



Meeting Agenda

Flat Track Commission

2024 Summer Voting Meeting

Wednesday July 31, 2024

Meeting Agenda

1. Opening of Meeting

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

NAME	Present	Absent With Notice	Absent without Notice	Abbreviation used within the minutes
Michael Bender				MB
Steve Bromley				SB
Kevin Clark				KC
Chris DaRonco				CD
Kelly Inman				KI
Dan Knecht				DK
Kevin Lambert				KL
Ralph Lee				RL
Tim McAdams				TM
Bill Milburn				BM
Megan O'Connell				MO
Adam Schmidt				AS
Wayne Sody				WS
Bert Sumner				BS
Dan Vrana				DV
Craig Wise				CW
Ken Saillant				KS
Mike Burkeen				MB
Olivia Schlabach				OS

2. Discuss Agenda Items & Proposals

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Flat Track Commission Proposal Item

FT-202309-02: Section 3.2.B.6 Page 152-153: Brake Re-organization

Current

3.2.B.6. Brakes

- a. Brakes, when required, must be manufactured and installed in a safe and workmanlike manner.
- b. Motorcycles (excluding Hillclimb) in all AMA Racing competition must be equipped with a functional rear-wheel brake.
- c. A brake or braking device doesn't mean a compression release, although compression releases may be installed in addition to brakes.
- d. Motorcycles in road race competition must be equipped with adequate, operating front and rear brakes. In TT scrambles competition, motorcycles must be equipped with a front brake in addition to a rear brake. For Hillclimb meets, a braking device for the front wheel must be installed.
- e. Front-wheel brakes are prohibited in dirt-track, short- track and ice race events.
- f. A sidecar brake is optional in road racing.
- g. Special pedals must be rubber-covered.
- h. Brake ventilation is permitted.
- i. Brakes that operate by friction on the tire or wheel rim are prohibited.

Proposed (Proposed changes in **bold**)

3.2.B.6. Brakes

- a. Brakes, when required, must be manufactured and installed in a safe and workmanlike manner.
- b. Motorcycles in all AMA Racing competition (excluding Hillclimb, **Speedway, brake-less Flat Track, and brake-less Ice Oval**) must be equipped with ~~a functional~~ **an adequate and operating** rear-wheel brake.
- c. A brake or braking device doesn't mean a compression release, although compression releases may be installed in addition to brakes.
- d. Brakes that operate by friction on the tire or wheel rim are prohibited.
- e. Special pedals must be rubber-covered.
- f. Brake ventilation is permitted.

g. Road Race

(1) Motorcycles in road race competition must be equipped with adequate, operating front and rear brakes.

(2) A sidecar brake is optional in road racing.

h. Hillclimb

(1) For Hillclimb meets, a braking device for the front wheel must be installed.

i. Flat Track and Ice Race

(1) Front-wheel brakes are prohibited in short track, half mile, and mile flat track events and ice oval events.

(2) Motorcycles in TT **and Ice GP** competition must be equipped with adequate and operating front-wheel and rear-wheel brakes.

Reason

Re-organization for clarity and also added Ice Oval and Ice GP.

Submission

Bert Sumner

Discussion

MO: Add Speedway. Seconded by KI.

BM: Why is road race included?

BS: Road Racing is part of Track Racing. Even though the Road Racing portion is very minimal, we do not have the authority to remove anything that does not pertain to us. My hope in re-organizing this section – including the Road Racing and Hillclimb areas – is to make it easier to digest without modifying anything already in place for Road Racing and Hillclimb.

**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 193-194: Flat Track Classes

Current

Class	Class Name	Age Requirement	Engine Size
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			

Proposed (Proposed changes in **bold**)

Class	Class Name	Age Requirement	Engine Size
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
17	1989-2006 Era Vintage (with brakes)	See Section 3.10	See Section 3.10
** 1933-1951 and 1952-1968 Era Vintage must run brakes at TT meets			

Reason

To add latest-era Vintage Dirt Track National class as Class 17.
By the time the 2025 rulebook is published, 2006 model year machines will be 19 years old.
Adding this class to this list does not make it mandatory; it merely alerts promoters that if there is sufficient interest in their region to offer it, they might be inclined to do so.

Submission

Bert Sumner

Discussion

No dissent.

**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.2 Page 196: Ice Race Classes

Current

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

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 – 125cc
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 – 125cc
2	250cc Production	201cc – 250cc
3	450cc Production	251cc – 450cc

Proposed (Proposed changes in **bold**)

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

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:

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

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

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:

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

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

Reason

Move the class list from under the "Equipment" section (3.6.B.2) to its own subsection (3.6.D), as the class offerings for every other discipline is listed in this fashion.

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.

This proposal does NOT, in any way, change the 17" wheel allowance (3.5.G.2.). It is currently allowed in Flat Track and Ice Race and if this proposal is adopted, 17" wheels will still be allowed in Flat Track and Ice Race. The Flat Track allowance remains in 3.5.G.2.; the Ice Race allowance moves to 3.6.C.2.

Submission

Kevin Lambert

Discussion

No dissent.

**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 3.6.B.8 Page 198: Ice Race ATV Brakes

Current

3.6.B.8. (new)

Proposed (Proposed changes in **bold**)

3.6.B.8. Non-studded ATVs at ice race meets may remove the front-wheel brakes.

Reason

When you modify an ATV to run non-studded ice racing, the brakes interfere with the optimum set-up.

Submission

Kevin Lambert

Discussion

No dissent.

**MOTIONS
 VOTE
 DECISION**

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



Flat Track Commission Proposal Item

FT-202309-09: Section 3.10. Page 251-270: Vintage Reed Valves

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.

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.

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.

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.

Submission

Bill Milburn

Discussion

MO: Should we remove the "restrictors", since it is "none" for each area?

BS: If we remove "restrictors", then there will be questions whether they are required or not.

**MOTIONS
VOTE
DECISION**

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



Flat Track Commission Proposal Item

FT-202309-10: Section 5.5A. Page 359-360: Referees Competing

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

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.

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 or ice race competition.**

The referee's duties are:

12. Riders' meeting will include:

d. Where and how to contact the referee.

1. In flat track or ice race meets when the meet referee chooses to compete during the meet:

i. the meet referee shall identify and introduce the "acting referee" – the judge or umpire who will perform the duties of the meet referee while the meet referee is indisposed from executing those duties due to preparation for, or recovery from, competing. The meet referee shall explain the specific events during the meet when the acting referee will perform the role of meet referee. 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.

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

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.

Submission

Ralph Lee

Discussion

MO: Should we require the backup referee to be Class B or Class C certified?

BS: I don't believe that most meet referees are Certified by AMA. If we require them to be certified, we may have even fewer referees than we do now. In D16, there are 10 certified Class B referees; three of them are in my club, which means at least one club doesn't have a Class B referee.

KC: Should we make it easier to become Class B certified?

BS: That is a different discussion. I don't think it's that difficult now, but most don't for whatever reason.

CD: Maybe add that the referee must identify a qualified individual to be his/her backup?

BS: What determines whether someone is "qualified"? The issue that Ralph has brought up is that clubs have a hard time finding people willing to be referees. I suspect that if we require those referees (and acting referees) to be certified, we may create the same problem he is trying to fix.

**MOTIONS
VOTE
DECISION**

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



Flat Track Commission Proposal Item

FT-202407-01: Section 3.1.C.2. Page 148: Engine Number

Current

2. No more than one engine number can appear on an entry blank.

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

2. ~~No more than one engine number can appear on an entry blank.~~

Reason

3.2.B.1.c. allows the engines to be changed, so why is there still a rule that requires that an engine number must appear on the entry blank?

Has a rider been DQ'd recently for not listing an engine number on an entry blank?

Submission

Mike Bender

Discussion

MO: Agree.

BS: This rule probably made sense back when you had to register the engine serial number on the entry form. But that was 60 years ago.

**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-202407-02: Section 3.1.D.1.d. Page 149: Youth Age

Current

A rider's age on Jan. 1 will determine their age for remainder of the year. A rider may move to the next higher age class within the youth division only if they will be eligible to do so at any time during the year. Once a rider moves to the next higher age class in AMA or non-AMA competition, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year the age class they will participate in for the points season/year. Points earned in a lower age class won't transfer to the higher age class.

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

A rider's age on Jan. 1 will determine their age for remainder of the year. A rider may move to the next higher age **group class** within ~~a the~~ youth **displacement class division** only if they will be eligible to do so at any time during the year **and they meet the minimum age requirement for that displacement on the day of the meet**. Once a rider moves to the next higher age **group class within a youth displacement class** in AMA or non-AMA competition, they may not move back to the lower age **group class**. Riders are encouraged to determine at the beginning of the points season/year the age **group class** they will participate in for the points season/year. Points earned in a lower age **group class** won't transfer to the higher age **group class**.

Reason

Some parents are abusing the current rule to register their kids into a displacement before they reach the minimum age for that displacement. For example: they register an 8-year-old into the 9-12 year 85cc class before that rider's 9th birthday, justifying it by pointing out that the rider will turn 9 later in the year. This was an issue at both the 2023 & 2024 FTGC, and also occurs at the local levels.

I believe the intent of this rule is to allow a racer with a mid-season birthday to either remain in the "younger" age class or move up to the "older" age class of the same displacement all year long. (Example: the 4-6 year 50cc chain drive Jr. versus the 7-8 year 50cc chain drive Sr. classes). I do not believe this rule was intended to allow someone to violate the AMA minimum age limits for any displacement classification.

Submission

Mike Bender

Discussion

RL: Only exception I have seen in 30 years to this rule was a 200# 11-year-old who we entered in the 250cc Schoolboy class.

BS: It has happened the past two years at the FTGC. As soon as online registration opened, I had someone challenging this.

BS: The new wording differentiates "displacement" from "age groups" within that displacement. I believe this language will be easier to digest and understand.

MB: I have seen this issue at the local level as well as at the FTGC.

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-202407-03: Section 3.1.D.2.a. Page 149: Youth Age2

Current

No youth rider may ride as more than one age during any meet. (For example, a rider is either 11 years old or 12 years old during the meet).

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

No **youth** rider may ride as more than one age during any meet. (For example, a rider is either 11 years old or 12 years old during the meet).

Reason

This rule allows a loophole: by stating "youth", it implies that a rider may declare one age for "youth" classes and a different age for "Amateur" classes at the same meet. I suspect that when this rule was created, it was during the era when riders were prohibited from racing as "Youth" and "Amateur" at the same meets.

3.1.A.6.a. states that Amateur classes are based on the age as of the date of the event.

3.1.D.1.d. states that Youth rider age is based on January 1.

This means that a rider who turns 12 on July 1 is allowed, per 3.1.D.1.d., to race the 7-11 65cc class after June 30, but that same rider can race the 250cc Amateur class as a 12-year-old after June 30. I believe that the true intent of these rules is that any rider is one age regardless of whether they are racing Youth or Amateur classes.

Submission

Bert Sumner

Discussion

RL: What about senior classes? We run a 30-39 class, a 40-49 class, and a 50-59 class. If a rider cannot ride more than one age, that will hurt those classes.

BS: I recommend that you make those classes 30+, 40+, and 50+ to solve that issue. But regardless of whether this rule changes or not, no rider can possibly compete in multiple 30-39, 40-49, and 50-59 classes.

MOTIONS VOTE DECISION

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



Flat Track Commission Proposal Item

FT-202407-05: Section 3.5.D.3. Page 188: Changing Bikes in Flat Track

Current

3.5.D. Race Rules

1. Starting Methods for Flat Track, Short Track, and TT
2. Staggered Start Procedure

Proposed (Proposed changes in **bold**)

3.5.D. Race Rules

1. Starting Methods for Flat Track, Short Track, and TT
2. Staggered Start Procedure

3. At any flat track meet, riders may change machines between events, but not during an event. Once a rider enters the track for an event, the machine cannot be changed.

a. Any rider who changes machines between events must start the next event in that class from the penalty line.

Reason

Current rules allow a rider to change the engine, but not the frame. These rules negatively impact entrants when they have bike problems after qualifying. Few riders carry extra engines with them, but many have a second complete motorcycle, or they know someone in the pit area with a complete motorcycle that fits the class requirements. Requiring someone to swap engines during a meet when they have an engine problem – especially on modern water-cooled motorcycles, which present scalding hazards – is unnecessarily restrictive. I would rather have riders switch complete bikes instead of removing the engine from one frame and installing it into the other. MX rule 1.2.D.6.h. allows the frame to be replaced if the referee deems it to be unsafe.

At the Flat Track Grand Championships, everyone already shows up with multiple motorcycles. They are spending thousands of dollars to spend a week at the FTGC, and a major bike issue can be a huge hit to their overall results.

Submission

Mike Bender

Discussion

BM: What about restarts? Should a rider be allowed to change bikes if theirs is damaged in a crash? Would that be safer than allowing them to restart on a badly damaged motorcycle?

BS: I think nailing down the nuances of that would take a lot of time. Let's see if we can get this into the rulebook first before we worry about that.

MB: AFT rule 2.9.c. does not allow changing motorcycles on a restart. The machine that you bring to staging is the only machine you can use for that event (practice, qualifying, heat, LCQ, final).

RL: AFT allows this at a Pro level. I disagree with adding it to the Amateur level.

MO: I agree with this as a rider. Lots of riders are willing to offer their bikes to fellow riders who experience misfortune. The current rule discourages people from driving long distances to race AMA events. The risk of a minor problem cancelling your entire trip is way too high.

DV: I agree with this. 85% of racers probably have a second bike in the trailer. Or know someone with a bike they could use.

RL: We don't see this in California. I disagree with this.

CD: Limiting the swap to broken engines would be ideal, but I recognize that this would be impossible to enforce.

KC: I have heard people complain that riders will save their "fast" bike for the final. I don't see any advantage to practicing on one bike but then changing to a different bike hoping it will be better. Or racing one bike in the heat and a different one in the final.

DV: I agree 200%. It's important to let amateur riders keep racing during the meet if we want them to keep coming to AMA events.

BS: I agree. This rule is discouraging racers from racing AMA events. It made sense decades ago, but things are much different now and the current rule no longer makes sense. Most racers I see at my events run 450cc singles. When one rider has a problem with their 450, several riders freely offer their 450s (or their backup 450s) to the unfortunate rider. Or a rider may have two bikes, and the unbroken bike may be viable in the class where their other bike broke (example: a rider has a 250 and a 500, racing the 250cc class on the 250 and Senior class on the 500. If the 500 breaks, he/she could race their 250 in the Senior class).

RL: I understand everyone's viewpoint. But I disagree with it.

BS: If the rule allows riders to change bikes, you can always write a supplemental rule to prohibit changing bikes. But when the rulebook prohibits it, you cannot write a supplemental rule to allow it. But I believe that prohibiting it discourages participation in AMA events.

BM: These racers are spending their discretionary income to compete in AMA events. Sometimes they need to travel long distances to find the nearest AMA race. If we make it harder for them to race AMA events, and enjoy the experience, they will stop running AMA events altogether.

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-202407-06: Section 3.5.H. Page 189-190: Production Classes

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			

Proposed (Proposed changes in **bold**)

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
** 1933-1951 and 1952-1968 Era Vintage must run brakes at TT meets			
Wheelbase: 53 inches minimum			
Wheel size, front: 17 inches minimum			
Wheel size, rear: 17 inches minimum			
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			

Reason

Delete the Production classes from the Amateur class offerings.

The Production class rules are far too challenging to enforce, and each year there are more challenges to what is and what is not legal. The Production rules are probably OK for Youth classes – although these could also be refined - but it is too difficult to enforce them in the Amateur (adult) classes. Especially at the Flat Track Grand Championships.

Deleting these classes from the rulebook does not prevent any promoter from running them, if they so choose. The equipment rules in 3.5.C are not being removed.

Submission

Steve Bromley

Discussion

SB: Mike Burkeen says the rulebook should only list the things that you cannot do.

MO: I had a parent reach out to me after FTGC concerning the Works Edition/Factory Edition bikes produced by Honda & KTM. The exhaust, clutch basket and cover, throttle body are different, the head is hand ported, etc. His kid was on a stock Suzuki but couldn't compete with other kids on the Works Edition Hondas and KTMs.

SB: That is an ongoing problem.

KC: Instead of Production Class, what about "first year riders" class?

BS: That is a separate issue that is not related to this proposal.

BS: You would have to have intimate knowledge of every OEM machine and its parts to successfully enforce any Production class rules. The Works Editions are another wrinkle that makes these classes even harder to enforce.

MO: That is a major problem.

RL: The Production Classes never took off in California.

KS: They are popular but it is very difficult to police and keep it a level playing field.

SB: We should keep it in the Youth classes, but it is very challenging at the Amateur level.

MB: I agree with keeping the Production rules for the Youth classes – it helps the sport to offer the kids Production and Modified classes. For the Amateurs, we already have several classes for 250cc riders and 450cc riders, so eliminating the Production Class would not be a major problem for most riders (who have other classes to enter). But the Youth classes do not have this, so offering a Production and Modified classes are beneficial.

KS: This rule change may need a one-year notification before it goes into effect.

MOTIONS
VOTE
DECISION

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

3. New Discussion Items

4. Close Meeting