

**AFT AdventureTrackers**

AFT AdventureTrackers is a professional racing class for motorcycles in the Motorcycle Industry Council's Dual Adventure category which have a minimum displacement of 1000cc. Motorcycles must maintain the stock appearance of the production motorcycle. AMA Pro Racing will make sole determination if any machine does not meet these criteria.

1	LICENSING	PAGE
1.1	Rider Eligibility	2
1.2	Licensing	2
1.3	Competition Number Assignment	2
2	RACE RULES AND PROCEDURES	PAGE
2.1	Event Overview	3
2.2	Class Eligibility and Event Entries	3
2.3	Motorcycle Usage	3
2.4	Competition Format	3
3	GENERAL EQUIPMENT STANDARDS	PAGE
3.1	Motorcycle Homologation Rules	4
3.4	Model Eligibility	4
3.5	Engine Configuration and Displacement	4
3.6	Bodywork Requirement	4
3.7	Weight Requirement	4
3.8	Fuel Specification	4
3.9	Sound Specification	4
3.10	Tire Specification	4
6	TECHNICAL REGULATIONS	PAGE
6.1	Fundamental Technical Requirements	5
6.2	Engines	5
6.3	Electronics and Traction Control	5
6.4	Transmission and Primary Drive	6
6.5	Exhaust System	6
6.6	Frames	6
6.7	Swingarms	6
6.8	Forks and Shocks	6
6.9	Fuel Tanks	7
6.10	Handlebars and Controls	7
6.11	Brakes	7
6.12	Wheels	7
6.13	Tires	7
6.14	Video Cameras	7
6.15	Competition Numbers	8
6.16	Number Requirements	8
6.17	Front Numbers	8
6.18	Side Number Plates	8
6.19	Items That May Be Removed/Disabled	8
6.20	Items That May Be Replaced/Modified	8



SECTION 1 – LICENSING

1.1 RIDER ELIGIBILITY

- a. To be eligible for an AMAP Rider License, a Credentialed Participant at a minimum must:
 1. Be at least 18 years of age.
 2. Hold a valid and active AMA Membership.
 3. Be physically and physiologically fit, as determined in the sole discretion of AMAP.
 4. Have completed a neurocognitive baseline ImPACT test/assessment from ImPACT Applications, Inc. dated within two years of the date of the Competitor's AMAP Credential License application. Proof of completion must be submitted to AMAP.
 5. Execute and deliver to AMAP such authorizations, releases, applications, consents, waivers, resumes, and other documents as may be required by AMAP from time to time.
 6. Provide proof of primary medical insurance covering all injuries sustained while competing in an AMAP sanctioned event. Such primary medical insurance must remain current and in force at all times while participating in an AMAP-sanctioned event. Failure to maintain such coverage in-force will result in the immediate suspension of the Competitor's AMAP License.

1.2 LICENSING

- a. Riders who have reached the age of 18 years and meet at least one of the following criteria are eligible to apply for an AFT AdventureTrackers Rider License; however, final determination of eligibility and approval for AFT AdventureTrackers Rider License shall be at the sole discretion of AMA Pro Racing.
 - i. Riders with an AFT professional license in the current season or from any of the previous three seasons.
 - ii. Riders which previously held an AFT professional license must complete an Eligibility Questionnaire and provide a completed Record of Results.
 - iii. New AFT applicants who are licensed from other prestigious international or national professional motorcycle racing series must complete an Eligibility Questionnaire and provide a completed Record of Results.
- b. International riders applying for an AMA Pro Racing competition license must submit a rider release or start permission from their home federation.
- c. All American Flat Track competition licenses are issued at the discretion of AMA Pro Racing and may be revoked at any time.
- d. Competition licenses will only be processed at the AMA Pro Racing office and are not issued at the racetrack. Processing of competition licenses must be completed through the AMA Pro Racing office **no later than** 30 days before the first event in which a rider wishes to participate.
- e. An American Flat Track license application must be approved before a rider's entry into any event will be accepted.
- f. License Applications may be completed using AMA Pro Racing's ProReg Digital Licensing system at <https://license.amapracing.com>.

1.3 COMPETITION NUMBER ASSIGNMENT

- a. Unless otherwise specified, AFT's standard numbering protocol will be used for all classes.
- b. AMA Pro Racing will not assign new competition numbers that are already assigned to riders in other AFT classes.
- c. Current AFT licensed riders will have priority when requesting competition numbers for AFT AdventureTrackers.



SECTION 2 – RACE RULES AND PROCEDURES

2.1 EVENT OVERVIEW

- a. Events hosting an AFT AdventureTrackers national will feature one Main Event for the class and purse will be awarded to eligible riders based on their position in the final Results for the Main Event.
- b. Unless specified otherwise, Events featuring AFT AdventureTrackers will include the sessions:

AFT AdventureTrackers
Practice – 5 laps
Qualifying 1 – 5 laps
Qualifying 2 – 5 laps
Heat 1 – 12 riders, 6 laps
Heat 2 – 12 riders, 6 laps
Main Event – 16 riders, 8 minutes plus 2 laps

- a. In coordination with the Promoters and broadcast partners, changes to the format for specific events may be made as necessary. The number of any session, the number of Riders qualifying and/or the time of any session may be adjusted.

2.2 CLASS ELIGIBILITY AND EVENT ENTRIES

- a. Riders entered in AFT SuperTwins or AFT Singles at an Event may also enter the AFT AdventureTrackers class.
- b. Entries must be submitted by Entrants at least three (3) business days prior to the event date.
- c. At the time of entry, Entrants must provide the name, address and EIN/SSN of the corporate entity or individual that they designate to receive purse payments based on the results of the Rider they are entering.

2.3 MOTORCYCLE USAGE

- a. Any motorcycle used in Competition by a Rider must have completed Technical Inspection, passed the sound test requirements at the Event and been approved for that Rider prior to being used in any session.
- b. Teams may present a maximum of two motorcycles to Technical Inspection for each Rider, provided that both motorcycles are of the same make and model. Motorcycles are deemed to be approved only after a Race Official has assigned a frame number to the motorcycle and recorded the frame number for that Rider.
- c. For Practice sessions, Riders may choose to start with either of the motorcycles that have been approved at Technical Inspection for that Rider.
- d. Riders must use the same motorcycle (same main frame) for Qualifying, Heats, parade/sighting laps and the Main Event.
- e. If the motorcycle's main frame is damaged, the frame may be changed only with approval from the Race Director. Approval must take place prior to usage of the new frame.

2.4 COMPETITION FORMAT

- a. **Practice**
 - i. Practice sessions will be timed.
- b. **Qualifying**
 - i. Lap times from all qualifying sessions will be combined to determine an overall qualifying order.
 - ii. Riders must record at least one timed lap during practice or qualifying to start in the Heats or Main Event.
- c. **Heats**
 - i. Riders will be seeded into the Heats according to their fastest overall times from combined qualifying.
 - ii. Each Heat will begin with a standing start featuring 12 riders.
 - iii. The top 8 finishers in each Heat will transfer to the Main. The remaining Riders will be designated as Alternates.
- d. **Main Event**
 - i. The Main Event will begin with a standing start featuring 16 riders.
 - ii. If one or more eligible Riders are unable to start in the Main Event, the remaining starting position will be made available to Alternates until all 16 starting positions have been filled.



SECTION 3 – GENERAL EQUIPMENT STANDARDS

3.1 MOTORCYCLE HOMOLOGATION RULES

- a. Motorcycles used in Competition require homologation approval granted by AMAP prior to use in competition. Homologation rules are intended to give freedom to modify or replace some of the parts in the interest of safety, research and development, with constraints imposed to limit cost. Superseded or redesigned parts must be submitted to AMAP for review and approval prior to use in competition. These parts must be listed in the current OEM parts list supplied to AMAP.
- b. Only motorcycles homologated by AMAP may be used in Competition. AMAP will only review applications for homologation from motorcycle manufacturers or their distributors or designated representatives.

3.2 MODEL ELIGIBILITY

- a. Production motorcycles in the Motorcycle Industry Council's Dual Adventure category which meet the engine configuration and displacement requirements may be submitted to AMA Pro Racing for homologation.

3.3 ENGINE CONFIGURATION AND DISPLACEMENT

- a. Engine configurations allowed: Two, three or four cylinders
- b. Displacement range allowed: Over 1000cc
- c. Engine Displacement Measurement Calculation:
 1. Engine displacement shall be recorded in cubic centimeters.
 2. Displacement = $(0.7854)B^2H \times N$ where B= Cylinder bore, H= Stroke and N=Number of Cylinders.
- d. Displacement limits are absolute, with no over bore allowance.

3.4 BODYWORK REQUIREMENT

- a. All motorcycles must be fitted with OEM bodywork and must remain as homologated. Race bodywork or aftermarket replicas are not permitted.
- b. Modifications to windscreens may be approved for specific models and will be published in a technical bulletin.

3.5 WEIGHT REQUIREMENT

- a. Minimum Weight: 480 lbs.
- b. Weight limits must be met after qualifying and races in the condition the motorcycle finishes the session.

3.6 FUEL SPECIFICATIONS

- a. All riders competing in American Flat Track events are required to use the spec fuel as specified by AMA Pro Racing. The only fuel eligible for use at American Flat Track events is VP C10.
- b. Only air may be mixed with the fuel as an oxidant, and no other substances, chemicals and/or liquids whatsoever shall be added, combined, mixed and/or introduced to the official fuel whether intentionally or unintentionally.

3.7 SOUND SPECIFICATIONS

- a. All motorcycles must remain below a sound limit of 105 dB measured on the "A" scale at 0.5 meters (20 inches). Test procedures have been prescribed by AMA Pro Racing in accordance with SAEJ1287, and detailed procedures can be found in the Appendices of the 2024 American Flat Track Rulebook.

3.8 TIRE SPECIFICATIONS

- a. Mandatory use of a specific tire model will be required and will be published in a technical bulletin.

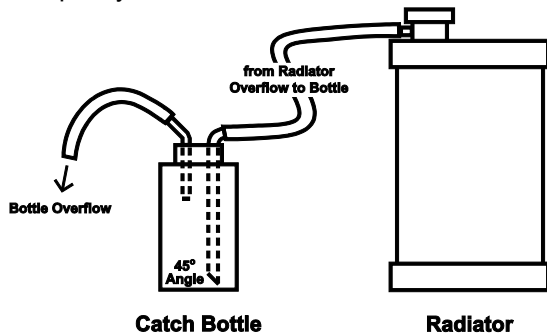
SECTION 6 – AFT ADVENTURETRACKERS TECHNICAL REGULATIONS

6.1 FUNDAMENTAL TECHNICAL REQUIREMENTS

- a. Where the rules permit equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the Entrant and/or Rider to select components and materials for the fabrication of this equipment that will perform in competition properly and function in a safe manner.
- b. Any component of a motorcycle, deemed by AMA Pro Racing as necessary for acceptable operation, must be in place, securely mounted, in proper working order and structurally sound prior to technical inspection and anytime the machine is on the race track.
- c. Regardless of previous approval, permission to use specific components or equipment, may be withdrawn for any reason AMAP deems in the best interest of competition.
- d. Any allowed aftermarket components must be commercially available to all competitors.

6.2 ENGINES

- a. Bore, stroke and engine internals must remain as homologated. No engine modifications are permitted.
- b. Intake components, including airbox, intake funnels, throttle bodies, etc. must remain as homologated.
- c. Air filters are required and may be replaced.
- d. Type of cooling system (water, oil or air) must remain as homologated.
- e. OEM or aftermarket clutch assemblies with or without back-torque limiting capabilities are permitted.
- f. Coolant/Fluid Containment
 1. Coolant may be propylene glycol based. It must be nontoxic and water soluble. Ethylene glycol is not an acceptable coolant.
 2. All drain plugs, radiator and oil fill caps must be safety-wired except plugs that are secured by other approved methods. In addition, glass oil sight windows must be adequately protected. A metal guard is preferable and duct tape, by itself, is not sufficient protection.
 3. Oil filter bolts must be secured with safety wire. Oil filter cans must be secured with metal clamps and safety wire.
 4. It is strongly recommended that engine side covers, which retain fluid, are protected by additional covering guards or replacement covers. These guards should be securely attached at a minimum of two fastening points. If opting for replacement covers, they should be crafted from cast or machined aluminum or steel and should be of the same or greater thickness and weight compared to the original cover.
 5. All vent lines coming out of the engine that have positive pressure must be routed into a filter of at least 23 square inches (2.5" diameter by 3" long) or a heat-resistant catch can of at least 350cc or of sufficient capacity to contain breather oil for the duration of a race.
 6. All vent, breather or overflow tubes coming from the radiator must be routed into a heat-resistant catch can with a capacity of at least 250cc. Soda cans or bottles, or the like, are not acceptable. See illustration:



7. Overflow tube exiting the catch can must be routed to the rear of the motorcycle and configured so as to discharge onto the exhaust or muffler.
8. Bikes will not be allowed through tech until the bottle is properly installed.

6.3 ELECTRONICS AND TRACTION CONTROL

- a. The Engine Control Unit (ECU) that comes on the homologated motorcycle must be used. The ECU software and configuration may be modified.



- b. Resistors or load devices are permitted to replace removed components, including but not limited to lights, stands and lambda sensors.
- c. Software modification or resistor type devices may be used to disable ECU functionality, such as ABS, traction control and wheelie control.
- d. Non-production electronic devices designed specifically for traction control are prohibited. This includes sensors that can determine front wheel speed, any electronic control to the brake systems, and any inertial measurement units.
- e. Electronic transmitting of information, including radio communication, to or from a moving motorcycle, is prohibited with the following exceptions:
 - 1. Official Timing & Scoring transponders utilized for scoring purposes.
 - 2. Data or video transmitted or recorded for the sole use by the approved event television production.
 - 3. Electronic lap timing devices are permitted. Transmitter beacons must be in an approved area. GPS may be used for lap timing and track mapping only. Receivers/antennas shall not be mounted on the front area of the front number plate.
- f. Data logging from homologated sensors is permitted but the information may not be transmitted, relayed or downloaded in real time from a moving motorcycle.
- g. Any motorcycle ECU or data logger data provided to AMAP by a team and/or viewed by the Chief Technical Inspector will remain strictly confidential.

6.4 TRANSMISSION AND PRIMARY DRIVE

- a. Motorcycles are restricted to the use of rear-wheel drive only.
- b. Primary drive method must remain the same as the homologated model.
- c. Transmission internals must remain the same as the homologated model.

6.5 EXHAUST SYSTEM

- a. Exhaust head pipes and collectors must remain as homologated, with the only approved modification being the removal of the catalyst.
- b. Approved aftermarket slip-on mufflers are permitted.
- c. Exhaust pipes and mufflers must:
 - 1. Fulfill all requirements concerning sound control.
 - 2. Be securely attached together and bolted to the frame.
 - 3. Have internal mechanical and/or packed baffling.
- d. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.
- e. The inside of the exhaust discharge end must be a maximum of 5 inches from the outside edge of the tire or frame. Intent is to prevent another Rider's wheel or leg from being trapped.
- f. Evaporative emissions control equipment/systems may be removed.

6.6 FRAMES

- a. The main frame must remain the same as the originally homologated model.
- b. Cracked or broken frames are prohibited.
- c. All stands must be removed.
- d. All footrests must fold to a 45-degree angle.
- e. The maximum length of the footrest from the pivot point is 5 inches.
- f. Footrests may be relocated but cannot be lower than the bottom frame tube.
- g. Engine mount location, steering head location and angle, swingarm pivot point, and rear suspension linkage point must be the same as the homologated model.

6.7 SWINGARMS

- a. Swingarm must be the same as the originally homologated model.
- b. Rear stand spools may be added.
- c. Chain guides may be modified, removed, or relocated.

6.8 FORKS AND SHOCKS

- a. Forks and shocks must be the same type as an originally homologated model of the same manufacturer.
- b. Fork tubes must remain as homologated but internals may be modified or replaced.



- c. A steering damper may be installed; however, it may not be used as a steering lock limiting device.
- d. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock).
- e. The rear suspension linkage can be replaced but the original attachment points to the frame and swingarm must be used and cannot be modified.

6.9 FUEL TANKS

- a. Fuel tanks must be the same as the originally homologated model.
- b. Fuel pump must be the same as the originally homologated model.
- c. No modifications are allowed to any component of the fuel delivery system.

6.10 HANDLERBAR AND CONTROLS

- a. Cracked or broken handlebars are prohibited.
- b. Handlebars, hand controls and cables are unrestricted.
- c. Handlebar crossbars and / or exposed top triple clamp components must be covered with a safety pad.
- d. Control levers must have minimum 0.25-inch diameter ball ends.
- e. Front brake lever guards are mandatory.
- f. Bar ends must be covered with a grip or fitted with a plug so as not to present a cutting hazard.
- g. Motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar and within reach of the rider's hand when placed on the grip. Momentary-off style switches are recommended and preferred. Cut-off switch must be red.
- h. Additional original equipment or aftermarket switches are permitted on the handlebar.
- i. All motorcycles must be equipped with a self-closing throttle mechanism.

6.11 BRAKES

- a. All motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- b. ABS braking systems and component may be removed.
- c. Brake discs, brake calipers, front and rear master cylinder must remain the same as the originally homologated model.
- d. Brake pads, brake hoses and brake fittings may be modified or replaced.
- e. Foot-operated, solid, non-folding brake levers must be rubber-covered.

6.12 WHEELS

- a. All motorcycles must use 19-inch diameter front wheels from the homologated model or any optional equipment package for the model.
- b. Rear wheels must remain the same as on the homologated model or any optional equipment package for the model.
- c. Wheels and wheel components may not be modified.

6.13 TIRES

- a. Tractionizing or cutting of the tread block is not permitted.
- b. Rasping and deglazing will be permitted but not required. All deglazing must be done with a hand held rasp or surform. The use of air, AC or DC power tools is prohibited. Any attempt to change the profile, tread depth or gauge thickness of the tire is also prohibited. The intent of the rule is to allow the rider or crew to renew the edges of the tread block or remove the glaze to allow continued use of the tire. Final determination will be made by AMA Pro Racing.
- c. Studded tread of any material is not permitted.
- d. Any type of fluid in the tires is not permitted.
- e. AMA Pro Racing reserves the right to impound tires at any time during a meet for any inspection and/or testing deemed necessary. Tire Testing Procedures are identified in the Appendices of the Rulebook.

6.14 VIDEO CAMERAS

- a. The use of a video recording device is not allowed at any time during on-track competition, including practice, qualifying and races without the permission of AMA Pro Racing.
- b. No device can be mounted to a rider's leathers, helmet or person.

**6.15 COMPETITION NUMBERS**

- a. All riders must compete using the competition number which has been assigned to them for the AFT AdventureTrackers class.

6.16 NUMBER REQUIREMENTS

- a. Stylized numbers are allowed; however, all numbers must be solid, have no outlining and cannot overlap. All number plate artwork must be submitted to AMA Pro Racing for approval prior to use in competition.
- b. All number plate designs and mounting methods must be submitted to AMA Pro Racing for pre-approval before being used in competition.
- c. Assigned competition numbers and the approved Series and/or Class logos are required on the bottom of the front windscreen and both side number plates. No other numbers, letters, logos or designs may be present.

6.17 FRONT NUMBERS

- a. Location: The bottom of the front windscreen must display the rider's competition number centered or to the left side, if necessary.
- b. Size: Competition numbers must be a minimum of 6" in height with at least 0.5" around and between numbers.
- c. Background Color: Black (PANTONE Process Black C)
- d. Number Color: White
- e. Series and Class Logos: One (1) American Flat Track (Reversed) series logo (Size: 4"W by 1"T) and one (1) AFT AdventureTrackers class logo. AMA Pro Racing must approve front number and logo placement design.

6.18 SIDE NUMBER PLATES

- a. Size: Must be 12" wide and 10" in height.
- b. Plate Color: Black (PANTONE Process Black)
- c. Number Color: White
- d. Class Logo: Both side number plates must display the AFT AdventureTrackers class logo (minimum 1" tall).
- e. Side number plates may be contoured to accommodate mufflers, suspension or other components but the numbers and required logos must be readable 90 degrees from direction of travel. AMA Pro Racing has the right to determine if side number plates meet these criteria. Side number plates that are not flat must be submitted to AMA Pro Racing for pre-approval before being used in competition.
- f. Number plates cannot be louvered or perforated. The designated dimensional area for numbers and mandatory display of series and/or class logos must remain smooth and legible.
- g. Number plates must be made of plastic or fiberglass no less than 0.0625-inch thick. Metal plates may be no less than 0.045-inch thick or 0.030-inch thick if bead-edged.
- h. In the case where a machine has rear saddle bag mounting framework, the bags must be removed but the side number plates may be attached to the framework.

6.19 ITEMS THAT MUST BE REMOVED/DISABLED

- a. The following items must be removed:
 1. Side and center stands
 2. Mirrors
 3. Stalk style turn signals
 4. License plate bracket / extended rear splash guard
 5. Tool kits
 6. Phone, GPS, Camera mounts
 7. Accessory charging brackets
 8. Pannier mounting brackets/hardware
 9. Accessory lights; functional or decorative
- b. The following items must be disabled:
 1. All lighting elements must be unplugged or removed
 2. Lenses or surfaces that could shatter must be completely covered with (at minimum) clear tape
 3. Horn

6.20 ITEMS THAT MAY BE REPLACED/MODIFIED

- a. The following items may be replaced or modified:



AFT ADVENTURETRACKERS RULES



1. Mufflers, slip-on only
 2. Exhaust system catalyst
 3. Chain guides
 4. Brake pads, brake hoses and brake fittings
 5. Air Filter
 6. Any type of lubrication, brake or suspension fluid may be used
 7. Spark Plugs
 8. Oil and Fuel filters
 9. Engine side covers that retain fluids
 10. Cooling system thermostat and radiator cap
 11. OEM or aftermarket clutch assemblies with or without back-torque limiting capabilities
- b. Specific replacement components may be identified on a published Approved Equipment List.