



Meeting Agenda

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## **Flat Track Commission**

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2023 Fall Meeting  
Friday, September 15, 2023  
9:30am-2:00pm  
Columbus, Ohio

## **Meeting Agenda**

### **1. Opening of Meeting**

- a. Comments by the AMA Representative
- b. Attendance

<b>NAME</b>	<b>Present</b>	<b>Absent With Notice</b>	<b>Absent without Notice</b>
Michael Bender		X	
Steve Bromley			
Kevin Clark			
Chris DaRonco		X	
Kelly Inman		X	
Dan Knecht			
Kevin Lambert		X	
Ralph Lee			
Tim McAdams		X	
Bill Milburn		X	
Megan O'Connell			
Adam Schmidt		X	
Wayne Sody			
Bert Sumner		X	
Dan Vrana			
Craig Wise		X	
Ken Saillant		X	
Mike Burkeen			
Olivia Schlabach			

### **2. Discuss Proposals**

### **3. New Discussion Items**

### **4. Close Meeting**

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

**FT-202309-01: Section 3.1.A.9 Page 142: A riders (editorial)**

**Current**

3.1.A.9. At any meet, only A class riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency is not considered a cash prize.

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.

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

~~3.1.A.9. At any meet, only A class riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency is not considered a cash prize.~~

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.

**3.1.B.8.** At any meet, only A class riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency is not considered a cash prize.

**Reason**

For clarify, I believe that 3.1.A.7 and 3.1.B.8 should be next to one another in the rule book since they both relate to A level racers.

**Submission**

Bert Sumner

**Discussion**

**MOTIONS  
 VOTE  
 DECISION**

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



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

FT-202309-02: Section 3.3.A.14 Page 159: Brake-less & Vintage (editorial)

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**Current**

3.3.A.14. In all flat track events:

a.Brake-less classes shall practice and race separately from any class with brakes.

b.Vintage classes are encouraged to practice separately from any modern classes, if number of entries warrants segregated practice sessions.

3.5.A.6. (new)

3.6.A.2. (new)

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

~~3.3.A.14. In all flat track events:~~

~~a. Brake-less classes shall practice and race separately from any class with brakes.~~

~~b. Vintage classes are encouraged to practice separately from any modern classes, if number of entries warrants segregated practice sessions.~~

**3.5.A.6.** In all flat track **meets**:

a.Brake-less classes shall practice and race separately from any class with brakes.

b.Vintage classes are encouraged to practice separately from any modern classes, if number of entries warrants segregated practice sessions.

**3.6.A.2.** In all ice race **meets**:

a.Brake-less classes shall practice and race separately from any class with brakes.

b.Vintage classes are encouraged to practice separately from any modern classes, if number of entries warrants segregated practice sessions.

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**Reason**

Section 3.3.A.14 should have been relocated to Section 3.5 when that section was created in 2023. It should also be added to section 3.6.

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**Submission**

Bert Sumner

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**Discussion**

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**MOTIONS**  
**VOTE**  
**DECISION**

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



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

**FT-202309-03: Section 3.5.H. Page 189-190: Table Suffix (editorial)**

**Current**

Class	Class Name	Age Requirement	Engine Size
1	125cc	12+ years	86cc-125cc
2	250cc	12+ years	126cc-250cc
3	450cc	14+ years	251cc-450cc
4	505cc	14+ years	251cc-505cc
5	Open Lightweight	12+ years	250cc minimum
6	Open Heavyweight	14+ years	450cc minimum
7	Veteran	30+ years	201cc minimum
8	Senior	40+ years	201cc minimum
9	Super Senior	50+ years	201cc minimum
10	Masters	60+ years	201cc minimum
11	Women	12+ years	201cc minimum
12	1913-1932 Era Vintage (brake-less)	See Section 3.9	See Section 3.10
13	1933-1951 Era Vintage (brake-less**)	See Section 3.9	See Section 3.10
14	1952-1968 Era Vintage (brake-less**)	See Section 3.9	See Section 3.10
15	1969-1976 Era Vintage (with brakes)	See Section 3.9	See Section 3.10
16	1977-1988 Era Vintage (with brakes)	See Section 3.9	See Section 3.10
** 1933-1951 and 1952-1968 Era Vintage must run brakes at TT meets			
Production Classes			
Class	Class Name	Age Requirement	Engine Size
1	125cc Production	12+ years	86cc-125cc
2	250cc Production	12+ years	126cc-250cc
3	450cc Production	14+ years	251cc-450cc
Wheelbase: 53 inches minimum Wheel size, front: 17 inches minimum Wheel size, rear: 17 inches minimum			

Note: in the 2022 and 2023 AMA rulebooks, everything above "Production Classes" is on one page, while everything below is on the next page.

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

<b>Modified Classes</b>			
Class	Class Name	Age Requirement	Engine Size
1	125cc	12+ years	86cc-125cc
2	250cc	12+ years	126cc-250cc
3	450cc	14+ years	251cc-450cc
4	505cc	14+ years	251cc-505cc
5	Open Lightweight	12+ years	250cc minimum
6	Open Heavyweight	14+ years	450cc minimum
7	Veteran	30+ years	201cc minimum
8	Senior	40+ years	201cc minimum
9	Super Senior	50+ years	201cc minimum
10	Masters	60+ years	201cc minimum
11	Women	12+ years	201cc minimum
12	1913-1932 Era Vintage (brake-less)	See Section 3.10	See Section 3.10
13	1933-1951 Era Vintage (brake-less**)	See Section 3.10	See Section 3.10
14	1952-1968 Era Vintage (brake-less**)	See Section 3.10	See Section 3.10
15	1969-1976 Era Vintage (with brakes)	See Section 3.10	See Section 3.10
16	1977-1988 Era Vintage (with brakes)	See Section 3.10	See Section 3.10
<b>17</b>	<b>1989-2006 Era Vintage (with brakes)</b>	<b>See Section 3.10</b>	<b>See Section 3.10</b>
<b>Wheelbase: 53 inches minimum</b>			
<b>Wheel size, front: 17 inches minimum</b>			
<b>Wheel size, rear: 17 inches minimum</b>			
** 1933-1951 and 1952-1968 Era Vintage must run brakes at TT meets.			

Production Classes			
Class	Class Name	Age Requirement	Engine Size
1	125cc Production	12+ years	86cc-125cc
2	250cc Production	12+ years	126cc-250cc
3	450cc Production	14+ years	251cc-450cc
Wheelbase: 53 inches minimum			
Wheel size, front: 17 inches minimum			
Wheel size, rear: 17 inches minimum			

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**Reason**

Separate the table into two tables for clarity due to the page break which is currently mid-table. Some racers in AMA D16 have argued that they can run minibikes in Amateur motorcycle classes because the wheelbase and wheel size rules listed on page 190 only apply to the production classes listed on page 190, not to the modified classes listed on page 189.

Also added the latest Vintage Dirt Track National class as Class 17.

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**Submission**

Bert Sumner

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**Discussion**

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**MOTIONS  
VOTE  
DECISION**

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



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

**FT-202309-04: Section 3.6.B Page 191-192: Ice Race Equipment Reorganization**

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**Current**

3.2.B.15. Tires

- a. The tread pattern of tires in TT, short track, Flat Track, Hillclimb and non-studded ice racing may be re-grooved or cut, provided it is done in a safe and workmanlike manner.
- b. Recapped or retreaded tires are prohibited.
- c. No rubber or metal studs (or foreign materials) may be added to the tire tread, except for ice racing.
- d. No paddle tires may be used for Hillclimb.
- e. No liquid may be used as tire filler.
- f. In Flat Track racing, knobby tires are at the option of the organizer and must be advertised in advance.

3.6.B.1. The use of knobby or motocross tires is at the organizer's discretion and must be advertised in advance.

3.6.B.4. In motorcycle studded-tire classes, studded tires and protective fenders are required.

- a. The front fender shall extend from horizontal line through the front axle center to a line vertical to the fork bottom triple clamp.

3.6.B.5.f. No screw modification from production allowed, such as sharpening etc. Tire cutting or re-grooving is not permitted in studded classes.

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

3.2.B.15. Tires

- a. The tread pattern of tires in TT, short track, Flat Track, **and** Hillclimb ~~and non-studded ice racing~~ may be re-grooved or cut, provided it is done in a safe and workmanlike manner.
- b. Recapped or retreaded tires are prohibited.
- c. No rubber or metal studs (or foreign materials) may be added to the tire tread ~~except for ice racing~~.
- d. No paddle tires may be used for Hillclimb.
- e. No liquid may be used as tire filler.
- f. In Flat Track racing, knobby tires are at the option of the organizer and must be advertised in advance.

3.6.B.1. ~~Tires The use of knobby or motocross tires is at the organizer's discretion and must be advertised in advance.~~

**a. Cutting or Re-Grooving**

**(1) In non-studded ice racing classes, the tread pattern of tires may be re-grooved or cut, provided it is done in a safe and workmanlike manner.**

**(2) In studded ice racing classes, tire cutting or re-grooving is not permitted.**

**b. Recapped or retreaded tires are prohibited.**

**c. No rubber or metal studs (or foreign materials) may be added to the tire tread, except in studded ice racing classes. In all studded tire classes, studded tires are required.**

**d. No liquid may be used as tire filler.**

3.6.B.4 **Fenders**

In motorcycle studded-tire classes, ~~studded tires and~~ protective fenders are required.

a. The front fender shall extend from **a** horizontal line through the front axle center to a line vertical to the fork bottom triple clamp.

3.6.B.5.f. No screw modification from production **is** allowed, such as sharpening etc. ~~Tire cutting or re-grooving is not permitted in studded classes.~~

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**Reason**

To combine all ice racing tire rules into new 3.6.B.1. and all ice racing fender rules into new 3.6.B.4.

The only actual rule change is the elimination of the knobby/MX tire rule of 3.6.B.1., which is outdated since most currently used ice racing tires are knobby style, and have been for decades.

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**Submission**

Bert Sumner

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**Discussion**

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**MOTIONS  
VOTE  
DECISION**

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



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

**FT-202309-05: Section 3.6.B.2 Page 191: Ice Race Classes**

**Current**

3.6.B.2. Events will be according to the following classes, but not all classes need to be run if advertised in advance:

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

STUDED		
Class	Class Name	Engine Size
1	125cc	86cc- 126cc
2	250cc	201cc - 250cc
3	250cc B	201cc - 250cc
4	450cc	251cc - 450cc
5	450cc B	251cc - 450cc
6	451cc - Open	451cc - Open
7	Veteran 30+	201cc - Open
8	Veteran 40+	201cc - Open
9	Super Senior 50+	201cc - Open
10	Women (12+)	201cc - Open
11	Vintage Pre-1975	201cc-Open
12	Modern Vintage Pre-1980	Exclusion-4-valve 500cc

STUDED PRODUCTION CLASSES		
Class	Class Name	Engine Size
1	125cc Production	86cc - 126cc
2	250cc Production	201cc - 250cc
3	450cc Production	251cc - 450cc

3.5.G.2. The use of a maximum 17- inch wheel for ice race, Flat Track and TT is permitted, including Production classes.

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

### 3.6.C. Youth Classes

1. Events are divided into the following classes, but not all classes need to be run if advertised in advance:

<b>STUDDER</b>			
<b>Class</b>	<b>Class Name</b>	<b>Age Requirement</b>	<b>Engine Size</b>
<b>1</b>	<b>50cc</b>	<b>4 – 8 years</b>	<b>0cc – 51cc</b>
<b>2</b>	<b>65cc</b>	<b>7 – 11 years</b>	<b>52 – 65cc 2-stroke</b> <b>91 – 112cc 4-stroke automatic</b>
<b>3</b>	<b>85cc</b>	<b>9 – 12 years</b>	<b>66cc – 85cc 2-stroke</b> <b>75cc – 125cc 4-stroke</b>
<b>4</b>	<b>85cc</b>	<b>13 – 15 years</b>	<b>66cc – 85cc 2-stroke</b> <b>75cc – 125cc 4-stroke</b>

2. The use of a maximum 17-inch wheel for ice race is permitted, including Production classes.

### 3.6.D. Amateur Classes

1. Events are divided into the following classes, but not all classes need to be run if advertised in advance:

<b>NON-STUDDER</b>			
<b>Class</b>	<b>Class Name</b>	<b>Age Requirement</b>	<b>Engine Size</b>
1	250cc <b>Non-Studded</b>	<b>12+ years</b>	86cc – 250cc
2	250cc <b>Non-Studded</b> Open	<b>12+ years</b>	250cc – Open
3	Light Weight Sidecar	<b>16+ years</b>	86cc – 360cc
4	Middle Weight Sidecar	<b>16+ years</b>	361cc – 505cc
5	Heavy Weight Sidecar	<b>16+ years</b>	506cc – Open
6	Open Sidecar Solo	<b>16+ years</b>	249cc – Open

STUDED			
Class	Class Name	Age Requirement	Engine Size
1	125cc	<b>12+ years</b>	86cc – 126cc
2	250cc	<b>12+ years</b>	201cc – 250cc
3	250cc B	<b>12+ years</b>	201cc – 250cc
4	450cc	<b>14+ years</b>	251cc – 450cc
5	450cc B	<b>14+ years</b>	251cc – 450cc
6	451cc – Open	<b>14+ years</b>	451cc – Open
7	Veteran <del>30+</del>	<b>30+ years</b>	201cc – Open
8	<b>Senior 40+</b>	<b>40+ years</b>	201cc – Open
9	Super Senior <del>50+</del>	<b>50+ years</b>	201cc – Open
10	Women <del>(12+)</del>	<b>12+ years</b>	201cc – Open
11	<b>1933-1951 Era Vintage (brake-less**)</b>	<b>See 3.10</b>	<b>See 3.10</b>
12	<b>1952-1968 Era Vintage (brake-less**)</b>	<b>See 3.10</b>	<b>See 3.10</b>
<b>13</b>	<b>1969-1976 Era Vintage (with brakes)</b>	<b>See 3.10</b>	<b>See 3.10</b>
<b>14</b>	<b>1977-1988 Era Vintage (with brakes)</b>	<b>See 3.10</b>	<b>See 3.10</b>
<b>15</b>	<b>1989-2006 Era Vintage (with brakes)</b>	<b>See 3.10</b>	<b>See 3.10</b>
<b>Wheelbase: 53 inches minimum</b> <b>Wheel size, front: 17 inches minimum</b> <b>Wheel size, rear: 17 inches minimum</b>  <b>** 1933-1951 and 1952-1968 Era Vintage must run brakes at GP meets.</b>			

STUDED PRODUCTION CLASSES			
Class	Class Name	Age Requirements	Engine Size
1	125cc Production	<b>12+ years</b>	86cc – 126cc
2	250cc Production	<b>12+ years</b>	201cc – 250cc
3	450cc Production	<b>14+ years</b>	251cc – 450cc
<b>Wheelbase: 53 inches minimum</b> <b>Wheel size, front: 17 inches minimum</b> <b>Wheel size, rear: 17 inches minimum</b>			

3.5.G.2. The use of a maximum 17- inch wheel for ~~ice race~~; Flat Track and TT is permitted, including Production classes.

### Reason

Move the class list from under the “Equipment” section (3.6.B.2) to its own subsection (3.6.D), as it exists in every other discipline.  
 Create a new youth class section (3.6.C.) The 17-inch wheel allowance from 3.5.G.2. is added.  
 Change the “rubber” name to the more commonly used “non-studded”.  
 Improve consistency with classes that are offered in 3.5.G and 3.5.H.

### Submission

Kevin Lambert

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**Discussion**

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**MOTIONS  
VOTE  
DECISION**

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



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

**FT-202309-06: Section 3.6.B.8 Page 193: Ice Race Brakes**

**Current**

3.2.B.6.e. Front-wheel brakes are prohibited in dirt-track, short- track and ice race events.

3.6.B.8. (new)

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

3.2.B.6.e. Front-wheel brakes are prohibited in dirt-track **and** short- track ~~and ice race events~~ **meets.**

**3.6.B.8. Brakes**

**a.Front-wheel brakes are prohibited in ice race oval meets, but are permitted in ice GP meets.**

**b.Non-studded ATVs at ice race meets may remove the front brakes.**

**Reason**

To relocate the ice racing brake information to Section 3.6 and create a new “brake” section. When you modify an ATV to run non-studded ice racing, the brakes interfere with optimum set-up.

**Submission**

Bert Sumner

**Discussion**

**MOTIONS  
 VOTE  
 DECISION**

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





American Motorcyclist Association  
Proposal for Rulebook Revision

**Flat Track Commission Proposal Item**

FT-202309-07: Section 3.10.D.19 Page 241: Vintage Number Plates

**Current**

(new)

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

**19. Number Plates.**

- a. **When number plates are required, each motorcycle must be equipped with three plates of uniform size, shape and color. Standard dimensions are 10-inches high and 12-inches wide with four corners cut off at a radius of 2-1/4" inch. Front number plates may be 12-inches high. 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.**
- 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 machine not being scored for the event.**
- c. **Number plates must be securely mounted. The front plate must be attached parallel to the head angle and may not be curved. Historically, plates were required to be mounted by no less than two one-quarter-inch minimum diameter bolts and reinforced with no less than one inch diameter washers on both sides.**
- d. **Black numbers on white plates is the standard color combination for Vintage Dirt Track number plates. Historically accurate alternatives include black numbers on yellow plates, red numbers on white plates, or white numbers on green plates. Yellow color was historically DuPont commercial yellow No. 93-6808. Green color was historically DuPont commercial green No. 93-1317. Red color was historically DuPont commercial No. 93-24118-M.**
- e. **Historically accurate numbers are 8-inches high and at least 1-inch wide. District letters, if used, are no less than 3-inches high and 1/2-inch wide, and are located in the lower right hand corner of the number plate.**

**Reason**

To document the size and specifications of traditional flat track number plates. Much of this language is carried over from 3.2.B.16, but adding it here minimizes the chances of that language disappearing through some future editing of 3.2.B.16. The use of historically accurate number plates is important to the look of Vintage racing.

**Submission**

Bill Milburn

**Discussion**

**MOTIONS  
VOTE**

Made: \_\_\_\_\_ Second: \_\_\_\_\_  
For: \_\_\_\_\_ Against: \_\_\_\_\_ Abstain: \_\_\_\_\_

**DECISION**

Yes: \_\_\_\_\_

No: \_\_\_\_\_

Amended: \_\_\_\_\_

Tabled: \_\_\_\_\_



American Motorcyclist Association  
Proposal for Rulebook Revision

**Flat Track Commission Proposal Item**

FT-202309-08: Section 3.10. Page 245-260: Vintage Reed Valves

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**Current**

**Page 245: 1920s Vintage Class A:**  
Restrictors: None.

**Page 246: 1940s Vintage 750cc:**  
Restrictors: None.

**Page 248: 1960s Vintage 250cc:**  
Restrictors: Reed valves are not permitted.

**Page 249: 1960s Vintage 750cc:**  
Restrictors: Reed valves are not permitted.

**Page 251: 1970s Vintage 250cc:**  
Restrictors: None.

**Page 252: 1970s Vintage 360cc:**  
Restrictors: None.

**Page 253: 1970s Vintage 750cc:**  
Restrictors: None.

**Page 255: 1980s Vintage 250cc:**  
Restrictors: None.

**Page 256: 1980s Vintage 500cc:**  
Restrictors: None.

**Page 257: 1980s Vintage 750cc:**  
Restrictors: None.

**Page 259: 1990s Vintage 505cc:**  
Restrictors: None.

**Page 260: 1990s Vintage 1000cc:**  
Restrictors: None.

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

**Page 245: 1920s Vintage Class A:**  
**Reed Valves: not applicable**  
Restrictors: None.

**Page 246: 1940s Vintage 750cc:**  
**Reed Valves: not applicable**  
Restrictors: None.

**Page 248: 1960s Vintage 250cc:**  
**Reed Valves: Reed valves are not permitted on two-stroke engines.**

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Restrictors: **None.**

**Page 249: 1960s Vintage 750cc:**

**Reed Valves: Reed valves are not permitted on two-stroke engines.**

Restrictors: **None.**

**Page 251: 1970s Vintage 250cc:**

**Reed Valves: Reed valves are allowed on two-stroke engines.**

Restrictors: None.

**Page 252: 1970s Vintage 360cc:**

**Reed Valves: Reed valves are allowed on two-stroke engines.**

Restrictors: None.

**Page 253: 1970s Vintage 750cc:**

**Reed Valves: Reed valves are allowed on two-stroke engines.**

Restrictors: None.

**Page 255: 1980s Vintage 250cc:**

**Reed Valves: Reed valves are allowed on two-stroke engines.**

Restrictors: None.

**Page 256: 1980s Vintage 500cc:**

**Reed Valves: Reed valves are allowed on two-stroke engines.**

Restrictors: None.

**Page 257: 1980s Vintage 750cc:**

**Reed Valves: Reed valves are allowed on two-stroke engines.**

Restrictors: None.

**Page 259: 1990s Vintage 505cc:**

**Reed Valves: Reed valves are allowed on two-stroke engines.**

Restrictors: None.

**Page 260: 1990s Vintage 1000cc:**

**Reed Valves: not applicable**

Restrictors: None.

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### **Reason**

A Reed valve is not a 'restrictor'. Since it could be considered part of the carburetor, or part of the crankcase, on a two-stroke engine, it makes more sense to list it as a separate item.

Leaving the "restrictor" section in each class – even though the answer is 'none' for each - will make it clear that intake restrictors are not expected to be used in any class.

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### **Submission**

Bill Milburn

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### **Discussion**

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**MOTIONS**  
**VOTE**  
**DECISION**

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



## American Motorcyclist Association Proposal for Rulebook Revision

### Flat Track Commission Proposal Item

FT-202309-09: Section 5.5A. Page 349: Referees Competing

**NOTE: Since this proposal falls outside of Section 3.5, it will probably need to be routed through the Sporting Commission, should the Flat Track Commission vote to move it forward.**

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#### **Current**

5.5.A. The referee is the principal officer of a meet, acting as general supervisor and must not carry out the duties of any other official. The referee must be introduced at the riders meeting and be available throughout the protest period. It is the organizer's responsibility to appoint a referee who is well qualified. The event referee may not compete in the meet.

The referee's duties are:

12. Riders' meeting will include:  
d. Where and how to contact the referee.

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#### **Proposed** (Proposed changes in **bold**)

5.5.A The referee is the principal officer of a meet, acting as general supervisor and must not carry out the duties of any other official. The referee must be introduced at the riders meeting and be available throughout the protest period. It is the organizer's responsibility to appoint a referee who is well qualified. The event referee may not compete in the meet **except in flat track, short track, or TT competition.**

The referee's duties are:

12. Riders' meeting will include:  
d. Where and how to contact the referee.

**1. In flat track, short track, or TT meets, if the meet referee chooses to compete during the meet:**

**i. the meet referee shall identify and introduce the judge or umpire who will perform the duties of meet referee ("acting referee") while the meet referee is incapacitated from executing those duties due to preparation for, or recovery from, competing. See Section 5.5.G for judges and umpires.**

**ii. At all times, there shall be only one individual – meet referee or acting referee – who performs the duties of the meet referee. The meet referee shall explain the specific events during the meet when the acting referee will be in the role of meet referee.**

**iii. The meet referee is prohibited from influencing any decisions made by the acting referee concerning incidents which occurred while the meet referee had relinquished his/her duties to the acting referee.**

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**Reason**

This had been in practice at the non-professional level for many years without problems until it was prohibited (in the late 2000's). Many standard meets are promoted by enthusiasts who like to participate as well as officiate. It is getting hard to find people who are qualified to be referees who are not interested in competing themselves. My fear is that if clubs are not allowed to have people share the referee duties (so that those people may also compete), those clubs will stop sanctioning events altogether.

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**Submission**

Ralph Lee

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**Discussion**

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**MOTIONS**  
**VOTE**  
**DECISION**

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