.7. Page 156

Current

3.3.C.6. To participate in a Main event, the rider must start all heat and semi events, as required, for that class.

Proposed (Proposed changes in **bold**)

3.3.C.6. To participate in a Main event, the rider must start all heat and semi events, as required, for that class.

3.3.C.6.a. If a mechanical or safety issue prevents the rider from starting an event, the rider shall be scored in last place if they present themselves in full race gear, along with their machine, to the pit steward prior to the event being called to the start line.

Reason

I think we need to encourage racing, not discourage it.

If the racer has a mechanical issue in staging that they know cannot be fixed in two minutes, but they feel it can be corrected before the next race - this rule change would allow for that.

This could also be seen as a safety issue: a racer may risk racing with a known mechanical issue because it is the only way for them to be able to race the main. I think the bike should be presented to the staging steward instead of the start line because I think it is unnecessary to require a racer to push their machine to the start line on a large track (i.e. half mile or mile).

Submission

Kelly Bell

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-0221-07: Section 3.3.C.9. Page 165: 50% Distance

2020 Rulebook: Section 3.3.C.12. Page 159

Current

3.3.C.9. A rider whose machine is disabled before reaching the finish line may, under their own physical power, push or carry their machine (in the direction of the track) across the finish line to receive the checkered flag. Provided the rider completes at least 50 percent of the number of laps as the winner, a rider who finishes in this manner will be considered as having completed the event.

Proposed

3.3.C.9. A rider whose machine is disabled before reaching the finish line may, under their own physical power, push or carry their machine (in the direction of the track) across the finish line to receive the checkered flag. ~~Provided the rider completes at least 50 percent of the number of laps as the winner, a rider who finishes in this manner will be considered as having completed the event.~~

Reason

This proposal is similar to proposal FT-0919-10, which proposed deleting this entire rule. That proposal was rejected by the Board. This new proposal focuses on removing the 50% completion requirement in the last sentence.

Rule 3.3.C.6. on page 162 (3.3.C.7. on Page 156 of the 2020 rulebook) states "To participate in a main event, the rider must start all heat and semi events, as required, for that class." No minimum distance must be achieved per 3.3.C.6. Therefore, the 50% distance requirement should be removed from 3.3.C.9.

It does not encourage participation in AMA-sanctioned meets if we DQ a rider who does not complete 50% distance in any event.

Submission

Bert Sumner

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-0221-08: Section 3.3.H. Page 169: Claiming

2020 Rulebook: Section 3.3.F.1. Page 160

Current

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:

Engine size	Price
0-250cc	\$4,000.00
251-504cc	\$8,000.00
505-Up (single)	\$8,000.00
750cc Multi-cylinder	\$17,500.00

Proposed

3.3.F.1. All sanctioned meets are claiming meets. Vintage and ATV class equipment **are** excluded from the claiming rule. Claiming prices are established as follows:

Engine size	Engine, Electronics, Carburetion/ Fuel Injection , and Exhaust only	Complete Machine¹
FLAT TRACK/SHORT TRACK/TT MEETS: Single Cylinder, 240cc maximum	\$4,000.00	30% over MSRP ²
FLAT TRACK/SHORT TRACK/TT MEETS: Single Cylinder, 241cc minimum	\$8,000.00	30% over MSRP ²
FLAT TRACK/SHORT TRACK/TT MEETS: Twin Cylinder, all displacements	\$17,500.00	30% over MSRP ²
HILLCLIMB MEETS	n/a	30% over MSRP ²
ROAD RACE MEETS	n/a	30% over MSRP ²

¹ The highest value of all options listed in each cell shall be used as the claiming price.

² MSRP is the manufacturer's suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide.

Reason

This is a modified version of proposal FT-1219-12, which excluded AFT twin-cylinder machines, which was rejected by the Board of Directors as "defeating the purpose and intent of the claiming rule".

This new proposal removed the exclusion of AFT machines. The Commission Working Group of 2020 agreed that we should offer a claim to cover the complete machine. The displacement breakdowns have been adjusted to reflect modern engine sizes (since Vintage machines are already exempt, the 504cc/505cc is an illogical break point). Also, a 2020 CRF250R is 249.5cc; a 2020

CRF450R is 449.5cc; if we state "0-249cc", "250-449cc", and "450cc+up", someone will challenge that a CRF450R does not fall under "450cc minimum" breakdown.

Note: A 2020 Kawasaki EX650 has an MSRP of \$7,399. A 2020 Yamaha MT-07 has an MSRP of \$7,599. A 2020 A 2020 CRF250R has an MSRP of \$7,999. A 2020 CRF450R has an MSRP of \$9,599. A Harley-Davidson XG750R has an unofficial MSRP of \$36,000. An Indian FTR750 has an unofficial MSRP of \$50,000. A Honda RS750 and a Harley-Davidson XR750 qualify as Vintage bikes per 3.9, so they are exempt from the claiming rule.

Note: The first sentence is shortened to match that in 2.3.F.1.

Submission

Bert Sumner

Discussion

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-0221-09: Section 3.3.I. Page 170 & 3.3.J Page 173: Class Headings

2020 Rulebook: Section 3.3.G. Page 161 & 3.3.H. Page 163

Current

3.3.I. Youth Classes and Age Groups

3.3.J. Flat Track, Short Track, and TT

Proposed

3.3.I. Youth Flat Track, Short Track, and TT Classes and Age Groups

3.3.J. Amateur Flat Track, Short Track, and TT Classes and Age Groups

Reason

Rename these important Paragraph headings to harmonize with the similar areas in the other Chapters in the rulebook. For example:

1.3.K. Youth Classes and Age Groups (MX chapter)

1.3.L. Amateur Classes and Age Groups (MX chapter)

2.3.G. Youth Classes and Age Groups (Off-Road chapter)

2.3.H. Amateur Classes and Age Groups (Off-Road chapter)

Note: "Amateur" and "Youth" are rider classifications that apply across disciplines. The current heading for 3.3.I lists a classification (Youth) but not a discipline, while the current heading for 3.3.J. lists disciplines (Flat Track, Short Track, and TT) but not a classification (Amateur).

Submission

Bert Sumner

Discussion

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-0221-10: Section 3.3.J.5 Page 174: 200cc class

2020 Rulebook: Section 3.3.H.5. Page 164

Current

3.3.J.5.

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

Proposed

3.3.J.5.

Class	Class Name	Engine Size
1	200cc	122cc-200cc
Production Classes		
Class	Class Name	Engine Size
1	200cc Production	122cc-200cc

Reason

This was approved in 2018, lost, and re-submitted as FT-1219-30. The board rejected it over concerns than an 86cc to 200cc range "would result in significant performance inequity in one class".

Note: Off-Road (2.3.H.2) has a 200cc class that allows 98cc to 200cc. MX (1.3.L.1.) has a 125cc class for 122cc-125cc and a 250cc class that allows 122cc-250cc.

If we create a new 126cc to 200cc class, and an RDO decides to merge the 125cc and 200cc classes into one class (due to low turnouts), then they will have unwittingly created what the board considers to be a problem. Since most RDO's do not offer a 125cc class anyway, I propose changing the 125cc class into a 200cc class.

Any RDO may retain a 125cc class, if they wish to do so.

Submission

Kevin Lambert

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-0221-11: Section 3.5. Page 191: Ice Race: Non-Studded Pros

2020 Rulebook: Section 3.5. Page 180

Current

(New)

Proposed

Non-studded Ice racing to allow professional license holders to participate in A level competition, collect points and race at Ice Race Grand Championship events.

Reason

Non studded ice racing is a unique niche form of ice racing. Professional "Ice Racers" do not exist, pro flat trackers do. Our pool of racers includes several current pro racers who are on level footing with the non pros. We would have a larger pool of competitive racers at AMA events if we include Pros in Non Studded racing. Currently outlaw events allow Pros to compete and collect points in the non studded classes. We should consider allowing pros to join our ranks.

Submission

Kevin Lambert

Discussion

**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-0221-12: Section 3.5.B.2. Page 191: Ice Race: 200cc class

2020 Rulebook: Section 3.5.B.3. Page 180

Current

3.5.B.2.

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

Proposed

3.5.B.2.

Class	Class Name	Engine Size
1	200cc	122cc-200cc
Production Classes		
Class	Class Name	Engine Size
1	200cc Production	122cc-200cc

Reason

See FT-0221-10, which seeks to implement the same change in Flat Track, Short Track, and TT.

Note: Off-Road (2.3.H.2) has a 200cc class that allows 98cc to 200cc. MX (1.3.L.1.) has a 125cc class for 122cc-125cc and a 250cc class that allows 122cc-250cc.

If we create a new 126cc to 200cc class, and an RDO decides to merge the 125cc and 200cc classes into one class (due to low turnouts), then they will have unwittingly created what the board considers to be a problem. Since most RDO's do not offer a 125cc class anyway, I propose changing the 125cc class into a 200cc class.

Any RDO may retain a 125cc class, if they wish to do so.

Submission

Kevin Lambert

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-0221-13: Section 3.5.B.2 Page 191: Ice Race: Vintage Classes

2020 Rulebook: Section 3.5.B.3. Page 180

Current

3.5.B.2.

Class	Class Name	Engine Size
11	Vintage Pre-1975	201cc-Open
12	Modern Vintage Pre-1980	Exclusion-4-valve 500cc

Proposed

3.5.B.2.

Class	Class Name	Engine Size
11	1933-1951 Era Vintage Brake-less	See 3.9
12	1952-1968 Era Vintage Brake-less	See 3.9
13	1969-1976 Era Vintage (with brakes)	See 3.9
14	1977-1988 Era Vintage (with brakes)	See 3.9

Reason

This change was intended to be implemented as part of FT-0919-15, which evolved from FT-1218-27, which executed a similar change to Amateur Flat Track, Short Track & TT classes for the 2021 rulebook. The final FT-0919-15 proposal failed to include the Ice Racing classes specifically.

Submission

Bert Sumner

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-0221-14: Section 3.9.B.1.a. Page 242: Vintage OEM*

2020 Rulebook: Section 3.9.B.1.a. Page 228

Current

3.9.B.1.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**)

3.9.B.1.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, **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 (for example, replacing cast iron cylinders with aluminum cylinders) is not allowed.

Submission

Bill Milburn

Discussion

**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-0221-15: Section 3.9.C. Page 243: Vintage Eligibility

2020 Rulebook: Section 3.9.C. Page 229

Current

The year in which an engine was approved for AMA professional Class C competition determines the earliest era in which that motorcycle may compete 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**)

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 compete 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 AMA Racing supplement listing the engines approved for AMA Competition 1948-1989 that was prepared by the Flat Track Commission.** 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 supplement that was presented to AMA Racing on October 5, 2020 lists every engine approved for Class C competition – from 50cc up to 1310cc displacement - from 1948-1989.

Submission

Bill Milburn

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-0221-16: Section 3.9. Page 249-263: Vintage Cases, Cyls, Heads, etc

2020 Rulebook: Section 3.9. Page 235-249

Current

Page 249: 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.

Page 251: 1960s Vintage 250cc;

Page 252: 1960s Vintage 750cc;

Page 254: 1970s Vintage 250cc;

Page 255: 1970s Vintage 360cc;

Page 256: 1970s Vintage 750cc;

Page 258: 1980s Vintage 250cc;

Page 259: 1980s Vintage 500cc;

Page 260: 1980s Vintage 750cc;

Page 262: 1990s Vintage 505cc;

Page 263: 1990s Vintage 1000cc:

(the above 10 areas all share the same common language below):

Engine, cases: OEM*.

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

Engine, head: OEM*.

Proposed (Proposed changes in **bold**)

Change all 11 areas above (Page 249, 251, 252, 254, 255, 256, 258, 259, 260, 262, & 263) to share the same language below:

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.**

Reason

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

Submission

Bill Milburn

Discussion

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-0221-17: Section 3.9. Page 249-263: Vintage Transmissions

2020 Rulebook: Section 3.9. Page 235-249

Current

Page 249: 1940s Vintage 750cc; 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.

Page 251: 1960s Vintage 250cc; Engine, transmission: OEM*, five speed maximum.
Page 252: 1960s Vintage 750cc; Engine, transmission: OEM*, four speed maximum.
Page 254: 1970s Vintage 250cc; Engine, transmission: OEM*, six speed maximum.
Page 255: 1970s Vintage 360cc; Engine, transmission: OEM*, five speed maximum.
Page 256: 1970s Vintage 750cc; Engine, transmission: OEM*, five speed maximum.
Page 258: 1980s Vintage 250cc; Engine, transmission: OEM*, six speed maximum.
Page 259: 1980s Vintage 500cc; Engine, transmission: OEM*, six speed maximum.
Page 260: 1980s Vintage 750cc; Engine, transmission: OEM*, six speed maximum.
Page 262: 1990s Vintage 505cc; Engine, transmission: OEM*, six speed maximum.
Page 263: 1990s Vintage 1000cc; Engine, transmission: OEM*.

Proposed (Proposed changes in **bold**)

Page 249: 1940s Vintage 750cc; 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.

Page 251: 1960s Vintage 250cc; Engine, transmission: OEM* **same make and model as original engine.** Five speed maximum.

Page 252: 1960s Vintage 750cc; Engine, transmission: OEM* **same make and model as original engine.** Four speed maximum.

Page 254: 1970s Vintage 250cc; Engine, transmission: OEM* **same make and model as original engine.** Six speed maximum.

Page 255: 1970s Vintage 360cc; Engine, transmission: OEM* **same make and model as original engine.** Five speed maximum.

Page 256: 1970s Vintage 750cc; Engine, transmission: OEM* **same make and model as original engine.** Five speed maximum.

Page 258: 1980s Vintage 250cc; Engine, transmission: OEM* **same make and model as original engine.** Five speed maximum.

Page 259: 1980s Vintage 500cc; Engine, transmission: OEM* **same make and model as original engine.** Five speed maximum.

Page 260: 1980s Vintage 750cc; Engine, transmission: OEM* **same make and model as original engine.** Five speed maximum.

Page 262: 1990s Vintage 505cc; Engine, transmission: OEM* **same make and model as original engine.** Six speed maximum.

Page 263: 1990s Vintage 1000cc; Engine, transmission: OEM* **same make and model as original engine.**

Reason

The current wording implies that the transmissions do not need to be original, which is not the true intention.

Submission

Bill Milburn

Discussion

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-0221-18: Section 3.9. Page 249-263: Vintage Frames

2020 Rulebook: Section 3.9. Page 235-249

Current

Page 249: 1940s Vintage 750cc: Frame: OEM*, 1933-1951 era, same make and model as original. No alterations are permitted.

Page 254: 1970s Vintage 250cc; Frame: OEM*. Aftermarket twin shock, and aftermarket rigid frames are allowed.

Page 255: 1970s Vintage 360cc; Frame: OEM*. Aftermarket twin shock, and aftermarket rigid frames are allowed.

Page 256: 1970s Vintage 750cc; Frame: OEM*. Aftermarket twin shock, and aftermarket rigid frames are allowed.

Page 258: 1980s Vintage 250cc; Frame: OEM* or aftermarket twin shock period frame, Roberts Mono Shock, C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame or Panther-Bolger linkage frames are allowed.

Page 259: 1980s Vintage 500cc; Frame: OEM* or aftermarket twin shock period frame, Roberts Mono Shock, C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame or Panther-Bolger linkage frames are allowed.

Page 260: 1980s Vintage 750cc; Frame: OEM* or aftermarket twin shock period frame, Roberts Mono Shock, C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame or Panther-Bolger linkage frames are allowed.

Page 262: 1990s Vintage 505cc; Frame: Any 2006 or earlier, twin shock, single shock, or linkage frame. OEM* frames are allowed.

Page 263: 1990s Vintage 1000cc: Frame: Any 2006 or earlier, twin shock, single shock, or linkage frame. OEM* frames are allowed.

Proposed (Proposed changes in **bold**)

Page 249: 1940s Vintage 750cc: Frame: OEM* twin shock or rigid frame, the same make and model as **the engine**. No alterations are permitted.

Page 254: 1970s Vintage 250cc; Frame: OEM* **twin shock or rigid frame, the same make and model as the engine**. Aftermarket twin shock and aftermarket rigid frames are allowed.

Page 255: 1970s Vintage 360cc; Frame: OEM* **twin shock or rigid frame, the same make and model as the engine**. Aftermarket twin shock and aftermarket rigid frames are allowed.

Page 256: 1970s Vintage 750cc; Frame: OEM* **twin shock or rigid frame, the same make and model as the engine**. Aftermarket twin shock and aftermarket rigid frames are allowed.

Page 258: 1980s Vintage 250cc; Frame: OEM* **twin shock or rigid frame, the same make and model as the engine**. Aftermarket twin shock period frame, Roberts Mono Shock,

C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame or Panther-Bolger linkage frames are allowed.

Page 259: 1980s Vintage 500cc; Frame: OEM* **twin shock, the same make and model as the engine**. Aftermarket twin shock period frame, Roberts Mono Shock, C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame or Panther-Bolger linkage frames are allowed.

Page 260: 1980s Vintage 750cc; Frame: OEM* **twin shock, the same make and model as the engine**. Aftermarket twin shock period frame, Roberts Mono Shock, C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame or Panther-Bolger linkage frames are allowed.

Page 262: 1990s Vintage 505cc; 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 263: 1990s Vintage 1000cc: 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 OEM frames do not need to match the original. This is not the true intention.

Note: The 1960s Vintage 250cc and 1960s Vintage 750cc descriptions are accurate as is, which is why they are not listed in the changes above.

Submission

Bill Milburn

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-0221-19: Agenda Item 01: Commission Timeline

Proposed

New Commission Timeline:

January 2022: 2022 Rulebooks are published and distributed.

February to July 2022: New proposals are submitted by Commission members for inclusion in the 2023 rule book.

July/August 2022: 2023 Commissions review and forward proposals to the Board.

September 2022: Board reviews 2023 proposals. Rejected proposals – and specific reasons for rejection – shall be communicated to the Commission Chairs within one week of the meeting.

October 2022: Commission Bureaus review, refine, and re-submit the rejected 2023 proposals within four weeks of receiving the list of rejected proposals from the Board.

November/December 2022: Board reviews the re-submitted 2023 proposals. Rejected proposals – and specific reasons for rejection – shall be communicated to the Commission Chairs within one week of the meeting.

January 2023: New 2023 rulebooks are published and distributed.

Reason

Currently, the Commissions submit proposals for the 2022 rulebook using the 2020 rulebook as a guide, without knowing what the 2021 rulebook looks like. Even if we knew whether our 2021 proposals were accepted or rejected (prior to submitting our 2022 proposals), we do not know how proposals from other commissions will affect our proposals for Chapter 3. For example, see 3.1.A.19 and 3.1.C.7. in the 2021 rule book: two nearly identical rules passed by two different commissions, placed in two different areas of the rule book.

Currently, all rules are subject to a minimum 12-month delay between Commission approval and Rulebook implementation. Most should be implemented as soon as possible. The proposed timeline allows for new rule suggestions to be implemented within six months of Commission review.

Currently, the Board may reject a proposal over a minor issue, or a misunderstanding of our intent, and the Commission has no opportunity to offer an explanation or clarification. As such, a good rule may be delayed – or a bad rule may remain in the rulebook – for another year (or longer). The proposed timeline gives the Commissions a chance to modify their proposals in time to have them implemented into the new rulebook.

Submission

Bert Sumner

Discussion

**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-0221-20: Agenda Item 02: AA Classification

Proposed

Establish a nation-wide "AA" racer classification in Flat Track Racing.

Reason

Note: This originated as proposal FT-1218-08 and was tabled until the A-B-C designations were resolved. To be clear: this is not an attempt to rival or replace the AFT series. But rather, a means to recognize those who are above the rank-and-file "A" class racer. This may not need to be in the rulebook, but rather a program that can be adjusted more quickly than the AMA rulebook can.

AFT seems intent on minimizing its number of licensed racers. There is a growing number of racers who are choosing not to compete with AFT (for various reasons) who may quit flat track racing altogether. I believe we have an opportunity to create a program – to be managed by the AMA and/or the Flat Track Commission – to identify these high caliber racers as worthy of competing at the highest levels, at all AMA flat track events.

When a racer crosses RDO borders, how does the neighboring RDO/promoter know whether the racer is an elite rider or not? Some RDO's have A, B, and C classification systems, but most RDOs do not. The racers who would be in the "AA" classification – former pros, and exceptional up-and-comers - are above the normal "A" level.

Kenny Coolbeth, Joe Kopp, JR Schnabel, Jake Mataya, Stephen Vanderkuur, and Jeremy Orr are examples of talented flat track competitors who recently carried AFT licenses but do not any longer. These racers would be "cherry picking" in a typical "A" class.

Elevation to "AA" classification would ideally be through objective race results. An alternative would be a review committee. A list of AA racers could possibly be added to the AMA web site.

Suggestions: a) 16 years minimum age; b) held an AFT Pro License in past ten years; c) has finished in the top 3 in the 250cc A Amateur, 450cc A Amateur, or Open A Amateur classes in the final point standings of an AMA approved series (RDO or otherwise) in past five years; d) has finished in the top 3 in the 250cc A Amateur, 450cc A Amateur, or Open A Amateur classes at an AMA Grand Championship event in past five years; e) former National winners in professional (AMA Grand National or AFT) competition; f) once a rider achieves AA status, it is retained as long as the rider continues competing in at least one AMA meet per year.

Submission

Chris DaRonco

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-0221-21: Agenda Item 03: Speedway: Approve Anlas Tire

Proposed

Approve the Anlas Tire for Speedway use.

Reason

There are only two tires on the 'approved' list, and only one – the Mitas – is being used. I feel it is the right time, as nobody has an inventory investment of tires yet, since we cannot even race (in California). This can be handled through an AMA Competition Bulletin.



To whom it may concern;

We hereby certify that Greg Hancock Enterprises has been appointed as the official distributor of all ANLAS branded tires within the territory USA until 31.12.2021.

For any assistance please contact:
Greg Hancock Enterprises
Greg Hancock
2428 College Dr
Costa Mesa, CA. 92626
USA

Greg Hancock Enterprises has the right to promote, distribute, sell and conduct after sell assistance.

If you have any questions please do not hesitate to contact with Mr. Fatih ERGUN - Marketing and Export Manager.
Phone: +90 212 265 06 80
Mail: fatih.ergun@anlas.com.tr

Best Regards

Eray SAVCI
Chairman



PRESS RELEASE
MIES, 14/10/2020
FOR MORE INFORMATION :

ISABELLE LARIVIÈRE
Communications Manager
isabelle.lariviere@fim.ch
TEL +41 22 950 95 68

FIM Homologation of two new Anlas tyres

In accordance with the requirements provided for in the FIM Technical Rules for Track Racing, the FIM has homologated the following two new models of speedway (rear) tyres submitted by the tyre manufacturer ANLAS:

- ANLAS SPEEDWAY SW002
- ANLAS SPEEDWAY SW003

To be eligible for any FIM Speedway World Championships, Cups and Prize events, the following homologation numbers must appear on the tyre:

- FIM / ANSW 02020 for ANLAS SPEEDWAY SW 002 tyre
- FIM / ANSW 03020 for ANLAS SPEEDWAY SW 003 tyre

Any other ANLAS tyre model (including Anlas Speedway (rear) tyre - ANLAS SPEEDWAY 001) is neither authorised nor homologated for FIM Speedway Competitions.

About the FIM (www.fim-bis.com)

The FIM (Fédération Internationale de Motocyclisme) founded in 1904, is the governing body for motorcycle sport and the global authority for motorcycling. The FIM is an independent association formed by 113 National Federations throughout the world. It is recognised as the sole legitimate authority in motorcycle sport by the International Olympic Committee (IOC), among its 50 FIM World Championships the main events are MotoGP, Superbike, Endurance, Historique, Supersport, Trial, Enduro, Cross-Country Kallén and Speedway. Furthermore, the FIM is also active and involved in the following areas: public affairs, road safety, touring and protection of the environment. The FIM was the first international sports federation to impose an Environmental Code in 1994.

Submission

Kelly Inman

Discussion

**MOTIONS
VOTE
DECISION**

Made: _____ Second: _____
For: _____ Against: _____ Abstain: _____
Yes: _____ No: _____ Amended: _____ Tabled: _____