Meeting Agenda

Flat Track Commission

2025 Summer Discussion Meeting

August 19, 2025

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 these minutes
Bill Bell	X			BB
Mike Bender	X			MB
Jeff Blakely	X			JB
Steve Bromley	X			SB
Kevin Clark	X			KC
Chris DaRonco	X			CD
Kelly Inman	X			KI
Dan Knecht	X			DK
Ralph Lee	X			RL
Bill Milburn	X			BM
Megan O'Connell	X			MO
Adam Schmidt	X			AS
Wayne Sody	X			WS
Bert Sumner	X			BS
Cory Texter	X			CT
Ken Saillant	X			KS

2. Explanation Of The Process

a. Discuss and debate the merits and language of each proposal. Propose amendments as needed.

b. Be aware of the difference between suggesting an amendment to a proposal, and a suggesting a completely new proposal.

c. There is no voting at this meeting. The next meeting is the voting meeting to determine whether a proposal moves to the Board of Directors or not.

3. Discuss Agenda Items & Proposals

Contents

FT-202508-01: Section 5.5A. Page 367: Referees Competing 4

FT-202508-02a: Section 3.2.B.8.d.(4) Page 157: Changing Frames 5

FT-202508-02b: Section 3.2.B.8.d.(4) Page 157: Changing Frames 6

FT-202508-03: Section 3.2.D.7. Page 164: Helmets 8

FT-202508-04: Section 3.3.C.3. Page 168: Riders Advancing To Semi or Final 10

FT-202508-05: Section 3.3.E. Page 168: Flags 12

FT-202508-06: Section 3.5.A.4.a thru c. Page 186: AFT Licensed Racers 13

FT-202508-07: Section 3.9.A.9.a. Page 222: Speedway Age - Youth 16

FT-202508-08: Section 3.9.A.10.a.(2) Page 223: Speedway Age - Mini 17

FT-202508-09: Section 3.9.A.10.a.(4) & 3.9.A.10.b.(2). Page 223: Speedway Age – 85 & 125cc 18

FT-202508-10: Section 3.9. Page 246: Speedway Tires 19

FT-202508-11: Section 3.10.D.1. Page 252: Vintage General Equipment Standards 20

FT-202508-12: Section 3.10. Pages 259-269: Vintage: Illegal Cylinders 22

FT-202508-13: Section 3.10. Page 275-277: 1990s Vintage 24

FT-202508-14: Section 3.10.D.19 Page 253: Vintage Seat Tanks 26

Agenda #1: Supply Red Flags to Corner Workers on Half Mile events 27

Note: amendments to the original proposals are shaded in **green**

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-01: Section 5.5A. Page 367: Referees Competing

Current Language

5.5.A.1. 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 unless an alternate referee is available to officiate the classes the referee rides except in flat track and ice race competition.

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

5.5.A.1. 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 unless an alternate referee is available to officiate the classes the referee rides. ~~**except in flat track and ice race competition**~~.

Reason

Editing error by AMA staff.

There were two proposals made in 2024 to allow referees to compete during events:

1) The Flat Track proposal (FT-202309-10), submitted by Ralph Lee) read:
The event referee may not compete in the meet **except in flat track or ice race competition**.

2) The Motorcross proposal, submitted by Richard White, read:
The event referee may not compete in the meet **unless an alternate referee is available to officiate the classes the referee rides.**

The current rule, as written, prohibit flat track and ice race referees from competing, which was not the intent of either the Flat Track, or the Motocross, proposals.

Submission

Bert Sumner

Discussion

BB: I agree with the proposed language and reasoning.

RL: I like it.

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-02a: Section 3.2.B.8.d.(4) Page 157: Changing Frames

Current Language

Once qualified for the meet, the machine's frame may not be replaced.

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

may change the frame of the machine throughout the meet, but once a qualifying race is complete, you must start on the penalty row with a new frame for remainder of meet.

Reason

I feel strongly about this one for many reasons. First, it doesn't really save costs. The top teams and riders are bringing spare motors to the track to swap out if this happens. Most riders have more than one motorcycle. If you ride four classes on one motorcycle and your motorcycle has an engine failure in your last qualifying heat race, you are done for the entire day. At Amateur Nationals, that is $400 in entry fees alone. I think we should be encouraging participation at this level. It's already a disadvantage to switch a motorcycle mid-day. If you throw in another disadvantage of starting on the penalty row for switching, I think the rider should still be allowed to line up in a race they earned after traveling near and far to be there. The professional series allows you to swap frames throughout the day without any penalty at all. As a racer, this has been my least favorite rule for 20 years running and the one I have the most problems with on race day as a promoter. It's also very hard for staff members, especially at the local level, to check frames before every bike enters the track. No one is truly checking frame numbers. Only a few series throughout the country (I think maybe mine and Amateur Nationals) are even utilizing tech stickers on frames.

Submission

Cory Texter

Background

Proposals were submitted in 2018, 2019, 2021, and 2024 to modify this rule. Each were unsuccessful.

Discussion

(See the end of FT202508-02b).

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-02b: Section 3.2.B.8.d.(4) Page 157: Changing Frames

Current Language

Once qualified for the meet, the machine's frame may not be replaced.

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

Riders may register one backup motorcycle for the event or use another rider's qualifying machine, provided the spare bike has passed initial tech inspection and meets all class eligibility requirements. Once machines are qualified, a rider may switch to their registered backup or another inspected qualifying machine—in the event of a mechanical failure (e.g., loss of brakes, spun bearing) by notifying the referee.

Reason

Competing at Amateur Nationals represents a $5,000–$10,000 investment per rider (entry fees, transport, prep, spares, tires, race fuel), while a typical local weekend still costs around $1,000 or more. A single mechanical failure—loss of brakes, spun bearing, broken frame—can force a rider to either continue on an unsafe bike or withdraw entirely, wasting that significant outlay. Allowing riders to switch to a pre-inspected backup or teammate's qualifying machine protects their investment, mirrors professional practice, maintains safety, and keeps fields full so races are decided by skill, not mechanical luck.

Submission

Megan O'Connell

Background

Proposals were submitted in 2018, 2019, 2021, and 2024 to modify this rule. Each were unsuccessful.

Discussion of both above Proposals:

BB: In both proposals I agree. I think Megan's version would be preferred simply because it does add a bit of control to the situations. I would like to see something that puts at least some roadblock to riders switching bikes for purely competitive reasons. However, in any case, retain the "penalty row" provision.

MB: I like the penalty row aspect in Cory's proposal. Both have made some excellent points.

MO: I am OK with merging these together. I am OK with adding penalty row.

BM: I like Megan's proposal. Cory's proposal states "new frame", whereas Megan's says "backup bike".

CT: I think adding the penalty row increases the chances of this passing. The current rule is impacting my events. People are spending a lot of $$$ to encourage people to race but if one bike breaks you're done for the day. I think it everyone would appreciate if this rule is passed. Either version is fine by me. I doesn't need to be a bike that is teched – as long as the bike is legal for the class, that's all that matters.

SB: Vintage racing allows changing bikes

KS: I feel that the board will be in favor of whatever we propose.

CD: Are we concerned about changing to a faster bike?

MB: Not really.

MO: If you borrow someone else's bike, you are at a huge disadvantage because that borrowed bike isn't set up for you.

BM: Maybe we get this approved now and maybe next year try to get the penalty row removed.

MO: I added the bit about safety issues to try and make it based on a safety issue.

CT: I have heard that the reason against this rule is to save costs – to limit folks from buying multiple machines. But I know of teams who show up with extra engines. So I don't think the current rule is really working.

BS: There is already a Vintage rule (page 251) which states: Riders may change bikes for the main event, or a race restart, but the new machine must be eligible for the class originally entered, and the rider must start from the penalty line.

KS: I recommend the Vintage one. It's already in our rulebook.

MO: Like Cory, I don't care either way, as long as it passes.

KC: The vintage option is pretty good.

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-03: Section 3.2.D.7. Page 164: Helmets

Current Language

Wearing of Helmets: It is mandatory for all participants taking part in practice and races to wear a full face protective helmet.

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

Wearing of Helmets: It is mandatory for all participants taking part in practice and competition to wear a full face protective helmet. **Starting in 2027, on flat track meets one half mile and larger, ~~any track where leather suits are required for participation,~~ only full face helmets with integrated face shields are permitted; motocross-style helmets with goggles are prohibited. ~~Full-face shielded helmets are also strongly recommended for use on smaller tracks due to superior facial protection and reduced head shake~~.**

Reason

Motocross-style goggles can detach under impact (one crash I witnessed required 50+ stitches due to the plastic lens detaching from the silicone frame) ~~and allow more head shake on flat tracks~~. Shielded helmets offer consistent facial protection and should be recommended everywhere.

This proposal was presented to the chairman of the AMA Safety Commission, who agrees with the wording. He added that there is also the issues of visors breaking off, which could create issues for following racers. In the long term, he would not be averse to using full face helmets with integrated face shields for all classes except the youth classes (it maye be harder to get those helmets for younger racers).

Submission

Megan O'Connell & Kevin Clark

Discussion

BB: I cannot fully agree with this proposal. As with the "leathers" rule, this is not a simple one-size-fits-all deal. I see a bigger problem with helmets in the equipment age, fit, and condition rather than type.

KC: We recently had a guy hit the wall at Square Deal. The apparatus at the front of the helmet collapsed into his face.

KS: This should go to the safety commission to give them the courtesy of awareness.

MB: I would like to add that if we intend to push this through, we need to publicize this very well. We don't want riders showing up with the wrong gear.

BS: Maybe we add a one year delay to this. "Starting in 2027…"

KS: "Strongly recommended" – the Board may not like that.

BM: Recommend stating “half mile and larger” rather than “where leather suits are required”. Do we need to add a rule about requiring cross bar padding on handlebars?

KS: I’d like Cory’s perspective.

CT: I like this. I have Cruise wear a full face everywhere. My only comment on the reason listed is that I’ve never noticed head shake with a motocross helmet. Fully agree with a one year delay before implementation.

BS: Agree with Bill’s suggestion and remove the head-shake per Cory’s suggestion.

KC: Sounds good to me. I like the idea of the one year delay.

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-04: Section 3.3.C.3. Page 168: Riders Advancing To Semi or Final

Current Language:

To participate in a main event, the rider must start all heat and semi events, as required, for that class

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

To participate in **a semi or** main event, the rider **must present himself / herself or send a representative into staging (motorcycle not required) for the heat race. In this instance, the rider will be scored as last place in the heat race and will line up accordingly for semi (if needed) or main event.**

Reason

We have too many riders trying to go onto the track with flat tires, broken motorcycles, leaking oil, etc. just to line up, see a green light and pull off the track so they can be considered for a semi or main event. It's just not needed when they can present themselves to staging and not put a potentially dangerous motorcycle on the racetrack. I am not set on the wording for proposed / new rule, but this is something I have allowed (With permission from Ken Saillant) and would like to see changed for safety reasons.

Submission

Cory Texter

Discussion

BB: I agree 100%. I once witnessed a rider showing up for his hear with his arm in a sling – for the very reasons this change is trying to address. There are any number of reasons to miss a heat race – I see no reason to end the rider's day in that class because of it.

MB: I agree with this for multiple reasons. When pitting and staging are on opposite sides of the track, it would be silly to ask someone to walk their bike all the way around the track just to not start the heat race.

KS: I strongly suggest this be passed.

SB: What if the rider doesn't show up for the heat race. Are they DQ'd?

BS: Per the current rules, yes.

CT: We can adjust this to be the rider or a rider representative. It's tough to coach your staff about this as well. We had a guy trying to change a tire and couldn't run over to staging to tell us he was going to miss his next race.

BM: The guy changing the tire would be screwed either way.

CT: I think asking people to run over and tell someone in staging is sufficient. If a guy is trying to fix his motorcycle, he can ask someone else to run over for him.

BM: Why not just move missing riders to the next round?

CT: I'm not against that – score them last and give them a chance to race again in the next round. If anything, they are giving themselves a disadvantage by missing the heat race.

BM:

RL: This is my 54th season. I have seen this happen and it has worked fine. I am concerned this could get abused, but also see the value in it.

BB: A couple things come to mind. Simplest way is if they don't show up, they don't get scored. Other way is, if you want a notification, do it the same way as two minutes.

MO: I agree with everything. To add more fuel to the fire, at some places, the PA system isn't very good, so knowing when your heat race is up can be challenging, and you could easily miss your heat.

KS: With all due respect, we are over-thinking this. Don't get too complicated.

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-05: Section 3.3.E. Page 168: Flags

Current Language:

(new)

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

12. FURLED GREEN & WHITE (side-by-side): Two laps to go until finish (courtesy flags).

13. FURLED GREEN & WHITE (crossed): Indicates half of the scheduled laps have been completed (courtesy flags).

Reason

There is currently no formal two-lap warning; riders only see the one-lap white flag which is also a courtesy, leading to sudden pace changes and missed strategic opportunities when they aren't prepared for the final two laps. Displaying a parallel (side-by-side) furled GREEN & WHITE courtesy flag for two laps to go gives riders, spectators, and pit crews a clear, consistent signal of "two to go," enhancing strategy, safety, and engagement.

There is currently no formal signal to indicate the midpoint of the race, leaving riders, spectators, and crews guessing where they are in the program. A crossed furled GREEN & WHITE courtesy flag at half the scheduled laps provides a distinct, easily recognizable indicator that the race is 50% complete—helping riders manage pace and keeping everyone informed and engaged.

Submission

Kevin Clark

Discussion

BB: I agree with the proposed wording. I think the clarity of procedure for all concerned would be an asset.

KC: I stole the two laps to go signal from the car folks. Both are courtesy flags.

MB: Do we need to indicate these are optional / courtesy flags.

CT: I think if this is going to be mandatory, it should be finals only. Sometimes only 4 or 6 laps races there may not be time to use all the flags.

KS: You cannot make this mandatory because it empowers someone to protest if it isn't used.

WS: I agree with this

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-06: Section 3.5.A.4.a thru c. Page 186: AFT Licensed Racers

Current Language:

4. American Flat Track Licensed Riders

a. Any rider holding an American Flat Track professional racing license must compete in the highest-level class or classes offered.

b. Riders holding an American Flat Track professional racing license shall not compete in any age classes, shall not receive district points, shall not receive year end district awards, and shall not participate in any amateur classes at the Amateur Nationals.

c. Any racer holding an American Flat Track professional racing license must wait one full year after their professional license expires to be eligible for AMA Grand Championship competition.

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

4. American Flat Track Licensed Riders

a. Any rider holding an American Flat Track professional racing license must compete in the highest-level class or classes offered.

b. Riders holding an American Flat Track professional racing license **are eligible to compete in amateur competition and are eligible for cash awards (purse) from the event**, shall not compete in any age classes, shall not receive district points, shall not receive year end district awards, ~~**and shall not participate in any amateur classes at the Amateur Nationals**~~.
American Flat Track professional licensed riders must adhere to the following criteria to be eligible for amateur competition.

(1) The following professional licensed riders are eligible to compete in the highest-level class or classes offered:

(a) Riders earning 0-15 American Flat Track points (Singles or Twins class), in either the current or previous year.

(2) The following riders are not eligible to participate in amateur competition:

(a) Riders earning more than 15 American Flat Track points in either the current or previous year.

c. Any racer holding an American Flat Track professional racing license **and earning more than 15 American Flat Track points** must wait one full year ~~**after their professional license expires**~~ to be eligible for AMA amateur competition

Reason For Change :

Motocross (1.1.F.3.a-c on Page 10) and Hillclimb (3.7.A.22 on page 206) both allow racers to obtain a professional license without impacting their amateur status until they achieve success at the Pro level.

Flat track rider count is shrinking as fewer riders reach the age to turn pro. Allowing these young riders to test themselves in a Pro environment can give them the experience and confidence to make the best decisions on when or if to turn pro full-time. Currently if a rider turns pro and races one professional event, said rider cannot return to an amateur race for one full year, even if said rider failed to score 1 American Flat Track point. This can cause a rider to miss out on several months of racing, minus the one AFT race the rider participated in, as the rider is not allowed to race in amateur classes. Many AMA District races are not offering a Pro-Am class for these riders to race in, leaving them nowhere to race other than American Flat Track.

Submitted by:

Chad Turbett via Mike Bender

Discussion:

BB: I agree with the proposed language and reasoning.

MB: I reached out to Mike Burkeen who pointed me to MXSports who runs the AMA Pro MX. They use a very similar language to differentiate 'established' pro racers from amateur racers with pro cards. I am curious of Cory's suggestion.

CT: I talked to Chad the other day. I don't hate this idea. In flat track, it is frowned upon for guys who step away from pro racing to race amateur classes. It's not like that in other disciplines. We should come up with a formula to allows part time pro guys to be eligible for amateur events.

MB: In MX, if you score enough points to be inside the top 40 is their limit.

CT: I'd like to race 1-2 pro races a year but also race some amateur stuff.

KS: Pro races can still race amateur races. The rule book doesn't prohibit them from racing amateur.

MB: They have to race the top classes offered.

CT: A lot of guys don't want to do that – the older pro guys don't want to race the kids in the A class – they want to race the vet class. But each district is different. In D6 you have to wait 3 years to race amateur again.

KC: Right now we have Pro-Sport classes.

RL: Years ago, if we would have eliminated pro racers from our championship series we wouldn't have had them. All of the Open A guys were Pro racers.

MB: We have a bunch of kids this year who haven't made an AFT final. This rule is intended for those riders to continue racing at the local district level. Some kids don't even have a local district anymore. We don't want to discourage those kids from racing locally at AMA events.

BS: The rulebook doesn't currently prohibit AFT racers from racing amateur – it requires them to race the highest class available.

CT: Older pro guys should be allowed to race the age classes. The portion stating "shall not compete in any age classes, shall not receive district points, shall not receive year end district awards" should be stricken. Briar Bauman and Tom Drane aren't going to race the amateur classes and cherry pick.

MB: Agree with Cory's point. We don't want to penalize kids who are trying to race pro.

MO: How would this be enforced? Are we to trust the AFT web site?

MB: I think we can trust the AFT web site.

AS: Isn't there language that says if you are a pro racer in any series that you must race pro?

BS: No, that was removed.

RL: We get a lot of competition in D36. They race for district points.

WS: I may have introduced this rule 20 years ago. The intent was for current Pro racers to be kept out of the age classes. If you don't have a Pro card, you CAN race the 30+, 40+, etc.

KS: Hillclimb has language that allows racers to try a few pro racers before losing their amateur status. Section 3.7.A.22 on Page 206:
22. AMA Pro Racing Hillclimb Provisional License will allow a current amateur Hillclimb competitor, with the qualifications listed below, to compete in up to, but no more than, one race less than 50 percent of the AMA Pro Racing Pro Hillclimb sanctioned events, while maintaining their amateur status in AMA-sanctioned events. If a rider elects to compete in 50 percent or more of the races, their AMA Pro Racing provisional license will be upgraded to professional license and amateur status removed.
a. Riders who have finished within the top 30 percent in the 450cc-600cc-750cc open classes only at the previous two seasons the AMA Amateur Hillclimb Grand Championship.
b. Riders must be 16 years old when applying.
c. Must comply with the AMA Pro Hillclimb Rulebook.

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

FT-202508-07: Section 3.9.A.9.a. Page 222: Speedway Age - Youth

Current Language

Youth Speedway classes are available for riders ages 4-17. Ages are for the maximum displacement only. (If a rider turns maximum age during the season of racing, they may continue the classification. However, after turning the maximum age, if the rider races in an upper class, they cannot return to the lower classifications).

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

Youth Speedway classes are available for riders ages 4-17. Ages are for the maximum displacement only. (if a rider turns maximum age during the season of racing, they may continue the classification. However, ~~**after turning the maximum age**~~ if the rider races in an upper class, they cannot return to the lower classifications).

Reason

Stopping riders from "cherry picking", which is happening (racing an upper class during regular season, then racing the lower class in big events or Nationals) This is the only area in the rulebook that does not state "once you race in an upper class, you cannot race the lower class anymore". Class meaning engine displacement.

Submission

Kelly Inman

Discussion

KI: Kids usually graduate from 150 to 250 to 500 (once they are capable). We want to clean up where they can't go backwards unless it is a safety issue. The kids need more time on the smaller bikes.

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-08: Section 3.9.A.10.a.(2) Page 223: Speedway Age - Mini

Current Language

Mini Class 7-15 years old – Engines must be homologated for the 150cc Mini Speedway Motorcycle Racing Class Standards. The following engine is homologated. No other engines are eligible. YX 1P56FMJ (140cc). Promoters may offer an additional class to include motorcycles that do not meet the 150cc Mini Speedway Motorcycle Racing Class Standards

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

Mini Class 7-**14** ~~**15**~~ years old – Engines must be homologated for the 150cc Mini Speedway Motorcycle Racing Class Standards. The following engine is homologated. No other engines are eligible. YX 1P56FMJ (140cc). Promoters may offer an additional class to include motorcycles that do not meet the 150cc Mini Speedway Motorcycle Racing Class Standards

Reason

We want to make this change for safety reasons, by making the 150cc riders transition to a 250cc bike before being able to run a 500cc speedway bike.

Note: Rule 3.9.A.6. on Page 222 states that the minimum age for the 500cc Division 1, 2, or 3, is 16. Current rule allows a rider to compete on 140cc until they turn 16 and then jump from 150cc to the 500cc when they turn 16. Changing the maximum age for 150cc to 14 means the racer must compete on a 250cc machine when they are 15 before moving up to 500cc when they turn 16.

Submission

Kelly Inman

Discussion

KI: We have small kids going from a 12hp 150cc to a 85hp 500cc. This is a safety issue.

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-09: Section 3.9.A.10.a.(4) & 3.9.A.10.b.(2). Page 223: Speedway Age – 85 & 125cc

Current Language

10.a.(4). For FIM 85cc and 125cc Gold Cup, the age limits are 12-16 years old. Rider's eligibility starts on their 12th birthday and continues until the end of the year that they turn 16.

10.b.(2). For FIM 250cc Gold Cup the age limits are 13-17 years old. Rider's eligibility starts on their 13th birthday and continues until the end of the year that they turn 17.

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

10.a.(4). For FIM 85cc and 125cc Gold Cup, the age limits are **11-15** ~~**12-16**~~ years old. Rider's eligibility starts on their **11th** ~~**12th**~~ birthday and continues until the end of the year that they turn **15** ~~**16**~~.

10.b.(2). For FIM 250cc Gold Cup the age limits are 13-**16** ~~**17**~~ years old. Rider's eligibility starts on their 13th birthday and continues until the end of the year that they turn **16** ~~**17**~~.

Reason

To align these 2 classes with FIM standards – FIM 85cc & 125cc age limits are 11-15 while FIM 250cc Gold Cup age limits are 13-16, compared to 12-16 and 13-17 for AMA.

Submission

Kelly Inman

Discussion

KI: We try to mimic the FIM rulebook as much as we can. They changed these rules last year.

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-10: Section 3.9. Page 246: Speedway Tires

Current Language

Anlas SW001 and SW002.

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

Anlas SW001, SW002**, and SW003.**

Reason

The SW003 is FIM approved and homologated British League tire that is already being run overseas and would just be a more cost-effective alternative here.

Submission

Kelly Inman

Discussion

KI: The SW002 is still available, but the SW003 is readily available and cheaper.

FT-202508-11: Section 3.10.D.1. Page 252: Vintage General Equipment Standards

Current Language

1. Hydraulic clutches are not permitted.

2. All drain plugs must be safety wired.

3. All axles and swing arm pivots must be steel.

4. Front fenders and rear portion of rear fenders may be removed, or special fenders may be fitted. Such special fenders must be made and attached in a safe and workmanlike manner. Rear fenders, when installed, must extend horizontally beyond a vertical plane that goes through the rear axle.

5. Electrical engine monitoring or management systems are not permitted.

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

1. Hydraulic clutches are not permitted, **except on motorcycles where hydraulic clutches were installed as original factory equipment.**

2. All drain plugs must be safety wired, **except factory spring-loaded plugs that cannot be drilled without compromising function.**

3. All axles and swing arm pivots must be steel.

4. Front fenders and rear portion of rear fenders may be removed, or special fenders may be fitted. Such special fenders must be made and attached in a safe and workmanlike manner. Rear fenders, when installed, must extend horizontally beyond a vertical plane that goes through the rear axle.

5. Electrical engine monitoring or management systems are not permitted, **except factory-installed systems originally fitted by the manufacturer. Hour meters are also permitted for maintenance tracking.**

Reason

1. Many later-vintage machines (e.g., ’90s 505-class bikes like the KTM 200) came stock with OEM hydraulic clutch systems that were engineered and tested for those models. Prohibiting them penalizes authentic, period-correct bikes without blocking aftermarket conversions. Allowing only factory-installed hydraulics preserves historical accuracy and proven reliability.

2. Some vintage machines (e.g., the 1979 YZ250) use thin-walled, spring-loaded detents as drain/transmission plugs. These rely on spring tension for retention; drilling them for wire risks leaks, spring damage, or loss of detent function, and replacements are nearly impossible to source. Exempting these factory designs maintains safety for all other plugs while respecting original equipment.

3. Aftermarket engine-management/monitoring units can introduce untested failure modes, wiring complexity, and tuning variables that may compromise reliability. Factory-installed systems

have undergone OEM validation. Additionally, hour meters are essential on restored vintage engines—scarce parts demand precise run-time tracking to schedule maintenance before catastrophic failures.

Submission

Megan O'Connell & Kevin Clark

Discussion

SB: I am fine with both.

BM: I am fine with both. Vintage is a constantly moving target.

Flat Track Commission Proposal Item

FT-202508-12: Section 3.10. Pages 259-269: Vintage: Illegal Cylinders

Current Language

CLASS: 1940s VINTAGE 750cc
Engine, head: OEM* same make and model as original.

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

CLASS: 1960s VINTAGE 750cc
Engine, head: OEM* same make and model as original.

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

CLASS: 1970s VINTAGE 750cc
Engine, head: OEM* same make and model as original.

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

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

CLASS: 1940s VINTAGE 750cc
Engine, head: OEM* same make and model as original. Harley-Davidson "K" model heads and Triumph "delta" splayed intake heads are not permitted.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed. **BSA 500cc twin, Harley-Davidson "W" series, or Indian Scout cylinders must be cast iron. Triumph 500cc pre-unit cylinders may be either cast iron or aluminum. Harley-Davidson "K" series cylinders are not permitted. Spacers placed between the cylinders and the crankcases are not permitted.**

CLASS: 1960s VINTAGE 750cc
Engine, head: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed. **BSA 500cc twin, Harley-Davidson "K" series, and Triumph 500cc unit twin cylinders must be cast iron. Triumph 500cc pre-unit cylinders may be either cast iron or aluminum. Harley-Davidson "K" series cylinders must not exceed 5.775" in height when measured from base of cylinder to top of cylinder. Harley-Davidson KH/KHR cylinders are not permitted (note: these are taller than 5.775" and may have a casting stamp that includes "-54" on the cylinder base). Spacers placed between the cylinders and the crankcases are not permitted.**

CLASS: 1970s VINTAGE 750cc
Engine, head: OEM* same make and model as original.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed. **BSA 650cc/750cc twin, Norton**

600cc/650cc/750cc twin, and Triumph 650cc/750cc twin cylinders must be cast iron. Spacers placed between the cylinders and the crankcases are not permitted.

Reason

To provide meet referees the ability to identify "cheater" bikes with stroked engines without performing a tear-down.

Submission

Bill Milburn

Discussion

SB: I like these.

BM: Trying to make Steve's job easier to he can identify cheater bikes without needing a teardown. Guys running stroker cranks and 883cc KH's instead of KR 750s.

RL: I order a Triumph 750 with a Chantland aluminum cylinder.

BM: Chantland aluminum cylinders on Triumph 750s were illegal. I have the paperwork. The aluminum cylinders and very expensive and lighter. But the originals were cast iron.

MO: Aren't these rules for Vintage?

BS: Yes. Ralph wasn't racing an AMA Vintage National so there were likely fewer rules wherever he raced.

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-13: Section 3.10. Page 275-277: 1990s Vintage

Current Language

Pg 275:
6. THE 1989-2006 VINTAGE ERA

Pg 276:
Class: 1990s Vintage 505cc
Era: 1989-2006
Acceptable Configurations: 0-250cc two-stroke singles, 0-505cc four-stroke overhead valve singles, 0-550cc four-stroke pushrod singles.
Engine: As approved for AMA Professional Class C competition for the 2006 season (or earlier).

Pg 277:
Class: 1990s Vintage 1000cc
Era: 1989-2006
Acceptable Configurations: 506cc-600cc four-stroke singles, 506cc-750cc four-stroke twins, 883cc Sportsters, 506cc-1000cc four-stroke DOT twin Supertrackers, or 751cc-1250cc four-stroke, two-valve air-cooled pushrod DOT twin Supertrackers.
Engine: As approved for AMA Professional Class C competition for the 2006 season (or earlier).

Pg 194:

Class	Class Name	Age Requirement	Engine Size
17	1989-2006 Era Vintage (with brakes)	See Section 3.10	See Section 3.10

Pg 196:

STUDDED			
Class	Class Name	Age Requirement	Engine Size
15	1989-2006 Era Vintage (with brakes)	See Section 3.10	See Section 3.10

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

6. THE 1989-~~2006~~ **2007** VINTAGE ERA

Class: 1990s Vintage 505cc
Era: 1989-~~2006~~ **2007**
Acceptable Configurations: 0-250cc two-stroke singles, 0-505cc four-stroke overhead valve singles, 0-550cc four-stroke pushrod singles.
Engine: As approved for AMA Professional Class C competition for the **1994** ~~2006~~ season (or earlier) **or produced between 1995 and 2007.**

Class: 1990s Vintage 1000cc
Era: 1989-~~2006~~ **2007**

Acceptable Configurations: **335cc-500cc two-stroke singles,** 506cc-600cc four-stroke singles, ~~**506cc**~~ **601cc**-750cc four-stroke twins, 883cc Sportsters, ~~**506cc**~~ **751cc**-1000cc four-stroke **water-cooled** DOT twin Supertrackers, or 751cc-1250cc four-stroke, two-valve air-cooled pushrod DOT twin Supertrackers.
Engine: As approved for AMA Professional Class C competition for the **1994** ~~**2006**~~ season (or earlier) **or produced between 1995 and 2007.**

Pg 198:

Class	Class Name	Age Requirement	Engine Size
17	1989-~~**2006**~~ **2007** Era Vintage (with brakes)	See Section 3.10	See Section 3.10

Reason

1. AMA sold the AMA Pro Racing rights to DMG in 2007, so the AMA (Ohio) Pro Racing era ended in 2007, not 2006. In 2008, DMG (Daytona Motorsports Group) took over the Pro Racing rulebook. So, we should change the end date of the 1990s Vintage era from 2006 to 2007.

2. Added "water-cooled" since all Supertrackers raced with the exception of the Harley/Buell were water-cooled, and the Harley/Buells are already listed as allowing 1250cc.

3. Homologation ended with the 1995 rule book. After that, any DOT engine could be raced.

Submission

Bill Milburn

Discussion

SB: We are good with these.

American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-202508-14: Section 3.10.D.19 Page 253: Vintage Seat Tanks

Current Language

(new)

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

19. Seat tanks are prohibited.

Reason

To clarify that Vintage racing machines are not exempt from this rule which exists as 3.2.B.11.c (page 159).

The first mention of "seat tank" in an AMA rulebook is on Page 19 of the 1970 AMA Professional Competition rulebook, which states "seat tanks are prohibited".

Submission

Bill Milburn

Discussion

SB: I am ok with it.

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

Agenda #1: Supply Red Flags to Corner Workers on Half Mile events

Proposal:

Give corner workers a red flag as well as a yellow flag on tracks half mile and larger.

Reason

It takes a full lap to slow down/stop riders if red flag goes out after the start/finish line is crossed. A rider or group of riders will be full speed until they get back to the start line. Most larger tracks have radios, and the starter can tell the corner workers when to put the red flag out. This could help get to a downed rider earlier if needed.

We had two riders down recently in two separate incidents. Both races went two laps before the red flag came out. Both riders needed medical attention.

Submission

Jeff Blakely

Background

Section 5.5.C.8. on Page 168 states that only the referee and/or starter "have the authority to declare a restart".

Discussion

BS: I don't agree with this. A corner worker with a red flag could, with the purest of intentions, wave the red flag before the starter decides to issue it, and this will result in a communication issue.

RL: We have seen this in the past. We used lights in Sacramento and that worked well. I se advantages and disadvantages. I wouldn't give every corner worker a red flag.

CT: I give my corner workers red and yellow flags and I train them on what to do. I feel it's important to have the option. Having good people flagging is key. Anyone throwing a red flag without direction is a problem.

JB: I agree with turn three at least. Most of the time corner workers have radios.

KS: At MotoAmerica rounds, every corner worker has a red flag, and a radio. You absolutely need to have communication. I could agree with having one in turn 3.

CD: I agree with Cory that training the corner workers is key. The referee/starter should be the chief.

AS: We always give corner workers red flags. We wouldn't run races without everyone having a red flag in each corner.

BS: The rulebook doesn’t prohibit arming the corner workers with red flags. But I don’t think we want to make it mandatory. Each referee needs to determine whether it would work or not for their events and staff.

3. **New Discussion Items**

4. **Voting Meeting**
    a. August 26, 2025. 8pm EDT, 7pm CDT, 5pm PDT.
    b. There will be no discussions, debating, or amending.
    c. Votes will be either in favor of each proposal or against each proposal. Members are permitted to abstain from voting on any proposal.
5. **Close Meeting**
    a. Meeting adjourned 8:48pm CDT.