



Meeting Agenda

Flat Track Commission

2023 Spring Meeting - Voting

Wednesday May 17, 2023

MS Teams Call

Meeting Agenda

1. Opening of Meeting

- a. Comments by the AMA Representative
- b. Comments by the Commission Chair
- c. Attendance

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

2. Vote on Proposals

3. New Discussion Items

4. Close Meeting

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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-202305-02a: 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".

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

Submission

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

Discussion

**MOTIONS
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) is significantly easier to use (particularly with a cell phone at a race track) to obtain a price than any of the others.

Submission

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

Discussion

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



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

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

Current:

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

Engine Size	Price
0-250cc	\$6,000.00
251-504cc	\$12,000.00
505cc-up (single)	\$12,000.00
750cc Multi-Cylinder	\$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
505cc-up (multi)	\$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

**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	\$6,000.00
251-504cc	\$12,000.00
505-Up (single)	\$12,000.00
750cc Multi-cylinder	\$25,000.00

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	\$6,000.00
251-504cc	\$12,000.00
505-Up (single)	\$12,000.00
750cc Multi-cylinder	\$25,000.00

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

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



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

FT-202305-03a: Section 3.3.G.2. Page 161: Claiming (Minor claims)

Current:

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

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

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

Reason

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

Submission

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

Discussion

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



**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

**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-202305-03c: 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

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



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

FT-202305-03d: 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

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

Current:

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

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

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

Reason

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

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

Submission

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

Discussion

**MOTIONS
 VOTE
 DECISION**

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



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

FT-202305-04b: 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

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



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

FT-202305-04c: 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

**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-202305-05: 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

**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-202305-06a: 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.

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-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.

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-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

**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

**MOTIONS
VOTE
DECISION**

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



Flat Track Commission Proposal Item

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

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*.

6

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

Engine, head: OEM*.

Engine, transmission: OEM*, four speed maximum.

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

Page 251: 1970s Vintage 250cc:

Engine, cases: OEM*.

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

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

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

Page 252: 1970s Vintage 360cc:

Engine, cases: OEM*.

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

Engine, head: OEM*.

Engine, transmission: OEM*, five speed maximum.

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

Page 253: 1970s Vintage 750cc:

Engine, cases: OEM*.

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

Engine, head: OEM*.

Engine, transmission: OEM*, five speed maximum.

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

Page 255: 1980s Vintage 250cc:

Engine, cases: OEM*.

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

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

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

Page 256: 1980s Vintage 500cc:

Engine, cases: OEM*.

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

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

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

Page 257: 1980s Vintage 750cc:

Engine, cases: OEM*.

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

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

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

Page 259: 1990s Vintage 505cc:

Engine, cases: OEM*.

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

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

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

Page 260: 1990s Vintage 1000cc:

Engine, cases: OEM*.

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

Engine, head: OEM*.

Engine, transmission: OEM*.

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

Proposed (Proposed changes in **bold**)

Page 246: 1940s Vintage 750cc:

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

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

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

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

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

Page 247-248: 1960s Vintage 250cc:

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

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

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

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

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

Page 249: 1960s Vintage 750cc:

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

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

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

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

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

Page 251: 1970s Vintage 250cc:

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

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

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

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

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

Page 252: 1970s Vintage 360cc:

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

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

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

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

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

Page 253: 1970s Vintage 750cc:

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

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

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

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

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

Page 255: 1980s Vintage 250cc:

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

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

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

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

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

Page 256: 1980s Vintage 500cc:

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

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

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

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

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

Page 257: 1980s Vintage 750cc:

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

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

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

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

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

Page 259: 1990s Vintage 505cc:

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

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

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

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

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

Page 260: 1990s Vintage 1000cc:

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

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

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

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

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

Reason

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

Submission

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

Discussion

**MOTIONS
VOTE
DECISION**

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