



Meeting Minutes
2019 AMA Congress Meeting

Flat Track Commission

Friday, December 6, 2019
Hilton Columbus Downtown

Meeting Agenda

1. Opening of Meeting

- a. Comments by the AMA Flat Track Manager – Ken Saillant
- b. Introductions and opening remarks via Kevin Crowther
- c. Comments by the Commission Chair – Bert Sumner

Kevin gave Bert the results from the Board of Directors review for the season. "Changing of frames and bikes must be in there somewhere, but he had not been given time for review to discuss with the group." Bert appreciates the group being available because he personally works 3 events a year and this group has real life workers that can recommend the best action for rule proposals and changes. He goes on to explain that his proposals are to clarify the rules and regulations that new promoters and organizers may need. His vision is to harmonize the rulebook so that it makes sense to all that read and need it.

- d. Take attendance

- **Present**

Kevin Bailey
Kelly Bell
Christine DaRonco
David Joiner
Kevin Lambert
Levi Mayer
Bill Milburn
Burt Sumner
Dan Vrana
Craig Wise

- **Absent with notice**

None

- **Absent without notice**

Steve Bromley
Rosanna Grzebinski
Ed Hoeffken
John Martin
Kelly Inman
Wayne Sody
Taylor White
John Zwerican

- **Guest Attendees**

Bill Combow
Gary Pontius
Luke Reber
Daryl Baer

2. Proposal Items

- a. FT-1219-1 Adding Coverage of Smaller Displacement Motorcycles
- b. FT-1219-2 Remove "All Other Materials Prohibited"
- c. FT-1219-3 Delete/Modify S.3, CH.1, P.16, PG.127
- d. FT-1219-4 Add "Contingency Not Included"
- e. FT-1219-5 Delete All Sidecar Sections
- f. FT-1219-6 RDO Class Types
- g. FT-1219-7 Add New Amateur Class
- h. FT-1219-8 Raise Age for 85cc to 9 Years
- i. FT-1219-9 Add Harmony with MX Rules
- j. FT-1219-10 Clean Up Track Racing Language
- k. FT-1219-11 Delete/Modify S.3.3, CH.6, P.1, PG.148
- l. FT-1219-12 Claiming Meets Updates
- m. FT-1219-13 New Section for Reporting Results
- n. FT-1219-14 How to Score Restarted Events
- o. FT-1219-15 Common Methods in Flat Track
- p. FT-1219-16 Common Methods in Flat Track
- q. FT-1219-17 Common Methods in Flat Track
- r. FT-1219-18 Two Minute Rule "Upon Request"
- s. FT-1219-19 Delete/Modify S.3.3, CH.C P.3, PG.142
- t. FT-1219-20 New Section Regarding Steel Shoe
- u. FT-1219-21 Updates Regarding Skin Abrasion Protection
- v. FT-1219-22 Change "350cc" to "250cc" Rule
- w. FT-1219-23 Remove "Primary" from Tire Filler
- x. FT-1219-24 New Rule Proposed
- y. FT-1219-25 Provide Guidance for Electric Machines
- z. FT-1219-26 Change "General" to "Modified Class"
- aa. FT-1219-27 Delete/Modify S.3.1, CH.D, P.3, PG.130
- bb. FT-1219-28 Proof of Age for All Classes
- cc. FT-1219-29 New Section for Rider Jumping

3. Agenda Items

- a. FT-A1219-1 Allow AFT & Pro to Race "A" Level
- b. FT-A1219-2 Require Club Level Referee's to Become "B" Certified
- c. FT-A1219-3 Limit Ice Screws in Ice Racing
- d. FT-A1219-4 Hooligan Racing
- e. FT-A1219-5 Move "How to Approve Machines" to Appendix
- f. FT-A1219-6 Upper Body Protection

4. Closing of Meeting



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-1
Adding Coverage of Smaller Displacement Motorcycles**

Current

Section 3, Chapter 5, Paragraph 5B, Page 164

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.

Proposed (Proposed changes in **bold**)

***PW\XR\Chain 50cc & 65cc Machines**

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.

- *PW\XR 50 or like model=90 degrees**
- * Chain 50cc IE. Cobra/KTM=4" past 90 Degrees top center**
- * 65cc = 4" past 90 Degrees past center**
- * 80cc-85cc= 5" past 90 Degrees past center**

Reason

For 2020 rules, we did not cover smaller displacement motorcycles. With current 8" rule there will be fitment and possible protest issues. Request to have the Rule added to 2020 competition bulletin ASAP for 2020 Ice Season.

Submission

Kevin Lambert

Discussion

No comments for discussion or changes to rule as written. Bert motioned for a vote.

VOTE

For: 7 Against: 0

DECISION

Yes: x No: Amended:



Flat Track Commission Proposal Item

Proposal: FT-1219-2 Remove "All Other Materials Are Prohibited"

Current

Section 3, Chapter 2, Paragraph 16A, Page 137

Number Plates A. When number plates are required, a motorcycle must be equipped with three plates of uniform size, shape and color. Minimum dimensions are 7-1/8inches 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**)

Number Plates A. When number plates are required, a motorcycle must be equipped with three plates of uniform size, shape and color. Minimum dimensions are 7-1/8inches 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.**

Reason

Remove all other materials are not permitted. Racers have burrowed or newly purchased machines and had to adapt with materials ranging from paper plates, cardboard, lexan ext. A number plate is a number plate the material it is made of should not be a factor so long as it meets size and legibility requirements.

Submission

Kevin Lambert

Discussion

There are many riders who make and prepare their own number plates, as long as the numbers are legible that's all that matters. There are still concerns safety wise depending on the material. (Discussion of using shatter proof materials ONLY). There is a concern about size and being able to read it for scoring purposes, working with riders and parents would be a safe route to go with concerning this change for smaller bikes. Some new racers have no idea what the rules and regulations are when attending their first event. There is also a concern that some referees will not follow the rules that we wish them to enforce. Is this another rule being added for the sake of it? **Bert proposes tabling for further discussion and working groups to decide how it should be written.**

Tabled for further discussion and working groups.

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-3
Removal of S3, C1, P16, PG127**

Current

Section 3, Chapter 1, Paragraph 16, Page 127

Any member subject to disciplinary action by American Flat Track, including a permanent revocation and loss of license to engage in professional competition, shall be ineligible to participate in any AMA-sanctioned amateur competition.

Proposed (Proposed changes in **bold**)

Remove from rules book- give AMA racers who choose not to participate in AFT the chance to compete again within the AMA.

Reason

AFT does not support the grassroots efforts of local organizers and holds organizers hostage over date selection for the upcoming seasons. AFT has also steered from the concepts of class C flat track racing that the AMA was founded on. If AFT wish we honor their rules they need to work better with our organizers who are honoring the prestige of their series by not booking over AFT.

Submission

Kevin Lambert

Discussion

Questions from Kevin Lambert regarding the legal, confidential agreement between AFT and AMA. A: This is a document that we are not allowed access to. B: Ken points out that AFT and AMA have a specific partnership and agreement that we do not want to violate or push too hard.

Group suggests that if there is a rider that violates certain rules such as drug use and fights with officials, they should not be allowed to race amateur.

Unfortunately, this submission does not have the ability to float.

Burt proposes voting on this proposal. **Group motioned for the proposal to be rejected.**

VOTE

For: _____ Against: 8

DECISION

Yes: _____ No: x Amended: _____



American Motorcyclist Association Proposal for Rulebook Revision

Flat Track Commission Proposal Item

**Proposal: FT-1219-4
Add "Contingency Not Included"**

Current

Section 3.3, Chapter A

To avoid legal issues with American Flat Track (AFT), No AMA-sanctioned event may use the term "Pro" in their event advertising or class designations. No AMA-sanctioned event may offer more than a \$10,000 cash payout total in the main event(s).

Proposed (Proposed changes in **bold**)

~~To avoid legal issues with American Flat Track (AFT),~~ AMA-sanctioned flat track meets shall not use the term "Pro" in their event advertising or class designations. No AMA-sanctioned event shall offer more than a \$10,000 cash payout total in the main events (**contingency not included**).

Reason

To avoid conflicting interpretations of how this rule and 3.1.A.9. relate to one another (3.1.A.9. includes the statement "contingency is not considered a cash prize").

Submission

Bert Sumner

Discussion

It is important to the AMA promoters and organizers that they are able to sanction as AMA versus outlaw. They would rather not run outlaw in order to have a larger purse available to the racers attending. The current cap on the purse is \$3000-\$10,000 but isn't written in the rulebook. The current system is that the promoter or club contacts the AMA then AMA contacts AFT for approval of purse.

Is this something that would possibly be up for future discussion? Is that dependent on the relationship between the two entities? There were previous sanction forms and rules that stated otherwise, because it could be beneficial to amateur events that are AMA and satisfies sponsors etc. This is an unwritten rule previously; this is an attempt to have a proposed solid number in the rulebook.

-Milburn proposes an **amendment: removal of "to avoid legal issues with the American Flat Track (AFT)..."** in our best interest of AMA's image within rules.

Ken explains relationship between AMA and AFT, saying it is similar to the difference between college and NFL football. The goal of the AMA is to make a pathway from amateur to pro by harmonizing our rules with theirs.

Questions regarding the use of PRO when trying to avoid AFT violation; AFT is OK with Pro-Am but organizers cannot use the word Pro without possible contact from AFT.

Burt proposes accepting as amended by Bill Milburn. Vote is held.

VOTE

For: _____6__ Against: ___1_____

DECISION

Yes: _____x_____ No: _____ Amended: ___x_____



Flat Track Commission Proposal Item

Proposal: FT-1219-5 Delete All Sidecar Chapters

Current

Section 3.5, Chapter B, Paragraph 10, Page 164

3.2.C.6.f. A sidecar brake is optional in road racing.

3.2.C.7.b. For sidecar road racing, the minimum wheel size is 10 inches. In all sidecar competition, rims may not exceed 19 inches. Ice-race and dirt-track sidecars have no minimum rim size for the sidecar wheel

3.2.C.7.d. Sidecar axles may not protrude farther than is necessary to mount two locking nuts

3.2.C.8.e. Sidecar In addition to the general frame requirements listed above, sidecars also must comply with the following:

3.2.C.8.e.(1). The frame for a sidecar outfit consists of a motorcycle with a sidecar attached on the left or right side, or any three-wheeled, two-track vehicle built specifically for sidecar competition. Sidecars must be constructed or attached in a safe, workmanlike manner.

3.2.C.8.e.(2). Sidecars must have conventional rigid (not flexible) frames.

3.2.C.8.e.(3). Measured from the center of the tire treads, the distance between the sidecar wheel and motorcycle wheels must be between 30 and 45 inches.

3.2.C.8.e.(4). On sidecars used in ice racing and Flat Track, the distance between the sidecar wheel and the motorcycle wheels, measured from the center of the treads, must be between 32 and 54 inches, with a maximum sidecar width of 60 inches measured from the center of the tread on the rear wheel of the motorcycle to the outside of the sidecar. In Flat Track, the passenger of the sidecar shall have both feet on the platform of the sidecar throughout the race.

3.2.C.8.e.(5). Road racing sidecars must have at least 1 inch of ground clearance above the lowest part of the wheel rim with shock absorbers fully compressed, unless a suitable skid surface is provided.

3.2.C.8.e.(6). A padded, straight knee brace may be used, but it must be attached at a right angle to the frame and not extend more than 5 inches from the gas tank.

3.2.C.8.e.(7). In ice racing, sidecar passengers must be shielded completely from the drive chain, drive wheel and sidecar wheel.

3.2.C.8.e.(7).(a). Buddy seat equipment shall consist of an adequate seat, footrest and handholds.

3.2.C.12.c. On motorcycles in sidecar events, the rear fender must extend at least 35 degrees past a vertical line drawn through the rear axle.

3.2.C.12.d. The wheel on a sidecar must be shielded completely above the floorboard level.

3.3.A.5. At any meet, except speedway and sidecar events, the following applies: The machine must meet the class requirement for engine size. All classes need not be run in any given meet. However, all classes to be run must be listed on any advance advertisements. If there are five or more entries for any class, that class must be run.

3.3.A.6. At any meet if there are more than five but fewer than 12 riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). In any advertised class with fewer than five entries, the class must be run, scored and awarded but may be combined with a similar ability or equipment class. Sidecar entries must be a minimum of six AMA members and three sidecars. ATVs and motorcycles may not race or practice on the track or course at the same time

3.3.B.14. Sidecar and buddy seat passengers must be carried throughout the entire meet and may not drive at any time.

3.3.C.15. Except in sidecar competition and land-speed racing, riding in a prone position is prohibited. The penalty is disqualification.

3.3.C.16. Sidecar passengers must remain in the sidecar for the entire event. A fallen passenger may re-enter only at the same point where he fell and on the same lap.

3.3.H.6. Sidecar Classes

3.3.H.6.a. 86cc-650cc overhead cam including 750 twin vertical pushrod motors and all 2-cycle engines, single or multi-cylinder.

3.3.H.6.b. 651cc-Open

3.5.B.8. In sidecar events, only the rear wheel of the motorcycle may be driven by the engine.

Proposed (Proposed changes in **bold**)

3.2.C.6.f. Delete

3.2.C.7.b. Delete

3.2.C.7.d. Delete

3.2.C.8.e. Delete

3.2.C.8.e.(1). Delete

3.2.C.8.e.(2). Delete

3.2.C.8.e.(3). Delete

3.2.C.8.e.(4). Delete

3.2.C.8.e.(5). Delete

3.2.C.8.e.(6). Delete

3.2.C.8.e.(7). Delete

3.2.C.8.e.(7).(a). Delete

3.2.C.12.c. Delete.

3.2.C.12.d. Delete

3.3.B.14. Delete

3.3.C.16. Delete

3.3.H.6. Delete

3.3.H.6.a. Delete

3.3.H.6.b. Delete

3.5.B.8.Sidecar Equipment Standards

3.5.B.8.a. Only the rear wheel of the motorcycle may be driven by the engine.

3.5.B.8.b. In all sidecar competition, rims may not exceed 19 inches. Ice-race sidecars have no minimum rim size for the sidecar wheel

3.5.B.8.c. Sidecar axles may not protrude farther than is necessary to mount two locking nuts

3.5.B.8.d. The frame for a sidecar outfit consists of a motorcycle with a sidecar attached on the left or right side, or any three-wheeled, two-track vehicle built specifically for sidecar competition.

3.5.B.8.e. Sidecars must have conventional rigid (not flexible) frames.

3.5.B.8.f. Measured from the center of the tire treads, the distance between the sidecar wheel and motorcycle wheels must be between 30 and 45 inches.

3.5.B.8.g. The distance between the sidecar wheel and the motorcycle wheels, measured from the center of the treads, must be between 32 and 54 inches, with a maximum sidecar width of 60 inches measured from the center of the tread on the rear wheel of the motorcycle to the outside of the sidecar.

3.5.B.8.h. A padded, straight knee brace may be used, but it must be attached at a right angle to the frame and not extend more than 5 inches from the gas tank.

3.5.B.8.i. Sidecar passengers must be shielded completely from the drive chain, drive wheel and sidecar wheel.

3.5.B.8.j. Buddy seat equipment shall consist of an adequate seat, footrest and handholds.

3.5.B.8.k. The rear fender must extend at least 35 degrees past a vertical line drawn through the rear axle.

3.5.B.8.l. The wheel on a sidecar must be shielded completely above the floorboard level.

3.5.B.8.m. Sidecar entries must be a minimum of six AMA members and three sidecars.

3.5.B.8.n. Sidecar and buddy seat passengers must be carried throughout the entire meet and may not drive at any time.

3.5.B.8.o. Sidecar passengers must remain in the sidecar for the entire event. A fallen passenger may re-enter only at the same point where he fell and on the same lap.

Reason

Sidecars are not common in Flat Track competition, but they are common in Ice Race competition, so relocating the sidecar rules from the Flat Track section to the Ice Race section is logical. Also deleted all references to Sidecar Road Racing.

Submission

Bert Sumner

Discussion

Dave Joiner mentioned that dirt track speedway events are held in CA, as does Kevin Bailey in his district.

Kevin Bailey was concerned that if we move the entire rules of sidecar to ice race this may confuse people and make them believe sidecar only applies to ice racing.

Burt Proposes tabling for further discussion depending on discipline of racing and the input of experts that work with sidecars.

Discussion of further mentions of sidecars in road racing rules as well. Milburn addresses the mention of another discipline in dirt track, if we are trying to harmonize should we remove mentions of another discipline in this area?

Tabled vote for further discussion by Burt.

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____



Flat Track Commission Proposal Item

Proposal: FT-1219-6
RDO Class Types

Current

Section 3.3, Chapter H, Paragraph 5, Page 149

New

Proposed (Proposed changes in **bold**)

Amateur Mini Flat Track Classes

1.150cc Amateur Air-Cooled 12+ years 86cc-150cc 4-stroke air-cooled

2.150cc Amateur 12+ years 86cc-150cc 4-stroke

3.150cc Women 12+ years 86cc-150cc 4-stroke

4. Amateur Mini Air-Cooled Open 12+ years 86cc-300cc 4-stroke air-cooled

Wheelbase: 48 inches minimum / 52 inches maximum

Wheel size, front: 19 inches maximum

Wheel size, rear: 12 inches minimum / 17 inches maximum

Bore and Stroke may be altered in all Amateur Modified classes; however, the engine displacement shall comply with class requirements.

Reason

District 6 & 7 offer a 125cc two-stroke / 86-150cc four-stroke Amateur class. District 6 offers a 150cc air-cooled Amateur class. District 7 offers a 100cc air-cooled Amateur class. District 6 offers an Amateur Women's class, 150cc air-cooled max, 12+up. District 7 offers an Amateur Women's class, 150cc max. District 17 offers an 86cc-160cc air-cooled four-stroke Amateur class. District 23 offers a 122cc-201cc air-cooled four-stroke two-valve Amateur class. District 36 offers a 150cc max Amateur class. District 36 offers a 150cc Air Cooled Modified Amateur class for up to 280cc.

Submission

Bert Sumner

Discussion

There are certain classes that run according to original rule, Burt's editing of this rule does not leave room for all classes that are kept outside of District 16. Lots of first time riders fit into certain classes previously mentioned in original write up (referred to as "Mad Dog").

Mad Dog classes are ideal for short track events, indoor events (Kelly of SNR). On a mile setting these classes might not be ideal.

It is important to have some flexibility for events in regards to beginners, but having a clear written rule to refer to is important.

Promoters can possibly run classes that are approved through Ken Saillant via supplemental rules, the AMA rulebook does not necessarily have to mention all classes possible according to make/frame for national recognition.

Proposal made of giving the promoters that discretion according to the new rule. Previously there are other rules that have been made to clean up the language of this rule specifically. There is also flexibility concerning classifications in SR's according to district rules and regs which are also approved by the AMA. Do competitors expect all races to include every class possible? Do these really need to be up for national awards when the class turn out could be so small?

Burt moves to vote, as written.

VOTE

For: _____ Against: _____ 8 _____

DECISION

Yes: _____ No: ___x_____ Amended: _____



American Motorcyclist Association Proposal for Rulebook Revision

Flat Track Commission Proposal Item

**Proposal: FT-1219-7
Add New Amateur Class**

Current

Section 3.3, Chapter H, Paragraph 5, Page 149

New

Proposed (Proposed changes in **bold**)

**Add a new Amateur class:
Name: Masters
Age Requirement: 60+ years
Engine Size: 201cc minimum**

Reason

This class has proven popular in D16 for our oldest racers. Perhaps other RDO's might consider it as well.

Submission

Bert Sumner

Discussion

D16 has these classes already...others are not as concerned based off attendance already. 8-9 rider average when advertised as an exhibition class.

Kelly- what is the point of adding yet another class on the national level when the attendance could be 1-2 riders? I already have a successful 50+ class, why would I want to take away from my current classes.

Dan- proposed the class because his group has one of the strongest and growing classes. Organizers should consider this class because the turnout is good and the people who run it are professional.

Ken- if the promoters and districts/clubs want to run this kind of class it could be outside of the rulebook. (sr's could be what contains this)

You do not have to run all the classes in the rulebook, but if you mention running AMA classes on your flier ALL rulebook classes will be available at the event.

Burt makes a motion to vote on this class.

VOTE

For: _____7_____ Against: ____1_____

DECISION

Yes : _____x_____ No: _____ Amended: _____



American Motorcyclist Association Proposal for Rulebook Revision

Flat Track Commission Proposal Item

**Proposal: FT-1219-8
Raise Age for 85cc to 9**

Current

Section 3.3, Chapter G, Page 148

Class Age Requirement
7.85cc Production 7-11 years
8.85cc Modified 7-11 years
9.85cc Production 9-13 years
10.85cc Modified 9-13 years
11.85cc Production 12-15 years
12.85cc Modified 12-15 years

Proposed (Proposed changes in **bold**)

Class Age Requirement
7.85cc Production 9-11 years
8.85cc Modified 9-11 years
9.85cc Production 12-15 years
10.85cc Modified 12-15 years

Reason

For safety reasons, raise the minimum age for 85cc classes from 7 to 9. It seems unwise to allow a 7-year-old to jump from a 50cc automatic to an 85cc shifter. The MX rules already have the minimum age for 85cc classes set to 9 years, so this change will harmonize the FT rules with MX rules.

Submission

Bert Sumner

Discussion

There is little participation concerning the class on Kelly Bell's end (concerning child's size/age/bike). Some organizers put kids based off of age and bike to accommodate rider's needs.

Most children age and size out of 85's before the age of 15 but there may be a possibility of amending age to 9-15 for 85's. They are wishing to raise the age to 9 to allow 65's to be ran a little longer for safety purposes.

Darrel brought up that there are kids who will not want to size down and might want to run two bikes when they are between the two classes. In his district they split the 85's by age to avoid

safety concerns by running larger/older kids with smaller children. Expressed concerns about kids not wanting to continue racing if the age is moved up even a year.

Kelly is concerned about the safety of the smaller riders being in the same classes as a 15- year-old. The goal isn't to discourage children that excel in racing, but to have them ride on the appropriate bike a little longer.

Bill Milburn and Kelly proposed tabling for further discussion and working groups.

Dan Vrana mentions MX stepping up the age a few years ago according to the track's needs, and he isn't as concerned about the kids having push back over one-year difference. Suggests that we can bring the proposed age down to 8 versus 9.

Dave mentions that the idea of overlap is good to accommodate the needs of the racers according to their skills and physical size. Some do not have the physical ability/riding abilities to move on up to the next big bike class.

Burt mentions that sometimes we have to save the children from their overzealous parents.

Tabled for discussion and working groups.

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____



Flat Track Commission Proposal Item

Proposal: FT-1219-9
Add Harmony with MX

Current

Section 3.3, Chapter G, Page 147

5.65cc Production7-11 years52cc-65cc2-stroke
52cc-90cc4-stroke
6.65cc Modified7-11 years52cc-65cc2-stroke
52cc-90cc4-stroke
7.85cc Production7-11 years66cc-85cc2-stroke
75cc-125cc4-stroke
8.85cc Modified7-11 years66cc-85cc2-stroke
75cc-125cc4-stroke
9.85cc Production9-13 years66cc-85cc2-stroke
75cc-125cc4-stroke
10.85cc Modified9-13 years66cc-85cc2-stroke
75cc-125cc4-stroke
11.85cc Production12-15 years66cc-85cc2-stroke
75cc-125cc4-stroke
12.85cc Modified12-15 years66cc-85cc2-stroke
75cc-125cc4-stroke

Proposed (Proposed changes in **bold**)

5.65cc Production7-11 years59cc-65cc2-stroke
6.65cc Modified7-11 years59cc-65cc2-stroke
7.99cc Youth Four Stroke7-11 years70cc-99cc4-stroke
Typical entries in the 99cc Youth Four Stroke class are the Honda CRF70F, Honda CRF80F, Suzuki RM-Z70, Yamaha PW80, and Yamaha TTR90.

8.85cc Production7-8 years79cc-85cc2-stroke
9.85cc Modified7-8 years79cc-85cc2-stroke
10.85cc Production9-11 years79cc-85cc2-stroke
11.85cc Modified9-11 years79cc-85cc2-stroke
12.85cc Production12-15 years79cc-85cc2-stroke
13.85cc Modified12-15 years79cc-85cc2-stroke

14.124cc Youth Four-Stroke7-15 years75cc-124cc4-stroke air-cooled
15.150cc Youth Four Stroke Air-Cooled 9-15 years90cc-150cc4-stroke air-cooled
16.150cc Youth Four Stroke Water-Cooled12-15 years90cc-150cc4-stroke water-cooled

Wheelbase: 48 inches minimum / 52 inches maximum.
Wheel size, front: 19 inches maximum.

**Wheel size, rear: 12 inches minimum / 17 inches maximum.
Engine bore and stroke must match that of the approved engine.
Typical entries in the 124cc Youth Four Stroke class are the Honda CRF110F,
Kawasaki KLX110, and Yamaha TTR110.
Typical entries in the 150cc Four Stroke Air-Cooled class are the Honda CRF150F,
Kawasaki KLX140, and Yamaha TTR125.
Typical entries in the 150cc Four Stroke Water-Cooled class are the Honda CRF150R.**

Reason

To harmonize with MX, a) the four-strokes are removed and b) the two-stroke displacements are adjusted to minimize the possible interpretation that a smaller engine may be modified to run in a larger displacement class. c) new Four-Stroke classes are created to account for the removal of four-strokes from the classes above. The new 124cc Four Stroke class is proposed to account for the loss of the four-strokes from the 85cc class.

District 6 offers a 90-150cc air-cooled four-stroke class for Youth (9-15 years of age). District 7 offers a 90-150cc air-cooled four-stroke class for Youth (7-15 years of age). District 23 offers a 60cc-85cc two-stroke/80cc-125cc four-stroke Youth class (no ages listed). District 23 offers an 80cc-125cc four-stroke Youth class (9-14 year olds). District 23 offers a Supermini (79cc-112cc two-stroke / 75cc-150cc four-stroke) for Youth (ages 12-15). District 36 offers a 100cc-124cc air-cooled four-stroke Youth class (10-15 year olds). District 36 offers a Heads-Up class that combines 85cc with 150cc four-stroke water-cooled (12-15 years of age), although they also offer separate 85cc classes for just two-strokes.

Submission

Bert Sumner

Discussion

During discussion of previous rule, this was tabled for further discussion and working groups.

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____



Flat Track Commission Proposal Item

**Proposal: FT-1219-10
Clean Up Track Racing Language**

Current

Section 3.3, Chapter G, Page 147

1.65cc Production 7-11 years 52cc-65cc 2-stroke
52cc-90cc 4-stroke

2.65cc Modified 7-11 years 52cc-65cc 2-stroke
52cc-90cc 4-stroke

Minimum wheel size 10 inches. Maximum wheel size 14 inches.

Maximum (adjusted length) wheelbase 45 inches. Maximum wheelbase must maintain Manufacturer’s specifications. For Flat Track, TT, and Ice Racing, the wheelbase may be extended to a maximum of 47 inches.

Proposed (Proposed changes in **bold**)

**1.65cc Production 7-11 years 52cc-65cc 2-stroke
52cc-90cc 4-stroke**

**2.65cc Modified 7-11 years 52cc-65cc 2-stroke
52cc-90cc 4-stroke**

Wheelbase: 47 inches maximum, but must not exceed Manufacturer’s specifications.

Wheel size: 10 inches minimum / 14 inches maximum.

Reason

Clean up the language concerning the wheelbase, since “Flat Track, TT, and Ice Racing” are the only disciplines left in Track Racing. Also raised the minimum wheel size from 10” to 12” to harmonize with the MX Section 1.3.K.

Submission

Bert Sumner

Discussion

A couple 60cc bikes use 10-inch wheels, so we want to make sure we accommodate them.

Burt proposes to make rule amended to be 10-inch minimum

VOTE

For: _____ 10 _____ Against: _____

DECISION

Yes: _____ x _____ No: _____ Amended: _____ x _____



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-11
Delete S3.3, CG, P1, PG148**

Current

Section 3.3, Chapter G, Paragraph 1, Page 148

3.3.G.1. All minicycle class machines must be run in the class for which they were originally manufactured (excluding Schoolboy).

Proposed (Proposed changes in **bold**)

3.3.G.1. Delete

Reason

I suspect the intention of this rule is to prevent "class jumping". However, if 3.3.G.2. prevents modifying the displacement of a Youth machine, then how can anyone jump classes? 3.3.G.2 is clarified in another proposal.

Submission

Bert Sumner

Discussion

This rule is redundant because there are already other rules in the book that prevent class jumping.

Burt proposes a vote.

VOTE

For: 9 Against: 0

DECISION

Yes: x No: Amended:



Flat Track Commission Proposal Item

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

Current

Section 3.3, Chapter F, Page 146

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, & TT) meets are claiming meets. Claims shall include the engine, electronics, carburetion, and exhaust only. Vintage and ATV class equipment are excluded from the claiming rule. Claiming prices are established in the following schedule: Single Cylinder 250cc maximum \$4,000, Single Cylinder 251cc minimum \$8,000, Multi-Cylinder All displacements \$17,500

Reason

The current rule claims two different ways of determining claiming price. New rule is simplified. New rule also includes 650cc twin-cylinder engines in the highest price.

Submission

Bert Sumner

Discussion

Monetary values may not be current in the book as is.

Ken proposes tabling discussion regarding this, so that we can do research regarding pricing and bikes on the market.

Tabled for discussion and working groups.

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____



American Motorcyclist Association Proposal for Rulebook Revision

Flat Track Commission Proposal Item

Proposal: FT-1219-13
New Section for Reporting Results

Current

Section 3.3, Chapter HH, Page 146

New

Proposed (Proposed changes in **bold**)

3.3.HH.1. All AMA sanctioned meet organizers are required to submit the complete class results of their meet to the AMA. In the future, AMA plans to incorporate advancement for riders participating in track racing. The only way we can do this is if the meet organizers do their part by submitting ALL results. This will also allow AMA to have better communication with our members in terms of classification and upcoming events.

3.3.HH.2. The AMA needs each meet organizer to submit the following information in a Microsoft Excel document:

3.3.HH.2.a. CLASS NAME: per the AMA Racing Rulebook and AMA Supplemental Rules

3.3.HH.2.b. CLASS FINISH POSITION: Within their class

3.3.HH.2.c. AMA MEMBERSHIP CARD NUMBER:

3.3.HH.2.c.(1). CURRENT MEMBERS - Use AMA membership card number

3.3.HH.2.c.(2). RENEWING MEMBERS - If known, please use their membership card number, otherwise use number found at the top right of their membership booklet receipt

3.3.HH.2.c.(3). NEW MEMBERS - Enter number found at the top right of their membership booklet receipt

3.3.HH.2.c.(4). DO NOT under any circumstance fabricate a membership number for any rider

3.3.HH.2.d. FIRST NAME

3.3.HH.2.e. LAST NAME

3.3.HH.2.f. DOB (Date of Birth)

3.3.HH.2.g. CITY

3.3.HH.2.h. STATE/PROVINCE

3.3.HH.2.i. BIKE BRAND

**CLASS NAME/CLASS FINISH/POSITION/AMA NUMBER/FIRST NAME/LAST NAME/
DOB/CITY/STATE/BRAND**

**OPEN A1123456JIMSMITH4/5/1980PICKERINGTONOHKAW
OPEN A2678910BOBBROWN5/6/1978PICKERINGTONOHHON
OPEN A3726178STEVESIMPSON1/31/1972PICKERINGTONOHYAM
OPEN B1432157WILLWILLIAMS8/14/1985PICKERINGTONOHHON
OPEN B2918735MIKEMITCHELL7/15/1981PICKERINGTONOHHSQ
OPEN B3579852ANDYANDERSON12/8/1977PICKERINGTONOHYAM
VET 30+1772563JOHNJOHNSON1/10/1984PICKERINGTONOHKAW
VET 30+2824681RICKTAYLOR7/20/1979PICKERINGTONOHHON
VET 30+3282489TOMTHOMPSON9/12/1981PICKERINGTONOHHON**

3.3.HH.3. The Microsoft Excel file should be named as follows:

3.3.HH.3.a. Club/Organizer Name_Sanction Number_Event Date

3.3.HH.3.b. Example: American Motorcyclist_12345_6-25-2016.xlsx

3.3.HH.4. The Microsoft Excel file shall be emailed to trackresults@ama-cycle.org.

Reason

To make it clear within the rulebook what the expectations are concerning reporting the results to AMA HQ.

Submission

Bert Sumner

Discussion

There are safety concerns regarding privacy of data and storage/transport with a proposed rule like this. What are the minimum requirements that we really need in order to be compliant with regulations?

Luke Reber offers helping with legal aspect of this rule concerning privacy laws.

Trackside and other programs used are based in excel so eliminating its use for safety purposes will not accommodate the needs we have.

Dan-This could be put under the scoring section? What about the promoter's section as a general rule?

Dave- Personally, my speedway results are posted on facebook/webpage/etc. this seems to be a redundancy of information he has already posted publicly. As an organizer, this may not be something he is able to accomplish. If there was an easy way for him as a promoter to enter this

information directly to AMA, but does not have the time to sit and duplicate all the info he needs to report which he already posted. He is concerned that this could turn people away from being an AMA promoter.

Ocean explains the result entry process and how it works.

There were suggestions that we have a secure portal to send this information to the AMA. This way we are addressing privacy issues and fulfilling what is being requested.

Kelly- I feel like this ruling is made for the organizers and promoters that never submit their results

Proposal to take this whole discussion to Sporting Commission and a few others because this would affect ALL disciplines.

Trackside is given to all promoters and has an export available for AMA within every discipline. Kelly brings up how John Dayne (that is in charge of Trackside) can possibly update the program to meet organizers needs.

Tabled for discussions with the Sporting Commission

Multiple folks in the group suggest that we have a promoter/organizer guideline section of the rulebook. This way we have something new organizers can refer to when they are just getting started with work in the AMA.

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____



Flat Track Commission Proposal Item

Proposal: FT-1219-14 How To Score Restarted Events

Current

Section 3.3, Chapter e, Page 146

3.3.C.19. 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.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.

3.3.H.7. 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. 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.19. Delete

3.3.E.3. No official final results shall be posted until all scores have been examined and approved by the head scorer.

3.3.E.4. It is the rider's responsibility to ensure number legibility. If a rider appeals his score but the bike numbers are not properly displayed, any protest will be disallowed. There will be no exceptions to this rule.

3.3.E.5. Official results are declared final if no racer requests a recheck within a half hour after they are posted.

3.3.E.6. 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.

3.3.E.7. Each event is completed either when the leader takes the checkered flag, or if the race is called complete after a red flag.

3.3.E.7.a. If the checkered flag is shown to the leader before the event distance has been reached, the race shall be considered complete at the shorter distance.

3.3.E.7.b. If the checkered flag is shown to the leader later than anticipated, the event is complete at the longer-than anticipated distance.

3.3.E.8. The number of laps completed by each racer, and their relative position on that lap, determines their finishing position.

3.3.E.9. Racers do not need to take the checkered flag to finish an event.

3.3.E.10. If a red-flagged event is called complete by the referee without a restart, the racers shall be scored in the order that they would have restarted the event.

3.3.E.11. Only video or photographs taken by meet officials or their designees shall be used to resolve scoring issues.

3.3.H.7. Delete

3.3.H.8. Delete

Reason

Editorial changes, to clarify to new meet organizers how to score restarted events. Note: 3.3.E.4 was in the 2019 rule book. Upon my recommendation in December 2019, we removed it. Upon further review, I wish to re-insert it. 3.3.E.1. An AMA-approved scoring system must be used. 3.3.E.2. Each rider is entitled to examine his/her score with the head scorer or referee.

Submission

Bert Sumner

Discussion

Bill Milburn- Is there a standard in the rulebook regarding this? (Was taken out previously in congress)

The group had discussion about how the referee and scoring officials should be able to make a call as to whether the racers numbers meet the requirements in the rulebook and their own discretion.

Tabled for discussion and work groups

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____



Flat Track Commission Proposal Item

Proposal: FT-1219-15 Common Methods in Flat Track

Current

Section 3.3, Chapter GG, Page 145

3.3.C.7.h. Any race stopped with two laps or fewer completed will require a complete restart in the original positions (see d. above).

3.3.C.7.i. A rider who was determined by the referee of the event to be the primary cause for the event being stopped will be required to restart from the penalty line. If an event is stopped after at least 60 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their position on the lap preceding the one during which they were red flagged. At the referees discretion, if the race must be resumed the riders will be started in a staggered start position in the order they held on the lap before the event was stopped (see Section 3.4.). At the organizer's option, the referee may use a rolling single file restart. If doing so the following procedure must be followed: The riders will be positioned in their restart order and instructed to do at least one pace lap. If all is in order (per starter) the field will be given the green flag. The referee will designate a point on the track that the riders may start to accelerate to race speed and a restart line. The riders MAY NOT PASS before getting to the restart line and the starter is waving the green flag.

DOUBLE RED FLAG RULE: In short track events, one quarter (1/4) mile or shorter, a rider causing two red flags in a single race without making an attempt to re-enter the race, can be disqualified at the discretion of the referee.

3.3.C.7.j. Should a race be stopped but not completed, riders must return their motorcycle to the designated work area only to make repairs. Any rider returning a motorcycle to the paddock will be disqualified.

3.3.C.7.j.(1). Work periods last two minutes at the red flag/light, except in final events where they may be 10 minutes. If the referee deems the red flag situation to be cleared up, and all riders are ready to resume the race, the referee may call for the race to resume immediately.

3.3.C.7.j.(2). Riders continuing to have work performed on their motorcycles past the allotted time period will be placed at the back of the lineup for the restart. There will be no two minute allowances given for further work.

3.3.C.7.j.(3). All riders must report to the starting line immediately when called or they will be subject to disqualification.

3.3.C.7.k. If a race was stopped because riders were down, the first rider down is placed last in the restart, etc., with the last rider down behind the last rider who didn't fall. If for any reason a rider doesn't complete the red-flagged lap, he/she too will be placed in the rear of the restart

in a position respective of his stoppage. If the race is called complete the riders will be scored in the position in which they would have restarted.

3.3.C.8. Staggered Start Procedure

3.3.C.8.a. When called to the starting line, the leader will pick his starting position.

3.3.C.8.a.(1). For heat races, the leader may only choose the inside or outside positions.

3.3.C.8.a.(2). For semis and main events, the leader may choose to start in any position within the designated starting area.

Proposed (Proposed changes in **bold**)

3.3.C.7.h. Delete

3.3.C.7.i. Delete

DOUBLE RED FLAG RULE: Delete

3.3.C.7.j. Delete

3.3.C.7.j.(1). Delete

3.3.C.7.j.(2). Delete

3.3.C.7.j.(3). Delete

3.3.C.7.k. Delete

3.3.C.8. Delete

3.3.C.8.a. Delete

3.3.C.8.a.(1). Delete

3.3.C.8.a.(2). Delete

3.3.C.8.b. Delete

3.3.C.8. Delete

3.3.GG. Race Stoppages

3.3.GG.1. If an event is stopped with two laps or fewer completed, the event shall be a complete restart, except for any penalties imposed.

3.3.GG.2. If an event is stopped after two laps have been completed, but less than 60 percent of the total distance has been covered, the event should be restarted from the lap prior to the red flag.

3.3.GG.3. If an event is stopped after completing at least 60 percent of the total distance covered, the event may be considered complete by the referee, or it may be

restarted.

3.3.GG.4. The referee may call the event complete if multiple attempts to restart the event have been unsuccessful.

3.3.GG.5. Whenever an event is stopped before reaching the completed distance, all participants shall return to the start line area, or the designated work area, as directed by race officials.

3.3.GG.5.a. Any participant who leaves the track, the start line area, or the designated work area without being directed to do so by a race official may be disqualified from the event.

3.3.GG.7. Red Flag stoppages may last two minutes for heats and semis, and may last ten minutes for finals.

3.3.GG.7.a. If the meet referee deems the red flag situation to be cleared up and all participants are ready to resume the race, the meet referee may call for the race to resume immediately.

3.3.GG.8. Restart Penalties.

3.3.GG.8.a. Any racer whom the meet referee determines to be the cause of the event stoppage may be penalized.

3.3.GG.8.a.(1). All racers who crashed, or did not complete the red flagged lap, are considered to be a cause of the event stoppage.

3.3.GG.8.a.(2). A racer does not need to crash to be determined by the referee to be a cause of the event stoppage. Some examples include:

3.3.GG.8.a.(2).(i). Rough riding that causes others to crash

3.3.GG.8.a.(2).(ii). A fluid leak that causes others to crash

3.3.GG.8.a.(2).(iii). Failure to complete the red flag lap.

3.3.GG.8.b. Any racer whom the referee determines to be the cause of two red flags in a single event may be disqualified from the event by the referee.

3.3.GG.8.c. Any racer who continues to work on their motorcycles after the event is called back to the line shall be placed at the rear of the line-up for the restart, or may be disqualified from the event.

3.3.GG.8.d. Any racer who fails to report to the starting line when called for a restart may be disqualified from the event.

3.3.GG.9. Restarts.

3.3.GG.9.a. Restart Order

3.3.GG.9.a. All racers on the penalty line shall line up in the same position from pole

that they held on their original start line.

3.3.GG.9.a.(1). If two racers from different rows but in the same position from pole are sent to the penalty line, the racer on the front row shall take the spot. The racer from the second row shall line up alongside.

3.3.GG.9.a.(2) All racers who are penalized shall be placed at the rear of the group of racers on that lap, behind all other racers on that lap who are not penalized.

3.3.GG.9.a.(3).All racers who are not penalized shall be placed at the front of the order, and organized in the order that they were in on the lap preceding the red flag.

3.3.GG.9.b. Complete Restart

3.3.GG.9.b.(1). All racers shall restart from the grid positions which they each held on the previous event start, unless penalized by the meet referee.

3.3.GG.9.b.(2). Racers who started from the penalty line on the previous start shall return to the same position on penalty line for the restart.

3.3.GG.9.c. Staggered Restart

3.3.GG.9.c.(1).The first racer shall be positioned on the front starting row, usually on the inside or outside pole, as chosen by that racer.

3.3.GG.9.c.(2). The second racer shall be positioned one foot behind the rear wheel of the first racer, and 3 feet to the side.

3.3.GG.9.c.(3).(i). If the first racer has chosen the inside pole, the following racer shall move 3 feet to the outside.

3.3.GG.9.c.(3).(ii). If the first racer has chosen the outside pole, the following racer shall move 3 feet to the inside.

3.3.GG.9.c.(4). All other racers shall line up in a similar fashion.

3.3.GG.9.c.(5). If the line-up reaches the opposite pole before the entire field is organized, the referee may decide to begin staggering the remaining racers to the opposite side so that all racers are able to restart on the racing surface.

3.3.GG.9.d. Rolling Restart

3.3.GG.9.d.(1). The meet referee shall designate a point on the track – ideally one that is clearly marked - where the racers may start to accelerate to race speed once the green flag is waved.

3.3.GG.9.d.(2). The racers shall be instructed that no one shall pass any other racers until the green flag is waved.

3.3.GG.9.d.(3). The racers shall be positioned in their restart order and instructed to do at least one pace lap in single file at a reduced speed.

3.3.GG.9.d.(4). As the racers approach the designated point on the track, if all is in order, the starter shall wave the green flag, and the race shall be considered restarted.

3.3.GG.9.e. Modified Restart

3.3.GG.9.e.(1). When spatial limitations prevent a staggered restart or a rolling restart, a modified restart may be used.

3.3.GG.9.e.(2). The racers shall be organized in their restart order.

3.3.GG.9.e.(3). Racers shall pick their spots on their respective rows, in order, under the guidelines of the original event.

3.3.GG.9.e.(3).(i). If the original event lined up with gate picks, then the guidelines for gate picks shall be followed.

3.3.GG.9.e.(3).(ii). If the original event lined up with ordered picks, then the guidelines for ordered picks shall be followed.

Reason

To more accurately reflect more common methods in Flat Track, and to educate new meet organizers of same.

Submission

Bert Sumner

Discussion

Ken- do we have anyone who does rolling starts?

Kevin Lambert- on ice and with sidecars this is something they do.

Dan Vrana and Levi have concerns about the way this proposal is written and may need editing because of the word "should." Some riders could stall or have troubles that are not addressed by the current proposed rule change.

Tabled for further discussion and working groups.

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____



American Motorcyclist Association Proposal for Rulebook Revision

Flat Track Commission Proposal Item

Proposal: FT-1219-16 Common Methods in Flat Track

Current

Section 3.3, Chapter FF, Page 144

3.3.C.9. Meets on closed circuits less than a mile long, except TT scrambles, will run in a counter-clockwise direction. Under no circumstances may anyone ride a machine in the wrong direction on the track. For this offense, the referee may suspend a rider for the event or for the entire meet.

3.3.C.10. Any rider passing on the inside is responsible for any foul that results. If passing on the outside, a rider may not move to the inside unless there is adequate distance to complete the pass without interfering with the passed rider. The penalty for interfering with another rider during a pass may be disqualification.

3.3.C.11. (deleted during September 2019 meeting)

3.3.C.12. If a rider stops for any reason during an event, he/she must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, he/she may receive help or have his/her machine pushed off the course. An attempt to help under any other situation will result in the rider's disqualification.

3.3.C.13. A rider leaving the course must re-enter at the same point or at the first point where he/she can safely do so without interfering with other riders and without gaining an advantage. Failure to do so will result in the rider being penalized a minimum of one finishing position for that event.

3.3.C.14. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the meet by the referee.

3.3.C.15. Except in sidecar competition and land-speed racing, riding in a prone position is prohibited. The penalty is disqualification.

3.3.C.16. Sidecar passengers must remain in the sidecar for the entire event. A fallen passenger may re-enter only at the same point where he fell and on the same lap.

3.3.C.17. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.

3.3.FF. (new)

Proposed (Proposed changes in **bold**)

3.3.C.9. Delete

3.3.C.10. Delete

3.3.C.12. Delete

3.3.C.13 Delete

3.3.C.14. Delete

3.3.C.15 Delete

3.3.C.16. Delete

3.3.C.17 Delete

3.3.FF. On Track Regulations.

3.3.FF.1. All Flat Track (Dirt Track and Short Track) meets shall run in a counter-clockwise direction. TT meets may run in either direction.

3.3.FF.2. Under no circumstances may anyone ride a machine in the wrong direction on the track. For this offense, the referee may suspend a rider for the event or for the entire meet.

3.3.FF.3. Any rider passing on the inside is responsible for any foul that results.

3.3.FF.3.a. If passing on the outside, a rider shall not move to the inside unless there is adequate space to complete the pass without interfering with the passed rider.

3.3.FF.3.b. The penalty for interfering with another rider during a pass may be disqualification.

3.3.FF.4. If a rider stops for any reason during an event, he/she must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, he/she may receive help or have his/her machine pushed off the course. Any attempt to help under any other situation will result in the rider's disqualification.

3.3.FF.5. A rider leaving the course must re-enter at the same point or at the first point where he/she can safely do so without interfering with other riders and without gaining an advantage. Failure to do so will result in the rider being penalized a minimum of one finishing position for that event.

3.3.FF.6. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the meet by the referee.

3.3.FF.7. Riding in a prone position is prohibited. The penalty is disqualification.

3.3.FF.8. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.

Reason

To more accurately reflect more common methods in Flat Track, and to educate new meet organizers of same.

Submission

Bert Sumner

Discussion

There are already established guidelines for who gets what line they take regarding right of way and riders overtaking the leader...there is a concern of redundancy. The group goes on to discuss how right of way works already within the race setting. After the discussion clarified what this included, **Burt moves to vote.**

VOTE

For: 7 Against: 1

DECISION

Yes: x No: Amended:



American Motorcyclist Association Proposal for Rulebook Revision

Flat Track Commission Proposal Item

Proposal: FT-1219-17 Common Methods in Flat Track

Current

Section 3.3, Chapter EE, Page 142

3.3.C.5. A rider must be ready when called to the starting area. If not ready, he/she is allowed two minutes after the starters call to make minor repairs. Afterward, if he/she still isn't ready, he/she is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he/she won't be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time won't prevent the disqualification of another rider who has used the two minute limit.

3.3.C.7. Starting methods for Flat Track, short track and TT:

3.3.C.7.a. Two starting lines, 2 feet apart, are plainly marked for each row. After starting their engines, competitors ride their motorcycles to their assigned starting positions, stopping half a bike length behind the back line and placing their machines in neutral. The width of the track at the starting line determines the number of riders. Each machine must have 1 meter (3.2-foot) of space. All riders are to get a front row start in all heat races.

3.3.C.7.b. When the starter ensures that all engines are running and in neutral, and all machines are properly positioned behind the back line, he/she walks to the side of the track and faces the riders. This is the signal for riders to place their machines in gear, move to the starting line and stop. When all riders are ready, the starter begins the event.

3.3.C.7.c. Facilities permitting, the referee may use starting lights, rubber band gate or speedway-type starting gate to assist the starter. All of the starters other responsibilities remain the same.

3.3.C.7.d. Any rider whose motorcycle touches the front line before the start will be moved to the penalty line. Riders who cross the starting line prior to the official start of the event may receive the following penalties: finishing position deductions, (determined by the Referee), or disqualification and black flagged out of the event while the race continues. In all restarts, a rider at the penalty line must continue to start from the same position on the penalty line.

3.3.C.7.e. All starts, except for time trials, must be standing starts with both wheels on the ground.

3.3.C.7.f. If more than one starting line is used, each line must be 8 yards behind the preceding line. The penalty line is to be 8 yards behind the last starting line in use.

3.3.C.7.g. Main event riders will select their start positions based on the posted order.

3.3.C.18. At all events, the number of riders allowed to start any race should take into account the width and length of the course, run-off room available, the ability of all riders to negotiate the first corner without incident, and the speed and skill level of the class(es) being run. Allowing more than 12 riders on any flat track course for any race is not recommended, due to the lack of runoff room and the amount of clear track available to each rider. When a class has 13 or 14 participants, and the referee has no safety concerns, the referee is empowered to start all competitors in that class final so as to eliminate the need to run a semi in that class or to eliminate one or two racers from that class final.

3.3.EE. (new)

Proposed (Proposed changes in **bold**)

3.3.EE. Race Starts

3.3.EE.1. Starting Line Area

3.3.EE.1.a. Two starting lines, spaced 2 feet (24 inches) apart, are marked for each row.

3.3.EE.1.b. If more than one starting row is used, each row shall be 8 yards (24 feet / 7.3 meters) behind the preceding row.

3.3.EE.1.c. The penalty line shall be 8 yards (24 feet / 7.3 meters) behind the last starting line that is in use.

3.3.EE.1.d. The number of participants placed on each starting row shall take into account any and all safety concerns.

3.3.EE.1.d.(1). Each full-sized machine shall have no less than 39 inches (one meter) of space on each starting row to minimize starting line or first-corner congestion.

3.3.EE.1.d.(2). In most cases, it is not recommended to line up more than 8 racers on a single starting row – even if the track width permits it – due to higher risks of starting line or first corner congestion.

3.3.EE.1.e. At all meets, the referee shall determine the number of riders allowed to start any event, which shall take into account the width and length of the course, run-off room available, the ability of all riders to negotiate the first corner without incident, and the speed and skill level of the class(es) being run.

3.3.EE.1.e.(1). Allowing more than 12 riders on any Flat Track (Dirt Track, Short Track, or TT) course for any race is prohibited, due to the lack of runoff room and the amount of clear track available to each rider.

3.3.EE.1.e.(2). The only exception to the above rule is when a class has 13 or 14 participants, and the referee has no safety concerns, then the referee is empowered to start all competitors in that class final so as to eliminate the need to run a semi in that class or to eliminate one or two racers from that class final.

3.3.EE.1.f. A rider must be ready when called to the starting area. If not ready,

he/she is allowed to request two minutes after the starters call to make minor repairs. Afterward, if he/she still isn't ready, he/she is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he/she won't be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time won't prevent the disqualification of another rider who has used the two minute limit.

3.3.EE.2. Starting Position Selection

3.3.EE.2.a. All racers in all events shall select their positions on their assigned starting line based on the posted order. The two methods explained below are common for picking positions on the starting line, but others may be used. The style of pick may be the same for all rounds, or it may vary from round to round.

3.3.EE.2.b. Gate Pick

3.3.EE.2.b.(1). The first racer listed on the posted order for the front row picks any spot on the front row.

3.3.EE.2.b.(2). The remaining racers on the front row, in the posted order, each pick any unoccupied spot on that row.

3.3.EE.2.b.(3) The first racer listed on the posted order for the second row picks any spot on the second row.

3.3.EE.2.b.(4). The remaining racers on the second row each pick any unoccupied spot on that row, in the posted order.

3.3.EE.2.b.(5) The process continues for all other starting rows.

3.3.EE.2.c. Ordered Pick

3.3.EE.2.c.(1). The first racer listed on the posted order for the front row is given the inside pole unless he/she requests the outside pole.

3.3.EE.2.b.(2). The second racer listed on the posted order for the front row shall line up immediately outside of the first racer (if the first racer picked the inside pole), or immediately inside of the first racer (if the first racer picked the outside pole).

3.3.EE.2.b.(3). All other racers on the front row shall line up alongside, in order, of the racer before them in the order.

3.3.EE.2.b.(4). The first racer listed on the second row, or any later row, does not get a choice – they must line up directly behind the first racer listed on the front row. All other racers on each row line up in the same fashion as the racers on the front row.

3.3.EE.2.d. Deferred Pick

3.3.EE.2.d.(1). Any racer may defer his/her pick on their assigned row and instead take the next available pick on the next row. All following racers move up one pick

until all available spots on the earlier rows are filled.

3.3.EE.3. Starting Methods

3.3.EE.3.a. The starter may use starting lights, rubber band, gate, flags, or speedway-type starting gate to start any event.

3.3.EE.3.b. With the exception of time trials, practice, and timed practice, all event starts shall be standing starts with both wheels on the ground.

3.3.EE.3.c. Once all event participants are in their starting positions and the designated official ensures that all participants are ready, the starting procedure that was explained in the Racer Briefing may begin.

3.3.EE.3.d. Once the starting procedure begins but before the start signal is given, any racer whose front wheel touches the start line shall be penalized.

3.3.EE.3.d.1. Possible penalties include, but are not limited to: relocation to the penalty line, deduction of their finish position, or a black flag disqualification from the event while the event continues.

Reason

To more accurately reflect more common methods in Flat Track, and to educate new meet organizers of same. Note: 3.3.EE. would be placed after 3.3.DD (Meet Program) Note: 3.3.CC.5. is modified in another proposal.

Submission

Bert Sumner

Discussion

Burt explains that this proposal easily lays out how to set up a starting line at an event.

Kevin Lambert- On heat races there are not any gate picks; the organizer does this. The old rule did not originally define what riders spot is with the way it is written.

Burt explains that there is another rule that explains how the rider line up is made, and makes a point to explain how this works at the rider briefing in order to prevent confusion or pushback from the riders.

Burt moves to vote.

VOTE

For: 8 Against: 0

DECISION

Yes: x No: Amended:

Dis



Flat Track Commission Proposal Item

Proposal: FT-1219-18
Two-Minute Rule "Upon Request"

Current

Section 3.3, Chapter C, Paragraph 5, Page 142

3.3.C.5. A rider must be ready when called to the starting area. If not ready, he/she is allowed two minutes after the starters call to make minor repairs. Afterward, if he/she still isn't ready, he/she is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he/she won't be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time won't prevent the disqualification of another rider who has used the two minute limit.

Proposed (Proposed changes in **bold**)

3.3.C.5. If a racer is not ready when called to the starting line area, the racer or designee may request a two minute delay.

3.3.C.5.a. If the racer does not request a delay, the meet referee may start the event without that racer.

3.3.C.5.b. If the racer requests the delay, but is not ready at the completion of the delay, the meet referee may start the event without that racer.

3.3.C.5.c. Any racer may request a two-minute delay; however, the additional time will not prevent the disqualification of another rider who has exceeded their own two-minute delay.

Reason

Recommend the two-minute rule become 'upon request' instead of automatic. In my experience, riders who are not present for their race have usually scratched without telling anyone, so waiting two minutes is time wasted.

Submission

Bert Sumner

Discussion

Proposed amendment by Kevin: 3.3.C.5 **"the racer or designee"; this is added for clarification.**

VOTE

For: 8 Against: _____

DECISION

Yes: x No: _____ Amended: x



Flat Track Commission Proposal Item

Proposal: FT-1219-19
Delete/Modify S.3.3, CH.C, P.3, PG.142

Current

Section 3.3, Chapter C, Paragraph 3, Page 142

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.

3.3.C.3. In hillclimb events only, if a rider's physical stature is such that he/she can't reach the ground with both feet, blocks may be used but must be removed immediately after the start.

Proposed (Proposed changes in **bold**)

3.1.A.18. Delete

3.1.D.1.c. Training wheels are not permitted on any machines.

3.3.C.3. The meet referee has the authority to disqualify any rider who cannot safety control his/her machine.

3.3.C.3.a. This includes stopping, starting, standing still, mounting, dismounting, and putting one or both feet on the ground

3.3.C.3.b. If a rider's physical stature is such that he/she cannot reach the ground with both feet, starting blocks may be used at the starting line. However:

3.3.C.3.b.(1). A rider using starting blocks must line up on the last row of riders, so that no trailing rider needs to avoid the blocks at the start of the event.

3.3.C.3.b.(2). The blocks must be removed immediately after the start, and they must be clear of the track well before the leaders complete their first lap.

Reason

The ability to reach the ground with both feet does not mean that a racer is incapable of controlling their machine safely. However, guidance is necessary to ensure that starting blocks do not create hazard for other competitors.

Submission

Bert Sumner

Discussion

Kelly- is this something we need in the rulebook? I do not want it for national because we will need to assign who has to/needs to pick up starting block once the rider has started. There is a concern that parents will force this on organizers if it's a hardline rule.

There is a concern of safety for riders and parents/mechanics running onto the track to grab the starting block.

Burt- current rules already say that if a riders feet cannot touch the ground it isn't a "legal" bike.

Kevin Lambert proposes tabling

Tabled for further discussion and working groups.

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended: _____



Flat Track Commission Proposal Item

Proposal: FT-1219-20
New Section Regarding Steel Shoe

Current

Section 3.2, Chapter E, Paragraph 4A, Page 138

New

Proposed (Proposed changes in **bold**)

3.2.E.4.a. When a steel shoe is worn, it is imperative that the racer takes precautions to minimize the chances of the shoe coming loose from the boot. A steel shoe that slips off the boot but remains tethered to the racer's leg by the strap may become entangled in the drive chain, or get run over by a motorcycle; either event is capable of inflicting significant injuries to the racer or other racers.

3.2.E.4.a.(1). Intact, undamaged steel shoe straps that are pulled tight and secured are less likely to lose a steel shoe than loose, damaged, or torn steel shoe straps.

3.2.E.4.a.(2). Screwing the back of the steel shoe into the heel of the boot lessens the chances of losing a steel shoe.

3.2.E.4.a.(3). Boots with rubber soles are less likely to lose a steel shoe than boots with plastic soles, as the plastic soles are more slippery than rubber soles.

3.2.E.4.a.(4). Boots whose side edges of the soles are perpendicular to the bottom of the boot are less likely to lose a steel shoe than boots whose soles are tapered from top to bottom.

3.2.E.4.a.(5). Motocross style boots are stiffer than flexible road race style boots, and are less likely to lose a steel shoe.

Reason

To educate racers on the factors that have proven to increase the likelihood of losing a steel shoe, which creates a significant safety risk not only for that racer, but all other racers on the track.

Submission

Bert Sumner

Discussion

Is this something that should go into the rulebook? Some see this as an opportunity to be an educational material in addition to the rules and regulations.

Dan and Levi suggest that these "teaching opportunities" should be on public sources like the website.

If we add in every educational opportunity to the rulebook in addition to rule changes, the book would be large.

Should we make the rulebook more accessible than just the web? When we have it on just the website there is a concern that it is not easy to find for everyone. How many people have actual hard copies of the rulebook?

Ken- we are currently not set up to where we can send the physical copies out to all members although it sounds like a great idea. (*Bill Cumbow mentions this as well; he joined the meeting at this time*) District 36 purchases rulebooks to give out to their members that request it.

Kevin Lambert- some districts give hard copies to their rider by purchasing enough to give away because accessing the internet is a struggle sometimes. Paper copies are an essential item for racers to carry.

Burt proposes tabling this for further discussion. He also suggested that we make a user friendly guide for folks getting started in racing.

VOTE

For: 2 Against: 6

DECISION

Yes: No: x Amended:



Flat Track Commission Proposal Item

Proposal: FT-1219-21 Update Regarding Skin Abrasion Protection

Current

Section 3.2, Chapter E, Paragraph 1, Page 138

3.2.E.1. Protective pants made of leather or other durable material must be worn in all competition. Protective pants and jackets (in short track and TT events, shoulder pads with long-sleeve jerseys may be used in place of a jacket) must be worn for road race, Flat Track, short track, speedway, and TT events. On tracks one half mile and larger, abrasion resistant outer gear is required. "Abrasion resistant" is equal to leather, Cordura, air mesh or stretch Kevlar.

3.2.E.2. When riding vests or jerseys are used for rider identification, there must be an 8-inch number on the back, and the jersey and number must be of contrasting colors. Contrasting-colored leather jackets may be worn in place of a vest. Long sleeves must be worn in all competition.

Proposed (Proposed changes in **bold**)

3.2.E.1. Skin Protection

3.2.E.1.a. Abrasion-resistant materials – leather, Cordura, air mesh, stretch Kevlar, or other durable materials – offer superior protection against skin abrasion injuries than cloth or other fabrics.

3.2.E.1.a.(1). Motocross gear (gloves, pants, jerseys) may be allowed, but they may not offer sufficient abrasion resistance at higher Flat Track speeds.

3.2.E.1.b. All skin on the racer's body – from the fingertips up to the collar bones, and from the collar bones down to the toes – shall be covered in all Flat Track competition in order to minimize skin abrasion injuries.

3.2.E.1.c. Gloves are required. Abrasion-resistant materials are recommended.

3.2.E.1.d. Protective pants made of abrasion-resistant materials are required in all Flat Track (Dirt Track, Short Track, & TT) meets. Motocross pants are considered abrasion-resistant, however, they may not offer sufficient abrasion protection at higher Flat Track speeds.

3.2.E.1.e. Long sleeves are required in all flat track competition.

3.2.E.1.e.(1). Long sleeved shirts or jerseys made of cloth or fabric offer some protection; however, long-sleeved jackets made of abrasion-resistant materials offer superior protection from skin abrasion injuries at higher Flat Track speeds.

3.2.E.1.e.(2). Long-sleeved jackets made of abrasion-resistant materials that connect to the pants by means of a continuous zipper around the waist that prevents any unprotected skin from being exposed at any time offer the highest level of protection from skin abrasion injuries.

3.2.E.1.f. At all Dirt Track meets, abrasion-resistant outer gear – jackets and pants - is required in all classes and all age groups.

Reason

Educate new racers on the choices for skin abrasion protection.

3.2.E.1.f. clarifies that no classes are exempt from this requirement on tracks one half mile and larger.

Submission

Bert Sumner

Discussion

Burt was surprised that there are no mentions of gloves or glove requirements.

Bill Milburn- there is no mention of what materials are ok.

Ken recommends this goes to the medical and safety commission

Dave Joiner says that fire resistant material needs to be addressed.

Tabled for discussion with medical and safety commission.

VOTE

For: _____ Against: _____

DECISION

Yes: _____ No: _____ Amended _____



American Motorcyclist Association Proposal for Rulebook Revision

Flat Track Commission Proposal Item

Proposal: FT-1219-22
Change 350cc to 250cc Rule

Current

Section 3.2, Chapter C, Paragraph 18, Page 138

3.2.C.18. (new)

3.3.H.4.b. All liquid-cooled engines must have a radiator vent hose routed to a heat-resistant catch can of at least 350cc capacity

3.5.B.2. All liquid-cooled engines must have a radiator vent hose routed to a heat-resistant catch can of at least 350cc capacity

Proposed (Proposed changes in **bold**)

3.2.C.18. Fluid Containment

3.2.C.18.a.(new) All liquid-cooled engines shall have a radiator vent hose routed to a heat-resistant catch can of at least 250cc capacity

3.2.C.18.b.(new) Any machine that leaks any fluid should not be permitted onto the track.

3.2.C.18.c.(new) Any machine that begins leaking fluid once an event is in process should be removed from the track as quickly and as safely as possible.

3.3.H.4.b. Delete

3.5.B.2. Delete

Reason

Rule change: Change 350cc to 250cc to reflect the aftermarket reservoirs that are available. Editorial change 1: move this rule from 3.3.H (amateur classes) to 3.2.C (equipment). Editorial change 2: delete 3.5.B.2 (ice race) as it duplicates 3.2.C (general equipment). Editorial change 3: added 3.2.C.18.b and 3.2.C.18.c, which are common sense rules that are currently unwritten.

Submission

Bert Sumner

Discussion

Bill Milburn-Removal of the word "should"; it is ambiguous and leaves room for violations.

Levi and Dan as refs need to make the call and support the word "should" as does Daryl Baer and Ken Saillant. As a ref when they see liquid leaking onto the track, they have every right to remove a racer for safety purposes.

Burt moves to accept it as written and pulls a vote.

VOTE

For: ____ 8 ____ Against: ____ 0 ____

DECISION

Yes: ____ x ____ No: _____ Amended: _____



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-23
Remove "Primary" from Tire Filler**

Current

Section 3.2, Chapter C, Paragraph 15E, Page 137

3.2.C.15.e. No liquid may be used as a primary tire filler.

Proposed (Proposed changes in **bold**)

3.2.C.15.e. No liquid may be used as a tire filler.

Reason

Remove the term "primary" as this is difficult to quantify. The intention of the rule is to prevent riders from adding significant amounts of water to make the rear tire heavier, so that it hooks up better of slippery tracks. Removing the "primary" term does not affect the intention of this rule.

Submission

Bert Sumner

Discussion

Is there a way to tell if there is too much liquid other than to stop a leak? This is up to the organizers/refs call. A ref or promoter can tell whether the racer is intentionally trying to alter the wheels because of the way the bike moves on the course.

Burt motions to vote the rule as written.

VOTE

For: 8 Against: 0

DECISION

Yes: x No: Amended:



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-24
New Rule Proposal**

Current

Section 3.2, Chapter C, Paragraph 10E, Page 136

New

Proposed (Proposed changes in **bold**)

3.2.C.10.e. Fork stops shall be installed of sufficient size and strength to prevent fork tubes, handlebars, or anything else from contacting the fuel tank.

3.2.C.10.f. Fork oil drain screws shall be safety wired or taped.

Reason

For safety reasons, this rule should be added.

Submission

Bert Sumner

Discussion

Would this possibly altar the frame? If so this is not allowed.

Is this a rule that is necessary for safety? Crashes happen and this isn't applicable to vintage classes. All modern bikes are already equipped.

Levi and Dan- stated that this could be a rule that is not enforced. This could be another rule that clutters the rulebook. All modern bikes already have fork stops.

Dave- Is this something that we are concerned about on the course when riders crash?

VOTE

For: 3 Against: 6

DECISION

Yes: No: x Amended:



Flat Track Commission Proposal Item

Proposal: FT-1219-25
Provide Guidance for Electric Machines

Current

Section 3.2, Chapter C, Paragraph 3B, Page 133

3.2.C.3.b. Electric motorcycles are only allowed to compete in classes that do not have an upper displacement limit.

Proposed (Proposed changes in **bold**)

3.2.C.3.b. If E-Bike classes are not offered, then all electric machines shall only compete in classes that do not have an upper displacement limit.

~~3.2.C.3.c. If E-Bike classes are offered, then all electric machines shall compete in these classes.~~

Reason

To compensate for lack of guidance concerning where to permit electric machines to compete.

Submission

Bert Sumner

Discussion

Group discusses clarification of current rule and proposal. There are rules already proposing putting e-bikes in open classes. This seems to be a redundancy as of current.

Tabled for further discussion until Dan Vran proposes amendment. Kevin Bailey proposes amendment as well. Amendment of striking 3.2.C.3.c.

Burt motions for a vote as amended.

VOTE

For: 6 Against: 1

DECISION

Yes: x No: Amended: x



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-26
Change "General" to "Modified Class"**

Current

Section 3.2, Chapter C, Page 131

3.2.C = General Equipment Standards

Proposed (Proposed changes in **bold**)

3.2.C = Modified Class Equipment Standards

Reason

Since all classes are designated as either Modified or Production (see last sentence under the 3.2.E heading), and current 3.2.B. is listed as "Production Class Equipment Standards", then for consistency, 3.2.C. should be titled "Modified Class Equipment Standards".

Submission

Bert Sumner

Discussion

Dan V is concerned about the mention of the word "modified" but this is covered in the rulebook elsewhere.

Are we sure that this is covering all production classes with the way it is written? Burt mentions that this is already covered as well.

Are we being contradictory if modified versus production is already addressed by this rule?

VOTE

For: 1 Against: 6

DECISION

Yes: No: x Amended:



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-27
Delete S.3.1, CH.D, P.3, PG.130**

Current

Section 3.1, Chapter D, Paragraph 3, Page 130

3.1.D.3. Points: Riders are eligible to receive district points in youth classes. Additional points programs may be established by the recognized district organization. A sample point's chart is located in Appendix 5.1.

Proposed (Proposed changes in **bold**)

3.1.D.3. Delete

Reason

This rule is self-evident, yet the Amateur section does not bother listing this rule. This should be left to the Districts to determine which classes are points classes and which are not.

Submission

Bert Sumner

Discussion

No discussion. Burt proposes a motion to vote

VOTE

For: 9 Against:

DECISION

Yes: x No: Amended:



Flat Track Commission Proposal Item

Proposal: FT-1219-28 Proof of Age for All Classes

Current

Section 3.1, Chapter C, Paragraph 11, Page 129

3.1.C.11. (new)

3.1.D.1.a. To compete in a youth meet, an AMA member must be no younger than 4 and no older than 16. The referee or clerk of course may ask to see any rider's proof of age. Proof of age must be available at all meets or the rider may be disqualified.

Proposed (Proposed changes in **bold**)

3.1.C.11. The meet referee, clerk of course, and registration personnel may request to see any racer's proof of age at any time. Any racer who is unable to provide proof of age may be disqualified from – or prevented from entering – a class.

3.1.D.1.a. To compete in a youth meet, an AMA member shall be no younger than 4 and no older than 16.

Reason

Proof of age should apply to all classes, not just the youth classes. How else can the officials confirm that an 11-year-old is not racing a 250? Or that a 28-year-old is not racing the Veterans (30+) class?

Submission

Bert Sumner

Discussion

Kevin Bailey- we need to be careful about combined classes when riders are designated in more than one.

Dave Joiner- What constitutes proof of age? If you have a child, they won't have a drivers' license to prove their birthdate.

Burt- the rulebook already requires birth certs to be carried by the parent. All riders are required to have proof of age on them...

Dave Joiner- This may be seen as an ambiguous statement because there is not a specific guideline within this rule.

Bill Milburn- government issued documents are what we need to refer to. Bill proposes amendment that lists what is acceptable as proof.

Group agrees to motion to accept this proposal as written.

Ken and Bill recommend that the sporting commission also reviews this as it affects all disciplines in addition to approval votes.

VOTE

For: _____9_____ Against: _____

DECISION

Yes: _____x_____ No: _____ Amended: _____

***vote is going to Sporting Commission for review as well**



**American Motorcyclist Association
Proposal for Rulebook Revision**

Flat Track Commission Proposal Item

**Proposal: FT-1219-29
New Section for Rider Jumping**

Current

Section 3.1, Chapter B, Paragraph 7. Page 129

New

Proposed (Proposed changes in **bold**)

3.1.B.7. "A" riders shall not compete in "B" or "C" classes. "B" riders shall not compete in "A" or "C" classes. "C" riders shall not compete in "A" or "B" classes. However, "A" and "B" riders may compete in "A/B" classes, and "B" and "C" riders may compete in "B/C" classes.

Reason

To prevent classification jumping by riders. Example: A "B" rider competing in the "450cc A" and a "450cc B" class. Even though the AMA does not classify riders at the National level, classifications – when used at the RDO level – should nonetheless follow a common guideline. This guideline is common sense.

NOTE: Rule 3.1.B.2. was modified in September 2019 as follows: The AMA does not classify racers for Flat Track, TT, or Ice Race competition at the National level. Racer classification is established at the recognized district level on the basis of participation and achievement in competition. All recognized District Organizations and competition partners are empowered and encouraged to implement a Racer Advancement System

Submission

Bert Sumner

Discussion

No comments or discussion takes place, Burt motions to vote.

VOTE

For: 6 Against:

DECISION

Yes: x No: Amended:



American Motorcyclist Association Agenda Item for Discussion

Flat Track Commission Agenda Item

**Agenda: FT-A1219-1
All AFT & Pro to Race "A" Level**

Item

Non-studded motorcycle and sidecar racing is a unique ice racing sport that has no professional governing body of any sort. Many professionals participate at local events with non-pros and are on the same level as A & B level non-studded racers. Allowing professionals to compete as A level riders would add more riders to the classes and increase the competitiveness of the racing.

Submission

Kevin Lambert

Discussion:

Burt says this is already covered, Kevin Lambert agrees.



American Motorcyclist Association Agenda Item for Discussion

Flat Track Commission Agenda Item

Agenda: FT-A1219-2 Club Level Referees Must Be "B" Certified

Item

Club level referees are appointed officials and have no proof of up to date knowledge in the AMA flat track rules book. This often causes issues in concerns of made up rules. Most of these club officials are fully aware that they can make any call they want and it will not be challenged; many are not AMA or local RDO members. This is a breach in good order and discipline of AMA sanctioned events.

Submission

Kevin Lambert

Discussion

This may be problematic because although it is easy for people to achieve referee status, this cannot be required.

Ken makes note that the program is going to be revamped in the coming year.



American Motorcyclist Association Agenda Item for Discussion

Flat Track Commission Agenda Item

Agenda: FT-A1219-3 Limit Ice Screws In Ice Racing

Item

Several organizers have spoken about the drastic cost increase in ice tires in the past 5 years. The cost increase has priced many out of racing (\$800 or more a set). They have also brought up the damage the tires do to a track in a very short amount of time and the maintenance it takes to prep between races. These organizers have asked that we look at limiting the number of Screws per lug to a maximum of three.

Submission

Kevin Lambert

Discussion:

There is a concern that this is problematic as a requirement for the ref/inspector for tech. This is seen as something that would be impossible to manage. How many racers would want to do this? How many people can make the time to count every single screw in a tire?

Tabled for discussion, Dan V proposes that this can be something that could bring the sport back a little.



American Motorcyclist Association Agenda Item for Discussion

Flat Track Commission Agenda Item

Agenda: FT-A1219-4 Hooligan Racing

Item

AMA supports the RSD series that is a reflection of the west coast racers. Grand National Hooligan Championship is a Midwest based series. GNHC is a classy representative for the Hooligan racers in general and a great possible representation of AMA racing. GNHC has held events in conjunction with AMA flat track events.

Submission

Kevin Lambert

Discussion:

This is something that we need to leave up to the organizers rather than cementing their rules and regs for them.



American Motorcyclist Association Agenda Item for Discussion

Flat Track Commission Agenda Item

Agenda: FT-A1219-5
Move "How To Approve Machines to Appendix

Item

Currently Section 1.2A (MX) and 3.2A (Track Racing) are not harmonized. There is no Approval section for Off-Road competition. The methods by which a machine is approved for AMA competition should not depend on the discipline. In addition, it should be the same for all disciplines.

Submission

Bert Sumner

Discussion:

This is something that needs to go to the sporting commission instead.



American Motorcyclist Association Agenda Item for Discussion

Flat Track Commission Agenda Item

Agenda: FT-A1219-6 Upper Body Protection

Item

Presented for discussion and feedback by the Medical and Safety Commission

The Medical/Safety Commission has been researching and working on a proposal for upper body protection. As you know, All racing disciplines with the exception of trials place the rider at risk for injuries to the sternum, ribs and thoracic spine. The underlying soft tissues such as the lungs and heart are also placed at risk. Because of the physical maturity and structural development of Youth athletes under the age of 14, they are at risk for commotio cordis, which occurs after a direct blow to the sternum. This may lead to sudden cardiac death. Protection from roost related to rocks may also allow better concentration of the rider and potentially allow safer racing. Also, modern chest/back protectors are well ventilated to reduce heat load to the rider.

Based on this data, the Medical Safety Commission is going to be moving forward a proposal that will make upper body protection mandatory for youth riders under the age of 14 competing in any speed related racing disciplines. When looking at the landscape of the current racing disciplines, the only racing discipline that we see not fitting into a "speed event" would be Trials.

Because this type of rule would impact multiple racing disciplines, we are seeking input and feedback from all of the racing commissions with regards to how or what impact a mandatory rule for upper body protection could have on specific disciplines of racing. Below is what we have determined is the best proposal to try and implement for 2021, with the intent of reviewing the deployment of a new rule and if it might warrant "mandatory for all racers" status in the future.

Please review the proposal and submit a written response to the Medical Safety Commission no later than March 6, 2020. This response should include bullet points of support, concerns, or any recommendations of what modifications you believe would better suit your specific type of racing.

Proposed Change

E. Competition Apparel

1. Protective pants made of leather or other durable material and long sleeve jerseys must be worn.
2. When a riding jersey or other apparel is used for rider identification, it is recommended that an 8-inch high number be on the back, and the number be of contrasting colors. ***When a back protector is worn outside of the jersey, the number should be placed on the back protector.***
3. Boots must be worn in all meets. They must be at least 8 inches high with any combination of laces, buckles, or zippers, or be specially designed and constructed for foot and leg protection.

4. A chest and back protector must be worn for all competitors under the age of 14 (at the date of competition). The protector may be worn under or over the jersey. It must cover the sternum anterior ribs, posterior ribs, and spine from T1 to T 12. For road racing a back protector must be worn under their leathers unless integrated into the design of the leathers.

5. It is recommended that riders use the available protective equipment (i.e. gloves, neck brace, and knee protectors) to help protect against the possibility of injury.

6. All riders must utilize a shatterproof face shield or shatterproof goggles.

7. Wearing of Helmets: It is mandatory for all participants taking part in practice and competition wear a full face helmet. The helmet must be properly fastened, be of good fit, and be in good condition. The helmet must have a chin strap retention system.

Submission

Medical/Safety Commission

Discussion:

This is something that should not be enforced for flat track based off of how it affects the suits kids wear and how safe they are. **Group will gather feedback to give to the medical and safety commission.**

Kevin Lambert- is concerned from a business standpoint that if we mandate a certain chest protector this can affect the racers.

Kelly- suggests that the medical and safety board make sure that we are not referring to any outdated or non-existence safety devices. We also need to be cautious that with any devices that they are recommended versus forced.



American Motorcyclist Association FLAT TRACK COMMISSION

AMA Competition Commissions are volunteer bodies that consider, disseminate, amend, interpret, and assist in the enforcement of both technical and operational rules for amateur and pro-am competition events sanctioned by the AMA.

Composition of Commission – November 2019

Kevin Bailey
Dennisville, NJ

Kelly Bell
West Paducah, KY

Steve Bromley
Treose, PA

Christine DaRonco
Pewaukee, WI

Rosanna Grzebinski
Millington, MI

Ed Hoeffken
Swansea, IL

Kelly Inman
Costa Mesa, CA

David Joiner
Auburn, CA

Kevin Lambert
Lapeer, MI

John Martin
Lodi, CA

Levi Mayer
Makanda, IL

Bill Milburn
Flower Mound, TX

Wayne Sody
White Marsh, MD

Bert Sumner
West Bend, WI

Dan Vrana
Oakfield, WI

Taylor White
Hampstead, MD

Craig Wise
Parkesburg, PA

John Zwerican
Clio, MI