



Meeting Agenda

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## **Flat Track Commission**

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2022 Summer Meeting

August 15, 2022

MS Teams Call

**Meeting Agenda**

**1. Opening of Meeting**

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

<b>NAME</b>	<b>Present</b>	<b>Absent With Notice</b>	<b>Absent without Notice</b>
Kelly Bell		X	
Michael Bender	X		
Adam Blumhorst			X
Steve Bromley	X		
Chris DaRonco	X		
Andrew Hook	X		
Kelly Inman	X		
David Joiner	X		
Bill Milburn	X		
Adam Schmidt	X		
Wayne Sody	X		
Bert Sumner	X		
Dan Vrana	X		
Craig Wise	X		
Ken Saillant	X		
Mike Burkeen	X		
Allie Reasoner	X		

**2. New Discussion Items**

**3. Closing Of Meeting.**

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

**FT-0822-01: Section 3.1.A.6.f. Page 141: Sidecar Age Limit**

**Current**

New

**Proposed**

Drivers and passengers of sidecar machines at flat track, ice race, and speedway meets must be at least **16** ~~18~~ years of age.

**Reason**

For safety, and also to eliminate teams using very small children to gain a weight advantage.

**Submission**

Kevin Lambert via Bert Sumner

**Discussion**

Vrana: Why 18? Why not the age of the class? Should this be a D14 level rule instead of an AMA rule?

Burkeen: This should be in the rulebook so that we have something in there.

Inman: 16 years has worked for Speedway for years.

Consensus: change proposal from 18 to 16.

**MOTIONS**

Made: \_\_\_\_\_ Second: \_\_\_\_\_

**VOTE**

For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_

**DECISION**

Yes:   X   No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:**



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

**FT-0822-02: Section 3.1.A.15.c. Page 141: Pro Licenses**

**Current**

Any racer holding an American Flat Track professional racing license must wait one full year after their professional license expires to be eligible for Amateur National competition, district points, or year-end district awards.

**Proposed**

Any racer holding ~~an American Flat Track~~ a professional racing license **from any AMA Pro Racing entity and/or KRAVE Group LLC (dba MotoAmerica)** must wait one full year after their professional license expires to be eligible for Amateur National competition, district points, or year-end district awards.

**Reason**

To clarify that all AMA Pro Racing licenses (MX, RR, etc.) affect eligibility at the flat track and ice Grand Championships.

**Submission**

Bert Sumner

**Discussion**

Saillant: Need to clean up the names. MotoAmerica is not AMA Pro. I will provide the terms to use.

Bender: What is our position on MotoAmerica riders in Amateur classes? Does this pertain to all amateur racing?

Sody: Are we trying to keep Pro racers out of the amateur classes?

Sumner: No, this proposal covers just the Nationals, and district points and year-end awards. High profile events like the Winter Throwdown are unaffected. 3.1.A.15.a. says that all AFT racers must race in the highest class offered. If someone wants to make a motion to modify those...

**MOTIONS  
 VOTE  
 DECISION**

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

**BOARD** Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:**



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

**FT-0822-03: Section 3.8. Page 237: Speedway Tires**

**Current**

Mitas 3.75-19/SW 05

**Proposed**

Mitas 3.75-19/SW 05 **and 3.75-19/SW 07**

**Reason**

Trelleborg Wheel Systems Motor, the producer of Mitas tires, intends to cease production of the SW05 tire. The SW05 shall remain approved until its supply is exhausted.

**Submission**

Kelly Inman

**Discussion**

**MOTIONS  
 VOTE  
 DECISION**

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

**BOARD** Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_  
**BOARD EXPLANATION:** \_\_\_\_\_



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

**FT-0822-04: Section 3.9.C.4. Page 243: Vintage Displacement**

**Current**

New

**Proposed**

The legality of an engine’s displacement is not based on its actual bore and actual stroke of the engine. Each vintage engine is allowed an over-bore, which may result in a displacement larger than the stated displacement limits of the class. The correct procedure is to ensure that the stroke matches the stroke of the approved engine, and then ensure that the measured bore is no greater than the bore of the approved engine plus the over-bore allowance.

**Reason**

To clarify that an “oversize” displacement engine is not necessarily illegal for a class. The over-bore is used to determine whether the cylinder has been bored beyond acceptable limits.

**Submission**

Bill Milburn

**Discussion**

Sumner: This evolved form an actual conversation with a rider who insisted that his engine did not meet the class requirements.

Burkeen: This should be added.

Vrana: How can you have an oversize engine legal in the class?

Sumner: The overbore allowance. Engines were approved by bore and stroke, but the 0.080” overbore can push them over the limit. I believe the TT500 was approved at 499cc, but when you add the 0.080” overbore, it becomes 523cc.

**MOTIONS  
 VOTE  
 DECISION**

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

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:**



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

**FT-0822-05: Section 3.9.C.5. Pages 243: Vintage Eligibility**

**Current**

(New)

**Proposed**

When a brake-less machine is entered into a 1940s or 1960s era division, but does not satisfy all of the period-correct requirements for that class, the promoter may present two options: either the machine moves up to the appropriate era class, or the machine and rider compete but do not receive points or awards. Note: If the machine is required to move into the 1970s (or later) era, a rear brake must be mounted on the machine in a safe and workmanlike manner; this may not be possible on some brake-less machines.

**Reason**

To give brakeless machines that violate the rules an option besides going home. The alternative is to create a "Hot Rod Brakeless" class, but there are already too many classes, and we don't want to dilute the period-correct brake-less classes by encouraging more Hot Rod modifications.

**Submission**

Bill Milburn

**Discussion**

Saillant: This doesn't belong in the rulebook. Promoters can make these decisions already.

Sumner: Do promoters know they can make this decision?

Saillant: A competition bulletin would be a better way to explain this.

<b>MOTIONS</b>	Made: _____	Second: _____		
<b>VOTE</b>	For: _____	Against: _____	Abstain: _____	
<b>DECISION</b>	Yes: _____	No: <input checked="" type="checkbox"/>	Amended: _____	Tabled: _____

**BOARD** Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:** \_\_\_\_\_





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

**FT-0822-06: Section 3.9.D.13. Page 244 Vintage Footrest location**

**Current**

All footrests must fold back at a 45-degree angle. The top side of the right footrest may be serrated. The end of all footrests must be covered with at least ¼" of rubber.

**Proposed**

All footrests must fold back at a 45-degree angle. The top side of the right footrest may be serrated. The end of all footrests must be covered with at least ¼" of rubber. **All footrests must not be lower than the lower frame rail.**

**Reason**

For safety, especially when a machine runs over a competitor.

**Submission**

Bill Milburn

**Discussion**

Vrana: Why do they have to be covered in rubber? Mine aren't.

Sumner: If we try to remove rubber covering from this rule, I predict that this entire proposal will get shot down because it takes step backwards for safety.

Milburn: The rules have always required rubber covering.

Saillant: I agree that removing 'rubber' would be a bad idea.

**MOTIONS  
 VOTE  
 DECISION**

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

**BOARD** Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_  
**BOARD EXPLANATION:** \_\_\_\_\_



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

**FT-0822-07: Section 3.9.D.18. Page 244: Vintage Primary Chain Guard**

**Current**

(new)

**Proposed (changes in bold)**

**All machines with a chain primary drive must be fitted with a guard completely enclosing the front primary chain and sprockets. A chain guard back cover is optional.**

**Reason**

To ensure that vintage engines with primary drive chains are properly protected.

**Submission**

Bill Milburn

**Discussion**

Bender: Is this going to require guys to make a cover?

Milburn: No, existing vintage guys have them. We don't want the guys who race the Race of Gentlemen with no primary guards from coming into flat track and losing a hand. The only motorcycle that didn't have one back in the day was the Matchless G50 but guys who rode them made a cover, and you won't see any Matchless G50s today.

**MOTIONS**

Made: \_\_\_\_\_ Second: \_\_\_\_\_

**VOTE**

For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_

**DECISION**

Yes:   X   No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:**



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

**FT-0822-08: Section 3.9. Pages 249-256: Vintage Frames**

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**Current**

Page 249: Frame: OEM\*, 1933-1951 era, same make and model as the engine. No alterations are permitted.

Page 249: Frame, shocks: Rigid rear suspension only.

Page 251: Frame: OEM\* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed.

Page 252: Frame: OEM\* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed.

Page 254: Frame: OEM\*, aftermarket twin shock, and aftermarket rigid frames are allowed.

Page 254: Frame, shocks: Piggy back shocks are not permitted.

Page 255: Frame: OEM\*, aftermarket twin shock, and aftermarket rigid frames are allowed.

Page 255: Frame, shocks: Piggy back shocks are not permitted.

Page 256: Frame: OEM\*, aftermarket twin shock, and aftermarket rigid frames are allowed.

Page 256: Frame, shocks: Piggy back shocks are not permitted.

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**Proposed**

Page 249: Frame: OEM\*, 1933-1951 era, same make and model as the engine. No alterations are permitted. **1951 Matchless/AJS may use the 1951 Matchless/AJS swing-arm frame.**

Page 249: Frame, shocks: ~~Rigid rear suspension only.~~ **1951 Matchless/AJS may use OEM\* period-correct shocks. Piggy back or remote reservoir shocks are not permitted.**

Page 251: Frame: OEM\* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed. **Adjustable rake steering head or adjustable swing arm pivot are not permitted.**

Page 252: Frame: OEM\* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed. **Adjustable rake steering head or adjustable swing arm pivot are not permitted.**

Page 254: Frame: OEM\*, aftermarket twin shock, and aftermarket rigid frames are allowed. **Adjustable rake steering head or adjustable swing arm pivot are not permitted.**

Page 254: Frame, shocks: Piggy back **or remote reservoir** shocks are not permitted.

Page 255: Frame: OEM\*, aftermarket twin shock, and aftermarket rigid frames are allowed. **Adjustable rake steering head or adjustable swing arm pivot are not permitted.**

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Page 255: Frame, shocks: Piggy back **or remote reservoir** shocks are not permitted.

Page 256: Frame: OEM\*, aftermarket twin shock, and aftermarket rigid frames are allowed.  
**Adjustable rake steering head or adjustable swing arm pivot are not permitted.**

Page 256: Frame, shocks: Piggy back **or remote reservoir** shocks are not permitted.

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**Reason**

To more accurately reflect the rules, appearance, and technology of the era.

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**Submission**

Bill Milburn

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**Discussion**

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**MOTIONS**

Made: \_\_\_\_\_ Second: \_\_\_\_\_

**VOTE**

For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_

**DECISION**

Yes:   X   No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:** \_\_\_\_\_

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

**FT-0822-09: Section 3.9. Page 258, 259, & 260: Vintage Frames**

**Current**

Pg 258, 259 & 260:

Frame: OEM\* or aftermarket twin shock period frame, Roberts Mono Shock, C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame or Panther-Bolger linkage frame are allowed.

**Proposed**

Pg 258:

Frame: OEM\* or aftermarket twin shock period frame, Roberts Mono Shock **Yamaha 250/360**, ~~C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame~~ or Panther-Bolger **H-D MX250** linkage frames **s** are allowed.

Pg 259:

Frame: OEM\* or aftermarket twin shock period frame, ~~Roberts Mono Shock, C&J/Gary Scott side shock, or C&J~~ **Honda RS500/600** horizontal shock on top of motor, ~~Honda RS factory dirt track linkage frame or Panther-Bolger linkage~~ frames **s** are allowed.

Pg 260:

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

**Reason**

To clarify which vintage frames are legal.

**Submission**

Bill Milburn

**Discussion**

Bromley: Is this eliminating the C&J frames?

Milburn: No. Just the single shock 250/360 frames which didn't exist at the time. The only single shock 250/360 frame was the Roberts Mono Shock.

**MOTIONS  
 VOTE  
 DECISION**

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

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:**



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

**FT-0822-10: Section 3.1.A.6.d. Page 141: Twin Cylinder Age Limit**

**Current**

Riders must be at least 17 years old to ride twin-cylinder motorcycles.

**Proposed**

Riders must be at least **16** years old to ride twin-cylinder motorcycles.

**Reason**

This was suggested to me by Darryl Bear, president of District 6. This would give the riders 2 years on a Twin prior to attempting to enter AFT Twin Competition. And at the age of 16, they have already been on a 450 for 2 years

**Submission**

Kelly Bell

**Discussion**

Bender: I am not in favor of this. This rule is to let the top 1% of kids who are good race on a twin. There are lots of kids in the 99 percentile who we don't want on a twin at 16. This would allow a 16 year old kid with ZERO experience whatsoever to ride a twin. MX bumped their 450 age to 16 but we're suggesting doing the inverse?

Sody: My district has a lot of really fast guys. We want them to have twins experience before they move up to AFT.

Milburn: I don't like lowering the age to 16.

DaRonco: Let these kids ride a 450 for a few more years.

Schmidt: I disagree with this rule. I don't want to see 16 year olds out there on a Hooligan. If they want experience, that's what track days and practice days are for.

Vrana: In D16, 17 is the lowest we go on twins. I don't want to see it go any lower. The risk is too high.

Consensus: leave the current rule in place.

**MOTIONS  
 VOTE  
 DECISION**

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

**BOARD** Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_  
**BOARD EXPLANATION:** \_\_\_\_\_



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

**FT-0822-11: Section 3.2.C.1 Page 148: Production Rules**

**Current**

To be eligible for a Production class, the following cannot be changed or modified: airbox, carburetor, (jetting allowed), throttle body, electronics, complete exhaust, all engine components, body work, intake, swing arm, wheel hubs, lower triple clamp.

**Proposed**

To be eligible for a Production class, the following cannot be changed or modified: airbox, carburetor, (jetting allowed), throttle body, electronics, complete exhaust, all engine components, body work, intake, swing arm, ~~wheel hubs~~, lower triple clamp.

**Reason**

In Section 3.2, Paragraph 17, Page 151 - it states that you can change wheel hubs. I believe this was an editing error. Wheel hubs needs to be removed from the listed items that cannot be changed

**Submission**

Kelly Bell

**Discussion**

**MOTIONS  
 VOTE  
 DECISION**

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

**BOARD** Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_  
**BOARD EXPLANATION:** \_\_\_\_\_



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

**FT-0822-12: Section 3.3.I Page 170: 50cc Class**

**Current**

1: 50cc Production Chain Drive Jr.  
 4 - 6 yrs. 0cc - 51cc 2-stroke    0cc - 51cc 4-stroke  
 Transmission: Single-speed automatic, with chain drive.  
 Wheelbase: 36 inches maximum. Wheel size: 10 inches maximum. Typical entries in this class include machines from KTM, Cobra, LEM, etc

**Proposed**

1: 50cc Production Chain Drive Jr.  
 4 - **8** yrs. 0cc - 51cc 2-stroke    0cc - 51cc 4-stroke  
 Transmission: Single-speed automatic, with chain drive.  
 Wheelbase: 36 inches maximum. Wheel size: 10 inches maximum. Typical entries in this class include machines from KTM, Cobra, LEM, etc

**Reason**

I feel like the Chain Drive Jr. class refers to the bike size, not the age of the competitors. I think we should raise the age allowed to compete to 8 in this class. I feel like most kids stay on 50 Shaft bikes until they are close to 6 years old. I do not feel like it is best for them to have to move to a 50 Chain Sr bike to stay competitive within the first year of moving to a chain bike. Allowing these kids to stay on a 50 Chain Jr bike longer allows them to get more comfortable and it doesn't break the pocketbook of the parents. This rule change is for safety and affordability.

**Submission**

Kelly Bell

**Discussion**

Bender: We see this at the D17 level. I don't think you want an 8 year old out there against a 4 year old.  
 Sody: We need more entry level classes. More classes means more entries.  
 Bender: I see what Kelly is trying to do, but this will really affect the FTGC. You will see a lot of older kids cherry picking in the Jr class.  
 Sumner: My guess is that most groups actually run a hybrid Class 1/Class 2 "chain 50cc" class, as I doubt they get enough entries to run them separately. We don't want to dilute the FTGC, and if we put it in the AMA book, it will. If a district sees a need for this class then it can make a supplemental rule for it.  
 Bender: I have seen 50s with 10" wheels race 50s with 12" wheels. There is not much speed difference.

**MOTIONS  
 VOTE  
 DECISION**

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

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:**





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

**FT-0822-13: Section 3.3.I Page 171: 65cc Class**

**Current**

65cc Production 7 - 11 yrs.  
 52cc - 65cc 2-stroke  
 52cc - 90cc 4-stroke

65cc Modified 7 - 11 yrs.  
 52cc - 65cc 2-stroke  
 52cc - 90cc 4-stroke

**Proposed**

65cc Production 7 - 11 yrs.  
 52cc - 65cc 2-stroke  
 52cc - 90cc 4-stroke  
 91cc - **110cc 4-stroke automatic**

65cc Modified 7 - 11 yrs.  
 52cc - 65cc 2-stroke  
 52cc - 90cc 4-stroke  
 91cc - **110cc 4-stroke automatic**

**Reason**

This rule change was suggested by Cory Texter. The small 110cc 4-stroke automatic motorcycles would be better suited racing against the 65cc's vs. the 85cc's. And in the off-road section of the rule book, they allow up to a 112cc 4-stroke to compete in the 65cc class.

**Submission**

Kelly Bell

**Discussion**

Bender: Does anyone know the hp of the 110s? Those may be at an advantage.  
 Schmidt: The XR100s would dominate this class. Are there wheelbase and rim limits?  
 Bender: Yes, but you can mount 14" wheels on mad dog bike.  
 Sody: The proposal says "automatic". We don't want 100cc four-stroke shifters in there.  
 Sumner: So 52-90cc shifter is OK, 90-110cc automatic is OK?  
 Consensus: yes to amended language.

**MOTIONS  
 VOTE  
 DECISION**

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

**BOARD** Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_  
**BOARD EXPLANATION:** \_\_\_\_\_



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

**FT-0822-14: Section 3.3.I Page 171: 85cc Class**

**Current**

85cc Production 9 - 11 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke
85cc Modified 9 - 11 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke
85cc Production 9 - 13 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke
85cc Modified 9 - 13 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke
85cc Production 12 - 15 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke
85cc Modified 12 - 15 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke

**Proposed**

85cc Production 9 - <b>12</b> yrs.	66cc - 85cc 2-stroke	<b>100cc - 150cc</b> 4-stroke
85cc Modified 9 - <b>12</b> yrs.	66cc - 85cc 2-stroke	<b>100cc - 150cc</b> 4-stroke
85cc Production 12 - 15 yrs.	66cc - 85cc 2-stroke	<b>100cc - 150cc</b> 4-stroke
85cc Modified 12 - 15 yrs.	66cc - 85cc 2-stroke	<b>100cc - 150cc</b> 4-stroke

**Reason**

I am hoping to accomplish 2 things with this rules proposal.

1. I think we can eliminate the 9-11 class from the 85cc class list. And I think having 2 age groups in the 85cc division is plenty. I propose the first age group be 9-12 and the second age group remain as it is 12-15.

Next, I propose making the 4-stroke bikes 100cc-150cc. I think the 150cc bike can compete against the 85cc bikes fairly equally

**Submission**

Kelly Bell

**Discussion**

Saillant: Burkeen says this is a bad idea. The 150 water cooled bike will smoke an 85.

Bender: That isn't what I have seen. A 150 is a little better on a short track, but on a 3/8 or larger, the 85cc is better.

Saillant: There will not be much AMA staff support for this.

Sody: More bikes means more entries. The cost is prohibitive for the 150cc four-strokes.

**MOTIONS**

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

**VOTE**

**DECISION**

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:**



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

**FT-0822-15: Section 3.1.C.7. Page 145: Proof Of Age**

**Current**

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.

**Proposed**

Delete.

**Reason**

Duplicate of 3.1.A.19.

**Submission**

AMA staff

**Discussion**

**MOTIONS  
 VOTE  
 DECISION**

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

**BOARD** Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:** \_\_\_\_\_



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

**FT-0822-16: Section 3.2.D.16.b. Page 156: Number Plates**

**Current**

b. The racer is held responsible for ensuring that their number plates are legible to the scorers. Failure to provide easy-to-read number plates may result in that bike not being scored for the event. Standard block numbers and letters are easier to read than cursive, shaded, or outlined numbers. Color combinations that have great contrast are easier to read than those colors that are similar: for example, a black-upon-white color scheme is easier to read than a blue-upon-black color scheme. If sponsors, names, or other advertising appear on the front number plate, they must be kept in the top 2 inches of the plate.

**Proposed**

The racer is held responsible for ensuring that their number plates are legible to the scorers. Failure to provide easy-to-read number plates may result in that bike not being scored for the event.

**Reason**

Simplicity: rulebook is not for suggestions; it's for rules.

**Submission**

AMA staff

**Discussion**

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

**BOARD** Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:** \_\_\_\_\_



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

**FT-0822-17: Section 3.3.C.4-5 Page 163: Race Starts**

**Current**

4. 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 or classes being run. Due to the lack of run-off room and the amount of clear track available to each rider, the maximum of 12 riders will be allowed to start. 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.
5. If a racer is not ready when called to the starting line area, the racer or designee may request a two minute delay.
- a. If the racer does not request a delay, the meet referee may start the event without that racer.
  - 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.
  - 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.

**Proposed**

- 3.3.C.4. Delete
- 3.3.C.5. Delete

**Reason**

C.4 is being removed because we state the same information on page 166 (D.1.e).  
 C.5 is being removed because we state the same information on page 166 (D.1.f).

**Submission**

AMA staff

**Discussion**

<b>MOTIONS</b>	Made: _____	Second: _____		
<b>VOTE</b>	For: _____	Against: _____	Abstain: _____	
<b>DECISION</b>	Yes: <u>  X  </u>	No: _____	Amended: _____	Tabled: _____
<b>BOARD</b>	Approved: _____	Rejected: _____		
<b>BOARD EXPLANATION:</b>	_____			



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

**FT-0822-18: Section 3.3.C.7. Page 163-165: Starting Methods**

**Current**

Starting methods for Flat Track, short track and TT:

- 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-feet) of space. All riders are to get a front row start in all heat races.
- b. When the starter ensures that all engines are running and in neutral, and all machines are properly positioned behind the back line, the starter 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.
- 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.
- 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.
- e. All starts, except for time trials, must be standing starts with both wheels on the ground.
- 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.
- g. Main event riders will select their start positions based on the posted order.
- h. Any race stopped with two laps or fewer completed will require a complete restart in the original positions (see d. above).
- 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 referee's 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.
- 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.
  - (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.
  - (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) All riders must report to the starting line immediately when called or they will be subject to

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disqualification.

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, they too will be placed in the rear of the restart in a position respective of their stoppage. If the race is called complete the riders will be scored in the position in which they would have restarted.

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**Proposed**

3.3.C.7.a. through g. Delete

3.3.C.7.j.3. Delete

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**Reason**

Starting methods for Flat Track, Short Track, and TT do not need to be under the General rules. Much of the same information also exists under page 166 (D.1: Race Starts).

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**Submission**

AMA staff

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**Discussion**

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**MOTIONS**

Made: \_\_\_\_\_ Second: \_\_\_\_\_

**VOTE**

For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_

**DECISION**

Yes:   X   No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:** \_\_\_\_\_

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

**FT-0822-19: Section 3.3.C.9-10 Page 165: Starts**

**Current**

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

10. The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result of time trials or qualifying heats. If heat races are used, a rider must start a heat to qualify for the final event.

**Proposed**

3.3.C.9. Delete

3.3.C.10. Delete

**Reason**

C.9: safety concerns.

C.10: already listed on page 166 (D.1.e).

**Submission**

AMA staff

**Discussion**

Sumner: I have tried twice to remove this rule but it has been rejected both times.

Saillant: Maybe third time is the charm

**MOTIONS**

Made: \_\_\_\_\_ Second: \_\_\_\_\_

**VOTE**

For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_

**DECISION**

Yes:   X   No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:**





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

**FT-0822-20: Section 3.3.D.1.d-f Page 166: Race Starts**

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**Current**

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

(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.

(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.

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.

(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.

(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.

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.

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**Proposed**

3.3.D.1.d.2 Delete

3.3.D.1.e.1-2 Delete (keep e.)

3.3.D.1.f.

f. A rider must be ready when called to the starting area. If not ready, he/she or **their representative** 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.

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**Reason**

3.3.D.1.d.2: we do not want recommendations in the rulebook.

3.3.D.1.e.1-2: we say elsewhere it's the referee's call.

3.3.D.1.f: Added representative.

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**Submission**

AMA staff

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**Discussion**

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**MOTIONS**

Made: \_\_\_\_\_ Second: \_\_\_\_\_

**VOTE**

For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_

**DECISION**

Yes:   X   No: \_\_\_\_\_ Amended: \_\_\_\_\_ Tabled: \_\_\_\_\_

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:** \_\_\_\_\_

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

**FT-0822-21: Section 3.3.H. Page 169-170: Claiming**

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**Current**

1. All sanctioned Flat Track, Short Track, TT, Hillclimb, Road Race, and youth meets are claiming meets. The claiming price shall be 30 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle. In Flat Track, Short Track, and TT claims will be for the engine, including electronics, carburetion, and exhaust only. Vintage and ATV class equipment will be excluded from the claiming rule. Claiming prices for Flat Track, Short Track, and TT are established in the following schedule:

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

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**Proposed**

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. **For all other track racing principles, the claiming price shall be 30 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle.** Claiming prices for Flat Track, Short Track, and TT are established in the following schedule:

Engine size Price  
0-250cc ~~\$5,400.00~~ **\$6,000**  
251-504cc ~~\$10,800.00~~ **\$12,000**  
505-Up (single) ~~\$10,800.00~~ **\$12,000**  
750cc Multi-cylinder ~~\$23,600.00~~ **\$25,000**

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**Reason**

Re-organization of the sentences to provide clarity for when the complete motorcycle may be claimed, and when only parts of the motorcycle may be.

Also update the prices to reflect a 35% increase over previous.

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**Submission**

Mike Bender

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**Discussion**

Bender: So to be clear, in flat track, we cannot claim the entire machine?

Sumner: Correct.

Bender: I raised priced 35%, even that's probably not enough. An engine rebuild is more than \$8,000.

Sody: \$20K for a single and \$30K for a twin is a reasonable number for AFT-quality machines.

Saillant: Those numbers will never fly. We need to find a happy medium.

Bender: \$6,000, \$12,000, \$25,000.

Sumner: We tried changing the values a few years ago; it didn't pass. I think we are spending a lot of time on something that will likely never occur in our lifetimes.

Bender: It just happened at Loretta Lynn's

Sumner: That was the MX Nationals. I have never seen a claim at a flat track race.

Milburn: Suggesting four different places to get the price is ridiculous because the claimer will want the lowest price while the claimee will want the highest. Pick one and be done with it.

Milburn: How do we define 'ownership'? Also, I think someone needs to make the final in order to make a claim on another bike – currently it just says they must be in the same event.

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**MOTIONS**

Made: \_\_\_\_\_ Second: \_\_\_\_\_

**VOTE**

For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_

**DECISION**

Yes: \_\_\_\_\_ No: \_\_\_\_\_ Amended:  X  Tabled: \_\_\_\_\_

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:** \_\_\_\_\_

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

**FT-0822-22: Section 3.2.C.17. Page 150: Production Class Slipper Clutch**

**Current**

The following additions, changes, or modifications ARE ALLOWED on Flat Track, TT, and Ice Race Production Class machines: Air Filter, Anodizing (may be added to any external aluminum part), Brake Lever and Perch, Brake Line, Brake Pads, Brake Pedal (Mini bikes that are only equipped with hand brakes may not add a foot brake), Brake Snake, Chain, Chain Rollers, and Chain Guard, Clutch Lever and Perch, Cosmetic Items (provided that there is no performance advantage), Counter Shaft Cover (may be removed), Foam (may be added to any part), Foot Pegs, Fork Bleeders, Frame Guard, Fuel Screw (adjustable), Fuel Tank (Carbon Fiber or carbon composite fuel tanks are not permitted unless homologated), Fuel Tank Thermal Cover (including heat tape), Gripper Tape, Hand Guard (plastic open ended only), Holeshoot Device, In-line Water Cooler, Ignition Cover, Number Plates, Oil Cooler, Power Valve Actuator Hose Kit, Radiator Side Shrouds Radiator and Radiator Hoses, Radiator Guard and/or Brace, Rims, Rim Locks (may add, remove, or change), Seat (cover or foam), Shifter Lever, Shock Linkage (commercially available parts), Skid Plate, Spokes, Sprockets, Steering Stabilizer/Damper [3.2.D.10.d] [3.3.J.4.b], Throttle Tube, Triple Clamp upper/top, Water Pump Cover, Wheel Hubs

**Proposed**

Add slipper or back torque limiting clutch.

**Reason**

Increased safety.

**Submission**

Mike Bender

**Discussion**

Saillant: I realize this blurs the line between production and modified, but it is a good suggestion.

**MOTIONS**

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

**VOTE**

**DECISION**

**BOARD**

Approved: \_\_\_\_\_ Rejected: \_\_\_\_\_

**BOARD EXPLANATION:**