



2026 AMA PRO RACING RULEBOOK: AMERICAN FLAT TRACK CHAMPIONSHIP

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PREFACE

AMA PRO RACING SANCTIONED EVENTS

An AMA Pro Racing Sanction Agreement is issued only by AMA Pro Racing Headquarters in Daytona Beach, FL. An AMAP-sanctioned Event is a competitive motorcycle racing Event which is intended to be conducted and officiated in accordance with this Rule Book. All changes relating to an Event, including Qualifying, must be approved in advance by AMAP. This Rule Book may be amended from time to time. Supplementary Rules and Regulations may be issued by AMAP specifically for the Event and any applicable agreements to which AMAP is a party may also apply. The AMAP Rule Book is designed to provide for the orderly conduct of AMAP-sanctioned Events. It is the responsibility of each Credentialled Participant to address any complaint he/she might have regarding officiating to AMAP. It is ultimately the obligation of each participant to ensure that his/her conduct and equipment comply with all applicable rules, as they may be amended from time to time. **EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL NOT RESULT FROM THE PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES.** These rules are intended as a guide for the conduct of professional motorcycle racing and are in no way a guarantee against injury or death to participants, spectators, or others.

DISCLOSURE:

AMA PRO RACING STRIVES TO REGULATE THE SPORT OF PROFESSIONAL MOTORCYCLE RACING IN THE FAIREST POSSIBLE MANNER. ALL PARTIES INVOLVED IN AMAP PROFESSIONAL RACES ARE EXPECTED TO CONDUCT THEMSELVES IN A PROFESSIONAL MANNER, RESPECTING AT ALL TIMES THE RIGHTS OF OTHERS. THE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT PURSUANT TO THE UNIFORM RULES. RULES DIRECTED OR RELATED TO SAFETY ARE PROMULGATED TO MAKE ALL PERSONS CONCERNED WITH SAFETY, BUT AMAP NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF RULES. MOREOVER, EACH PARTICIPANT IN COMPETITION HAS THE RESPONSIBILITY TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND CONDITIONS AND MUST ASSUME THE RISK OF COMPETITION.

INTRODUCTION

This book contains the sporting rules, technical requirements and administrative regulations which govern all AMA Pro Racing sanctioned competition at events which are conducted as part of the American Flat Track championship.



American Flat Track is the only nationally sanctioned professional flat track motorcycle racing championship series in the United States and is comprised of the following classes:

AFT SuperTwins: The premier class of American Flat Track, featuring purpose-built race chassis powered by production-based twin-cylinder motorcycle engines. Engines must be approved by AMAP.

AFT Singles: A production-based class featuring four-stroke, single-cylinder motorcycles. Motorcycles must be homologated and approved by AMAP.

AFT AdventureTrackers: A production-based class allowing very minimal modifications for 850cc+ multi-cylinder motorcycles. Motorcycles must be homologated and approved by AMAP.

AFT StreetTrackers: *A professional production-based class allowing very minimal modifications for motorcycles in the Standard / Traditional category to include two, three and four cylinder models. Motorcycles must be homologated and approved by AMAP.*

AFT ProSport 450: *An entry level production-based class for riders 14-21 years of age who have never held a professional flat track racing license, allowing very minimal modifications for 450cc single-cylinder motorcycles. Motorcycles must be homologated and approved by AMAP.*

CATEGORIES OF CIRCUITS

American Flat Track events are held on four categories of circuits: Short Track (ST), Half-Mile (HM), Mile (M) and Tourist Trophy (TT).

Short Track, Half-Mile and Mile races are conducted on oval dirt tracks, with either flat or banked surfaces.

TT races are conducted on specially prepared courses with a hill or jump and both right- and left-hand turns.

TRACK LENGTHS

Track length is defined as the average of the distances measured around the inside and outside of the racing surface.

Circuits are defined according to the following specifications*:

Circuit	Length (mi)	Length (ft)
Short Track (ST)	.125 - .38 mi	660 - 2006 ft
Half-Mile (HM)	.38 - .75 mi	2006 - 3960 ft
Mile (M)	.75 mi >	3960 ft >
Tourist Trophy (TT)	.25 mi >	1320 ft >

*Track definitions may be adjusted at the discretion of AMA Pro Racing.

Should you have questions regarding these rules or regarding competition as affected by these rules, contact:

Competition Rules & Technical Regulations: rules@amapracing.com

Credentials, Licenses & Race Entry Procedures: registration@amapracing.com

Sports Integrity, Substance Abuse & Sports Gambling Policies: reporting@amapracing.com

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SECTION 1 - SPORTING REGULATIONS

1.1 THE AMA PRO RACING RULES

1.1.1 APPLICABILITY

- a. AMAP issues various Rule Books, each of which includes in its title reference to a particular AMAP-sanctioned Discipline. The AMAP Rules in each such Rule Book are applicable to the series set forth in the title of that Rule Book.

1.1.2 EFFECTIVE DATE

- a. The AMAP Rules, including any Amendments thereto, are effective upon the Date of Issuance by AMAP, regardless of when an AMAP credentialed participant receives actual notice.
- b. "Date of Issuance" of the AMAP Rules, or any amendments thereto, is the earliest of:
 - i. Electronic posting date of an AMAP Bulletin on the AMAP Competitor Information website.
 - ii. Mailing, emailing, or other timely distribution of notice of the AMAP Bulletin to credentialed participants.
 - iii. AMAP's written or verbal announcement or distribution of an AMAP Bulletin to the industry of an immediate change (i.e. Rider's meeting announcement, etc.).

1.1.3 AMENDMENTS

- a. The AMAP Rules may be amended by issuance of Technical Bulletins, Competitor Bulletins and/or Supplementary Regulations for the purpose of implementing, interpreting and enforcing Rules and will be deemed to be part of these Rules.
- b. Once published, Bulletins shall take precedence over the applicable portion of these Rules.
- c. Amendments to the AMAP Rules are effective immediately upon the Date of Issuance by AMAP, regardless of when an AMAP Member receives actual notice, unless otherwise set forth in the AMAP Bulletin.
- d. All Rules, Bulletins and Supplementary Regulations are available in the Competitor Information section at www.amapracing.com.

1.1.4 SUPPLEMENTARY REGULATIONS

- a. Supplementary Regulations may be made by AMAP for an Event. Such Supplementary Regulations shall apply to the conduct of that Event if they are issued or announced prior to or during the Event by means of a Bulletin, newsletter, fax, electronic or internet posting, Pre-Race meeting, or communication over the radio from Race Control.

1.1.5 PRINCIPLE RULE OF INTERPRETATION AND APPLICATION

- a. The AMAP Rules are intended to ensure that AMAP-sanctioned Events are conducted in a manner that is as fair as possible for all Competitors, consistent with prompt finality in competition results.
- b. On occasion, circumstances will be presented that are either unforeseen or are otherwise extraordinary, in which strict application of the AMAP Rules may not achieve this goal. In such rare circumstances, the Race Officials, as a practical matter, may make a determination regarding the conduct of an Event, the eligibility of a Competitor, or similar matters that are not contemplated by or are inconsistent with the AMAP Rules, in order to achieve this goal.

1.1.6 INTERPRETATION AND APPLICATION

- a. AMAP's intent of a specific rule will override a competitor's interpretation of a rule. If there is a disagreement or dispute regarding the meaning or application of the AMAP Rules, the interpretation and application by AMAP shall prevail. If any rule is unclear to an entrant or competitor, the entrant or competitor is advised to get written approval prior to any modifications.
- b. Notwithstanding the foregoing or any other provision in the Rule Book, Race Officials designated by AMAP to officiate at an Event may review, adjust, modify, and/or supersede an interpretation or application of the AMAP Rules when the Race Officials deem such action to be appropriate, such as instructions given by the Race Director at an Event's Rider briefing.
- c. While every effort has been made to write these rules in a clear and unambiguous fashion, it is impossible to anticipate every circumstance. It will be the Race Director's responsibility to make decisions regarding rules enforcement.
- d. The current electronic version of the Rule Book, including any Amendments by AMAP Bulletin prior to the disputed incident, shall govern.
- e. Any and all print or paper copies of the AMAP Rules represent the status of the AMAP Rules as of the print date only. AMAP does not guarantee or represent that any print or paper copy of the AMAP Rules is correct or

up to date. It is the responsibility of each Credentialled Participant to remain informed of and operate in accordance with the current electronic version of the AMAP Rules at all times, as may be amended from time to time. Please contact the Race Director with any questions or concerns on the current status of the AMAP Rules.

1.1.7 FINALITY OF INTERPRETATION AND APPLICATION

- a. The interpretation and application of the AMAP Rules by the Race Officials at the Event, or by AMAP Supervisory Officials, pursuant to [Section 1.1.6: Interpretation and Application](#), shall be final and non-appealable, except as provided in [Section 3.1: Violations and Disciplinary Action](#) and [Section 3.2: Protests and Appeals](#).
- b. In order to promote motorcycle racing, to achieve prompt finality in competition results, and in consideration of receiving the numerous benefits available to them, ALL CREDENTIALLED PARTICIPANTS EXPRESSLY AGREE THAT DETERMINATIONS BY RACE OFFICIALS (AND AMAP SUPERVISORY OFFICIALS WHEN MADE) AS TO THE APPLICATION AND INTERPRETATION OF THE AMAP RULES ARE NON-LITIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST AMAP, OR ANYONE ACTING ON BEHALF OF AMAP, WITH RESPECT TO SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE RACE OFFICIALS OR AMAP SUPERVISORY OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD-FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE CREDENTIALLED PARTICIPANT. IF A CREDENTIALLED PARTICIPANT INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT CREDENTIALLED PARTICIPANT AGREES TO REIMBURSE AMAP FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEYS' FEES. EACH CREDENTIALLED PARTICIPANT FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST AMAP FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT, THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION. AMAP RESERVES THE RIGHT TO TAKE ANY OTHER ACTION HEREUNDER, INCLUDING SUSPENSION OR TERMINATION OF CREDENTIALS AND/OR LICENSES, FOR VIOLATION OF THE COVENANT NOT TO SUE.

1.1.8 FINALITY OF DECISIONS

- a. AMAP is the sole and final authority for the development, maintenance, and distribution of AMAP championship Point Funds, the awarding of AMAP championship Points, the naming of manufacturer, Series-sponsored, and other AMAP champions, the scheduling of AMAP- sanctioned Events, determinations regarding the suitability of a racing facility, control over all aspects of Competition during AMAP-sanctioned Events, and the governance, interpretation, and implementation of the AMAP Rules, including but not limited to, AMAP Credentials and Licenses, entries, disciplinary action, the AMAP Substance Abuse Policy, Sports Gambling Policy, and the determination of Rider eligibility, in the manner set forth in the AMAP Rules.
- b. Notwithstanding that a particular Event may be listed on the FIM calendar, AMAP reserves sole authority to finally settle any dispute that may arise during such AMAP Event.
- c. Any and all protests stemming from AMAP-sanctioned Events shall be resolved solely via [Section 3.2: Protests and Appeals](#).
- d. Any and all appeals stemming from AMAP-sanctioned Events and/or appealable AMAP determinations regarding an AMAP Credential or an AMAP License shall be resolved solely via [Section 3.2: Protests and Appeals](#).

1.2 **LICENSES AND CREDENTIALS**

1.2.1 **PARTICIPATION IN SANCTIONED EVENTS**

- a. Credentialled Participants must hold a valid and current AMA Pro Racing (hereinafter “AMAP”) Credential and License, which has not been suspended or revoked, to participate in AMAP-sanctioned Events.

1.2.2 **APPLICATION PROCESS**

- a. Licenses are not issued at the events and can only be obtained in advance from AMAP. It is recommended that completed license applications be submitted to AMAP no less than 30 days prior to the first event in which the rider intends to participate.
- b. Credential and License application and/or renewal forms must be fully executed, signed by the applicant, and accompanied by the requisite fees.
- c. All License applications can be submitted online at <https://license.amapracing.com>. Applications may not be printed, faxed or emailed. AMAP's receipt of an AMAP Credential and License application and/or renewal form and fee(s) and the depositing of accompanying fees by AMAP does not constitute the issuance of or approval by AMAP of such an application for an AMAP Credential and License.
- d. Upon completion, credential and License application and/or renewal forms must be submitted to AMAP Headquarters, which is the only AMAP office authorized to approve and issue AMAP Credentials and Licenses.
- e. Applicants will be issued an AMAP Hardcard when their application for an AMAP License has been approved.

1.2.3 **LICENSES REQUIRED**

- a. Every Credentialled Participant who desires to participate in an AMAP-sanctioned Event as a Team Owner, Team Manager, Rider, Crew, Promoter, Manufacturer, Sponsor, Support Industry Representative, or other approved position, must apply for, receive, and possess a valid, current AMAP License that has not been suspended or revoked, authorizing participation in that capacity.
- b. AMAP may specify, limit, or restrict the types of racing Series, motorcycles, or racetracks in which a Licensed Credentialled Participant may participate.
- c. Licensed Credentialled Participants must present proof of their AMAP License or Credential to any AMAP Supervisory Official, Race Official or Promoter Event Official, at any time, upon request.

1.2.4 **ACCEPTANCE OF A LICENSE**

- a. AMAP may, but is not required to, accept as an AMAP-Licensed Credentialled Participant any individual or business entity interested in motorcycle racing, so long as the individual or business entity has met the following requirements:
 - i. Properly and truthfully completed and filed an AMAP License application.
 - ii. Agreed to abide by the AMAP Rules.
 - iii. Paid the fees prescribed for the AMAP License.
 - iv. Meets the required qualifications for the AMAP License being applied for, as set forth in [Section 1.2: Licenses and Credentials](#), and as may be otherwise required by AMAP.

1.2.5 **REJECTION OF A LICENSE**

- a. AMAP is dedicated to the highest degree of professionalism, sportsmanship, and integrity in motorcycle racing. For that reason, AMAP may reject the License application of an otherwise qualified applicant in the interest of motorcycle racing or AMAP, in AMAP's sole discretion.
- b. Among other things, participation or involvement by a person or business entity (including, in the case of a business entity, involvement by any stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to motorcycle racing or to AMAP, whether in the course of competition or not, and whether the person or business entity was a Licensed participant or applicant at the time of such conduct, may result in rejection of a License application by AMAP.
- c. Any person or business entity whose Credential and License application has been rejected by AMAP may appeal the rejection to the National Appeals Panel.

1.2.6 **INTERIM REVIEW OF A LICENSE**

- a. AMAP, in its sole discretion, may review the qualifications of a Licensed participant at any time after issuance of an AMAP License.
- b. AMAP may require a Licensed participant to submit to and pass additional physical examinations by a qualified physician; and may take such other action or require the Licensed participant to take such other action, as AMAP may deem appropriate, to determine whether the Licensed participant continues to qualify for an AMAP License under [Section 1.2: Licenses and Credentials](#). In addition, AMAP may also require a Competitor to

submit a resume, or an updated resume, to include Competitor information and record of competition and/or to pass additional Rider ability tests in order to be eligible for an AMAP competition License.

1.2.7 LICENSE STATUS

- a. A Credentialed Participant, including a Credentialed Participant who has been issued an AMAP License, is not an agent or employee of AMAP by virtue of such Credential or License.
- b. With respect to any AMAP-related activities in which a Credentialed Participant engages, unless the Credentialed Participant is also an employee of AMAP, the Credentialed Participant shall act as and be deemed to be either an independent contractor or an employee of a person or entity other than AMAP, and not an agent or employee of AMAP.
- c. Each such Credentialed Participant or the Credentialed Participant's employer:
 - i. Is obligated to furnish any tools, supplies, or material necessary to perform the Credentialed Participant's duties.
 - ii. Is responsible for compensating their employees or agents.
 - iii. Assumes all responsibility for any charges, record keeping, premiums and taxes, if any, payable on any funds the Credentialed Participant may receive as a result of any activities as a Credentialed Participant, including but not limited to, social security taxes, unemployment insurance taxes, workers compensation insurance, income taxes, and withholding taxes.
- d. If a Credentialed Participant is an AMAP employee, the AMAP Employee Manual supersedes this Rule Book on any violations and/or disciplinary actions.
- e. From time to time, AMAP may create other categories of affiliation for credentialing and/or other purpose such as an "Associate"; however, such categories are not Credentialed Participants as defined in this Rule Book.

1.2.8 LICENSES NON-TRANSFERABLE

- a. An AMAP License is non-transferable, non-assignable and non-refundable.
- b. An AMAP License may only be used by the Credentialed Participant to whom it is issued.
- c. Any attempt by a Credentialed Participant to transfer, lend, or permit any other person or entity to use his/her AMAP License shall be subject to a Penalty by AMAP. Transfer or misuse of any License or credential is cause for immediate fine and revocation of both License and credential.
- d. IF FOR ANY REASON, WHETHER INTENTIONAL OR UNINTENTIONAL, AN AMAP LICENSE IS TRANSFERRED, LOANED, OR USED BY ANY OTHER PERSON OR ENTITY, THE ORIGINAL LICENSED PARTICIPANT SHALL INDEMNIFY AMAP, ITS PARENTS, SUBSIDIARIES AND AFFILIATES, AND ALL RELATED PARTIES FOR ANY DAMAGES ARISING IN CONNECTION WITH SUCH TRANSFER, LOAN, OR USE.

1.2.9 MINORS

- a. If the applicant for an AMAP credential and License is under the age of 18, the applicant must also submit, with his/her License application, a fully executed and signed Minor's Release and Parental Consent Agreement.
- b. The Minor's Release must be signed by the applicant, as well as the applicant's natural father or mother, or by a legal guardian. Relatives and family friends cannot sign these forms in lieu of the parent.
- c. If the parent or legal guardian will not be present at registration, a notarized AMAP Minor Release Form may be accepted only if it has the parent or legal guardian's signature and a notary's signature and seal where it says witness.
- d. AMAP may, but is not required to, approve the Credential and License application of any applicant who is a minor and otherwise qualified in accordance with this Section.

1.2.10 SUSPENSION

- a. AMAP may suspend an AMAP Credential and License at any time in the interest of motorcycle racing or AMAP, in AMAP's sole discretion.
- b. All suspensions are with immediate effect.
- c. A suspension may be total, or it may be limited to a suspension of Credential and/or License privileges for one or for any combination of the following:
 - i. At a particular racetrack or racetracks.
 - ii. For a particular series of Events.
 - iii. For one or more AMAP-sanctioned Discipline and/or AMA-sanctioned Discipline.
 - iv. For a specified or indefinite period of time.
 - v. As otherwise determined by AMAP.

- d. If the suspension is announced by Penalty Notice stating that the Licensed/Credentialed Participant is "suspended from AMAP" for a specified or indefinite period of time, then the suspension shall apply to all AMAP-sanctioned Events and all AMA-sanctioned Events at all levels of the sport for such period of time.
- e. A Licensed/Credentialed Participant who is suspended is not eligible to participate, in person, in any AMAP-sanctioned activity or AMA-sanctioned activity, nor to enter restricted areas of an Event (e.g. pits, media center, victory podium, etc.) in which competition or related activities take place.
- f. Any special conditions for a suspension will be stated on the Penalty Notice.
- g. If the affected Licensed/Credentialed Participant holds a current and valid AMAP annual credential, that credential shall not be valid during the period of suspension and must be returned to AMAP until the suspension is lifted, at which time it will be returned at AMAP's sole discretion.
- h. Other AMAP privileges will be suspended during the period of suspension.
- i. During the period of suspension, the suspended Licensed/Credentialed Participant is still bound by and subject to the AMAP Rules and all the obligations of a Credentialed Participant.
- j. The affected Licensed/Credentialed Participant shall have no right to receive, and AMAP shall not be obligated to refund, any part or all of the fees previously paid by the Credentialed Participant to AMAP.
- k. The affected Licensed/Credentialed Participant may appeal such a suspension to the National Appeals Panel.

1.2.11 VOLUNTARY TERMINATION

- a. A Licensed/Credentialed Participant may terminate his/her AMAP License/Credential at any time by surrendering his/her AMAP License/Credential and submitting a letter of resignation to AMAP Headquarters.
- b. The affected Licensed/Credentialed Participant shall have no right to receive, and AMAP shall not be obligated to refund, any part or all of the License/Credential fees paid by the Credentialed Participant to AMAP.
- c. If a Credentialed Participant terminates his/her AMAP License and holds a current and valid AMAP Annual Credential, that Credential shall not be valid and must be returned to AMAP.

1.2.12 INVOLUNTARY REVOCATION

- a. AMAP may revoke an AMAP License/Credential at any time in the interest of motorcycle racing or AMAP, in AMAP's sole discretion, by providing notice to the AMAP-Licensed/Credentialed Participant.
- b. The affected Credentialed Participant shall have no right to receive and AMAP shall not be obligated to refund, any part or all of the Credential and License fees paid by the Credentialed Participant to AMAP.
- c. The affected Credentialed Participant may appeal such a revocation to the National Appeals Panel.

1.2.13 EXPIRATION

- a. Unless specified otherwise, AMAP annual Credentials and Licenses expire automatically on the last day of the calendar year in which the annual Credential or License is issued.

1.2.14 EJECTION

- a. The Race Director or AMAP Supervisory Race Officials may eject a Licensed participant from an Event or from the racing premises in an emergency situation or any situation as the Race Director or Supervisory Race Official may deem necessary to promote the orderly conduct of the Event and/or future Events.
- b. An ejection is final, non-appealable, and non-reviewable.

1.2.15 AMAP LICENSE APPLICATION TYPES

a. Rider License Categories:

- i. **An AFT Pro Expert Rider License is eligible to enter the following AFT Classes:**
 - AFT Singles (Minimum age – 16)
 - AFT StreetTrackers (Minimum age – 18)
 - AFT AdventureTrackers (Minimum age – 18)
- ii. **An AFT GNC Rider License is eligible to enter the following AFT Classes:**
 - AFT SuperTwins (Minimum age – 18)
 - AFT StreetTrackers (Minimum age – 18)
 - AFT AdventureTrackers (Minimum age – 18)

• An AFT Pro Sport Rider License is only eligible to enter AFT Pro Sport 450 (Minimum age – 14, Maximum age - 21)
- iii. For a license applicant to be eligible for an AMAP Rider License, at a minimum they must:
 - i. Meet the following minimum and maximum age requirements:
 - **GNC** and Provisional **GNC** – 18 years of age
 - **Pro Expert** – 16 years of age

- **Pro Sport - 14 years of age and maximum 21 years of age.**
 - ii. Hold a valid and active AMA Membership in good standing.
 - iii. Be physically and physiologically fit, as determined in the sole discretion of AMAP.
 - iv. 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.
 - v. 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.
 - vi. 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.
 - iv. Competitors must inform AMAP in writing of any changes in health status, information, or medications as soon as practically possible, but in no event longer than three calendar days of any discovery of such changes. Changes to health status may include, but are not limited to, illness and/or injuries sustained during or outside of racing activity, diabetes, testosterone deficiency, pregnancy, hypertension, attention deficit/hyperactivity disorder, or other acute or chronic conditions requiring medication, treatment, therapy, rehabilitation, or recurring review by medical specialists to obtain clearance to participate in motorcycle racing activity.
- b. **Team Owner License**
 - i. If a Team Owner is a partnership, corporation, or other business entity, the AMAP License will be issued in the name of the partnership, corporation, or business entity; and the AMAP License will further indicate the name of the individual legally responsible for the ownership and operation of the partnership, corporation, or business entity. An AMAP-Licensed Team Owner or their designee, needs the ability to make decisions on behalf of his/her organization without delay. That person will be the party responsible for all communications and contact with AMAP regarding all business (as opposed to racing competition) matters in connection with the entries and related participation in AMAP Sanctioned Events.
 - ii. To be eligible for an AMAP Team Owner License, which is intended for use by the individual legally responsible for the ownership and operation of a Team, a Credentialed Participant at a minimum must:
 - i. Be at least 18 years of age, unless the applicant is a business entity.
 - ii. Have a Rider under contract to participate in Competition in an AMAP-sanctioned Discipline and/or Event.
 - iii. Execute and deliver to AMAP such authorizations, releases, applications, consents, waivers, and other documents as may be required by AMAP from time to time.
- c. **Team Manager License**
 - i. To be eligible for an AMAP Team Manager License, which is intended for use by the party responsible for all communications and contact with AMAP regarding all racing competition (as opposed to business) matters in connection with the entries and related participation in AMAP Sanctioned Events, a Credentialed Participant at a minimum must:
 - i. Be at least 18 years of age.
 - ii. Hold a valid and active AMA Membership.
 - iii. Execute and deliver to AMAP such authorizations, releases, applications, consents, waivers, and other documents as may be required by AMAP from time to time.
- d. **Crew License**
 - i. To be eligible for an AMAP Crew License, which are intended for use by each team's Mechanics and Technicians, a Credentialed Participant at a minimum must:
 - i. Be at least 18 years of age.
 - ii. Hold a valid and active AMA Membership.
 - iii. Be physically fit to perform as a crew member, as determined at the sole discretion of AMAP. In this regard, AMAP may require the Credentialed Participant to submit to and pass one or more physical examinations by a qualified physician.
 - iv. Execute and deliver to AMAP such authorizations, releases, applications, consents, waivers, and other documents as may be required by AMAP from time to time.
 - ii. An AMAP Single Event Crew Pass, if approved by AMAP, is issued strictly in accordance with the terms and conditions stated on the application form. The Crew Pass is valid for 24 hours prior to the opening of

the Series registration and ending 24 hours after the last Series scheduled activity (with the exception of pending Penalties, infractions, or indefinite suspension arising during the Event).

e. AFT Partner License

- i. To be eligible for an AFT Partner License, a Credentialed Participant at a minimum must:
 - i. Be at least 18 years of age.
 - ii. Be a designated employee of a company that has a direct sponsorship program, business relationship or affiliation with AMAP in connection with American Flat Track (Official Status, Contingency Programs, Special Awards, Series Partners, Licensees, etc.).
 - iii. Execute and deliver to AMAP such authorizations, releases, applications, consents, waivers, and other documents as may be required by AMAP from time to time.

f. Industry Premier License

- i. To be eligible for an AMAP Industry Premier License, a Credentialed Participant at a minimum must:
 - i. Be at least 18 years of age.
 - ii. Be a representative or designated employee of a company that an industry-related firm (Motorcycle Manufacturers, Promoters, Industry Executives, etc.).
 - iii. Execute and deliver to AMAP such authorizations, releases, applications, consents, waivers, and other documents as may be required by AMAP from time to time.

g. Race Official License

- i. To be eligible for a Race Official License, a Credentialed Participant at a minimum must:
 - i. Be at least 18 years of age.
 - ii. Possess, in the sole discretion of AMAP, the necessary qualifications and abilities to carry out the duties of an Official.
 - iii. Be physically fit to perform the duties of an Official, as determined at the sole discretion of AMAP. In this regard, AMAP may require the Race Official or applicant to submit to and pass one or more physical examinations by a qualified physician.
 - iv. Execute and deliver to AMAP such authorizations, releases, applications, consents, waivers and other documents as may be required by AMAP from time to time.

1.2.16 MEDICAL

- a. For safety reasons, at any time during the calendar year AMAP may require an AMAP-Licensed participant to undergo a physical or psychological examination by designated medical professionals at the Licensed Credentialed Participant's expense.

1.2.17 REQUIRED NOTICES

- a. Any Credentialed Participant charged with any violation of the law (misdemeanor and/or felony) shall notify AMAP at reporting@amapracing.com, prior to the next scheduled Event or within 72 hours of being so charged, whichever is earlier.

1.2.18 CREDENTIAL POLICIES

- a. All license and credential fees are non-transferable and non-refundable.
- b. Credentials are the sole property of AMAP and may be revoked at any time without refund of credential fees.
- c. Credentials are issued for the exclusive use by the person to whom it has been issued.
- d. The lanyard is considered a part of the season credential and must be worn with the credential around the neck.
- e. Transfer, misuse of, or failure to display both the credential and lanyard is cause for disciplinary action or revocation.
- f. Any person without a credential in their possession may be required to pay the applicable race-day rates in order to be issued the appropriate pass for access to the event.
- g. Replacement licenses or season credentials may be obtained by completing the required paperwork, signing the required releases, and payment of the required fee which is the current price of the season credential minus the American Flat Track Basic License fee.

1.2.19 PARKING PASSES

- a. Each Team Owner and Licensed Rider will receive one (1) season-long Transporter parking pass and one (1) season-long P1 parking pass. All season crew credential holders will receive one (1) season-long P1 parking pass. Basic License holders who purchase a single event credential must pick up their parking pass at the event.

- b. Transporter parking passes are provided exclusively for use in vehicles which transport motorcycles and race equipment to the events and are the only parking credentials which grant access to the paddock.
- c. Team rental and personal vehicles are not permitted in the paddock and must park in the designated P1 parking area.
- d. Participants abusing the parking policies risk revocation of their credential and/or transporter parking pass.
- e. The replacement fee for a lost or misplaced Season Parking credential is \$50.00.

1.2.20 PROHIBITED SELLING OF CREDENTIALS/PASSES

- a. At times, AMAP teams and Credentialled Participants may be entitled or eligible for the privilege of purchasing and/or receiving complimentary credentials/passes to Events.
- b. AMAP teams and Credentialled Participants are prohibited from selling or conveying to a third-party vendor for resale, credentials/passes, of any kind.
- c. A violation of this Rule may result in the indefinite loss of sanctioning body privileges for individuals and organizations and/or disciplinary action as outlined in [Section 1.4: Code of Conduct Policies](#). Any violation of this Rule is non-appealable under [Section 3.2: Protests and Appeals](#).

1.2.21 RIDER LICENSE ELIGIBILITY

- a. When applying for an American Flat Track Rider License, Riders must provide the name, address and EIN/SSN of the corporate entity or individual that they designate to receive purse payments and point fund awards based on the results of the Rider.
- b. In addition to the requirements listed in [Section 1.2.15 AMAP License Application Types](#), American Flat Track Rider license applicants must also meet the following eligibility requirements:
 - i. **AFT Pro Expert** Singles Rider Licenses may be issued to eligible riders who have reached the minimum age requirement (16 for Singles or 18 for StreetTrackers and AdventureTrackers) and meet at least one of the following criteria:
 - i. **(For 2026 Rider license only)** Riders who held an AFT Singles or AFT SuperTwins Rider License in any of the previous 3 seasons.
 - Riders with an Amateur "A" classification that can be verified by the American Motorcyclist Association or one of their recognized Districts showing results and consistency in a significant number of events.
 - i. Won the AMA Flat Track Horizon Award in the current or previous year.
 - ii. **Accumulate 75 Road to AFT points in AMA sanctioned Flat Track events. Points will be earned in an approved 450 class.**
 - iii. **Road to AFT Points explained:**
 - **AFT License Points will be awarded to riders according to their overall finishing position in the 450 class Main found in the official AMA event results.**
 - **AFT License Points will be awarded according to the National points scale below.**
 - **AFT License Points are not transferable between classes.**
 - **Select R2AFT races may pay double AFT License Points as determined by AMA Pro Racing staff.**

National R2AFT License Point Schedule

Finish Position	Points with Less Than 5 Participants	Points with 5-10 Participants	Points with 11-19 Participants
1	15	20	25
2	12	17	22
3	11	16	21
4	10	15	20
5		14	19
6		12	18
7		13	17
8		12	16
9		11	15
10		10	14
11			10
12			9
13			8
14			7
15			5
16			4
17			3
18			2
19			1

- ii. AFT **GNC** SuperTwins Rider Licenses may be issued to eligible riders who have reached the age of 18 years and meet at least one of the following criteria:
 - i. Riders who held an AFT SuperTwins Rider License in any of the previous 3 seasons.
 - ii. Riders who earned at least a **combined** 50 Championship points in the AFT Singles class, **AFT StreetTrackers class, or the AFT AdventureTrackers class** over the course of the previous two seasons.
 - iii. **AFT ProSport Rider Licenses may be issued to eligible riders who are the age of 14 – 21 years old and meet the following criteria:**
 - i. **Have never held an AMA Pro AFT rider license.**
 - iv. AFT SuperTwins Class Requirements: may be issued to eligible riders who have reached the age of 18 years and meet at least one of the following criteria:
 - i. Riders who held an AFT SuperTwins Rider License in any of the previous 3 seasons.
 - ii. Riders who earned at least 50 Championship points in the AFT Singles class over the course of the previous two seasons.
 - v. AFT Provisional **GNC Twins Rider Licenses** may be issued to eligible riders who have reached the age of 18 years and hold a valid AFT Singles Rider License for the current season. [See section 1.5.3](#) for event entry restrictions.
 - vi. **International Riders**
 - i. International riders applying for an American Flat Track Rider License must submit a start permission or rider release from their home federation.
 - ii. International riders must submit the Confirmation of International Rider Eligibility form completed and signed by their home federation.
 - iii. International riders must hold a current FIM International license, issued by the rider's home federation, to be eligible to compete with a start permission.
- c. **Rider Classification**
 - i. All rider classifications are issued at the discretion of AMAP.

- ii. Final determination of eligibility and approval for an American Flat Track Rider License shall be at the sole discretion of AMAP.
- iii. American Flat Track licensed riders not qualifying in AMAP sanctioned events for a period of three years will lose their prior classification.
- iv. All new applications, as well as applicants renewing a license that has been expired three or more years, must complete the Eligibility Questionnaire and Record of Results on the License Application.
- v. Riders with an AFT Singles Rider License may request a change in classification during the current season. The request must be made in writing and the determination will be at the sole discretion of AMAP.
- vi. Previously licensed AFT SuperTwins riders may elect to apply for an AFT Singles Rider License, in lieu of their previous AFT SuperTwins license.
- vii. Riders with an AFT SuperTwins Rider License may not apply for an AFT Singles Rider License in the same season.
- viii. Once a rider has been approved for an AFT SuperTwins Rider License, they will not be allowed to apply for a change in classification until the following season. Any exception will be determined solely by AMAP.
- ix. Any rider that is a new applicant or changes American Flat Track license classification will compete under a probationary period of three (3) race events. AMA Pro reserves the right to evaluate the rider's results to determine inclusion or exclusion in the new class.
- x. In the case where a new applicant's resume documents are from prestigious international or national professional motorcycle racing series, AMAP may use its discretion to issue the appropriate competition license.
- xi. AMAP may issue a license to any rider who does not meet certain criteria if it determines, in its sole discretion, the rider has adequate competition experience. An Eligibility Application must be submitted and approved under this criterion.

1.2.22 COMPETITION NUMBER ASSIGNMENT

- a. Competition numbers are non-assignable and non-transferable, except by AMAP.
- b. AMAP reserves the right to revoke, reassign or transfer competition numbers to another rider at any time.
- c. AMAP will not assign competition numbers that are already assigned to riders in other AFT classes.
- d. Previous AFT SuperTwins Rider License holders will have priority when requesting available Competition Numbers.
- e. Unless otherwise specified, the following numbering protocol will be used for AFT SuperTwins, and AFT Singles, **AFT StreetTrackers and AFT AdventureTrackers**
- f. **National Number 1**
 - i. In all classes, the National Champion from the previous season will be required to carry the National Number 1 plate when competing in the class in which their championship was won, and AMAP will reserve the champion's previous National Number in that class until the renewal deadline for the following season.
 - ii. Regardless whether a competitor clinches a championship before the conclusion of the current season, they must use their current competition number through the balance of that season.
- g. **National Numbers 2 – 9 (AFT SuperTwins only)**
 - i. If a new AFT SuperTwins National Champion does not repeat a championship the following season, the rider may select from available National Numbers 2 – 9 or may return to their previous National Number.
 - ii. Only previous AFT SuperTwins National Champions may choose from available single-digit numbers 2 – 9.
 - iii. A rider will have the option to retain their National Number 2 – 9 if they scored points in the class during the previous season and renew by the deadline.
- h. **National Numbers 10 – 99**
 - i. Riders who have earned Championship points during a season are eligible to apply for a National Number 10 – 99 in the following season.
 - ii. Priority for available National Numbers 10 – 99 **is as follows:**
 1. **SuperTwins**
 2. **Singles**
 3. **StreetTrackers**
 4. **AdventureTrackers**

- iii. A rider will have the option to retain their National Number 10 – 99 in the class earned if they scored points in the class during the previous season and renew by the deadline.
- iv. If National Numbers 10 – 99 have all been issued, the rider with the fewest points earned in the class during the previous season may be required to choose an available Number 100 – 999.
- i. **Numbers 100 – 999**
 - i. Numbers 100 – 999 assigned in each class during the previous season will be reserved for renewing license holders until the renewal deadline.
 - ii. Numbers 100 – 999 not assigned in the previous season will be assigned to approved applicants on a first-come, first-served basis, ***based on license application date***.
- j. If two or more riders apply for the same available competition number prior to the renewal deadline, the number will be assigned to the rider who earned the most points in the class during the previous season. After the renewal deadline, available numbers will be assigned based on the order that license applications were received.

1.3 **SAFETY**

1.3.1 **SAFETY**

- a. Motorcycle racing is an inherently dangerous sport. Each Credentialed Participant assumes the risk of bodily injury, death, or property damage when he/she participates in an Event. The risk of serious injury or death cannot be eliminated and, in fact, will always be present at a high level. Credentialed Participants are required to advise their spouses and next of kin, if any, of this fact.

1.3.2 **CREDENTIALED PARTICIPANT RESPONSIBILITIES**

- a. Although safety is first priority and a concern for all parties involved in AMAP-sanctioned Events, AMAP cannot be - and is not responsible for - all or even most aspects of the safety efforts required throughout each Event. Such safety responsibilities are instead a shared collaboration across the various Credentialed Participants participating in Events as outlined in this Section.

1.3.3 **PROMOTER RESPONSIBILITIES**

- a. The Promoter is directly and finally responsible to ensure the following:
 - i. The racing facilities are adequate for the Event.
 - ii. Adequate security personnel are provided for each Event; for the purpose of managing the public and crowd control and safeguarding Competitors and team equipment.
 - iii. Adequate safety personnel and equipment are provided for each Event; both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs.
 - iv. The conditions at the racing facilities are maintained in a reasonable manner to reduce the risk of injury, as more fully set forth in the Sanction Agreement applicable to the Event.

1.3.4 **SANCTIONING BODY AND OFFICIATING ORGANIZATION RESPONSIBILITIES**

- a. Employees and representatives of AMAP, when at Events, are responsible for reporting to the Promoter any inadequacies in the racing facilities, safety personnel and equipment, or other conditions at the racing facilities that are observed and considered to be, in their best judgment, inconsistent with the interests of safety.
- b. AMAP works with Competitors, Promoters, motorcycle manufacturers, and outside independent experts to facilitate, where and when appropriate, the exchange of useful information regarding safety designs, products, practices, and procedures.
- c. Where and when appropriate, AMAP will institute rules or procedures relating to safety.
- d. Supervisory and Race Officials are responsible for promptly reporting to the Promoter any inadequacies in the racing facilities, safety personnel and equipment, or other conditions at the racing facility that are observed and considered to be, in their best judgment, inconsistent with the interests of safety.
- e. If a Supervisory or Race Official observes any safety inadequacy in a Competitor's motorcycle, racing equipment, or conduct, the Official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, technical inspections of Competitor equipment, requests to take physical examinations, substance abuse tests, and/or other Rider ability or experience tests.
- f. AMAP does not represent itself as an expert in safety standards, designs, products, practices, or procedures; nor is AMAP a standards organization or a designer, manufacturer, or seller of safety-related products, racing facility designs, or motorcycle designs.
- g. AMAP DOES NOT MAKE ANY REPRESENTATIONS OR WARRANTIES OF SAFETY TO ANY AMAP CREDENTIALED PARTICIPANT, RACING FACILITY OR OTHER PERSON OR ENTITY AND CANNOT AND DOES NOT TAKE RESPONSIBILITY TO ENSURE THE ADEQUACY - FOR PURPOSES OF SAFETY - OF THE RACING FACILITY, SAFETY PERSONNEL AND EQUIPMENT, AND/OR CONDITIONS AT THE RACING FACILITY. The Promoter and the Competitors are solely and ultimately responsible for such matters at AMAP-sanctioned Events.

1.3.5 **COMPETITOR RESPONSIBILITIES**

- a. All Competitors are obligated to inspect for any unsafe conditions at the racing facilities, his/her race motorcycle and all related equipment, safety personnel and equipment, and/or conditions at the track, on a continuing basis before, during, and after the Event.
- b. Competitors are responsible for promptly reporting to the Promoter and Race Officials any inadequacies in the racing facilities, safety personnel and equipment, or other conditions at the racing facilities that are observed and considered to be, in their best judgment, inconsistent with the interests of safety.
- c. Competitors are solely and directly responsible for the safety of their race motorcycles and racing equipment and are obligated to perform their duties in a manner designed to minimize to the degree possible the risk of injury to themselves and others.

- d. AMAP CANNOT AND WILL NOT BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE MOTORCYCLE, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

1.3.6 INJURY

- a. Any Credentialed Participant involved in an accident or otherwise injured while on the racing premises at an Event (e.g. racing surface, paddock, pit area, etc.), must report such incident to a Race Official or Chief Medical Officer prior to leaving the premises, unless such Credentialed Participant is physically unable to make such a report.
- b. Each Competitor agrees and consents that in the event of injury or death in the course of or as a result of an Event, to sign in advance of the Event the necessary waivers to release and provide to AMAP access to copies of any and all medical records of the Competitor related to such an injury or death.

1.4 **CODE OF CONDUCT POLICIES**

1.4.1 **SUBSTANCE ABUSE POLICY**

- a. In the interest of protecting the integrity of motorcycle racing, AMAP has established a Substance Abuse Policy and from time to time conducts tests for drugs and/or alcohol.
- b. Compliance with the AMAP Substance Abuse Policy is an essential precondition to the issuance of an AMAP Competition License.
- c. Any violation of the policy, or refusal to submit to testing as requested by AMAP, will result in the immediate suspension or cancellation of Licenses and suspension from participating in any AMAP-sanctioned events or AMA-sanctioned Events.
- d. A copy of the AMAP Substance Abuse Policy is provided during the License application process and can be found in the Appendices of the AMAP Rule Book.
- e. Credentialled Participants agree to release, indemnify, defend and hold harmless AMAP, its respective LLC members and/or investors, directors, trustees, officers, employees, agents, personnel as well as any consultants and any laboratories or testing facilities retained by AMAP or its assigns for the purpose of conducting drug or alcohol tests in connection with the Policy, from any and all liability related in any way to any tests conducted in connection with the Policy or the disclosure of the results of any such tests.

1.4.2 **SPORTS GAMBLING POLICY**

- a. All Credentialled Participants have an obligation to protect the integrity of the sport. Gambling on AMAP Events by Credentialled Participants can pose a serious threat to the integrity of AMAP, its stakeholders, and the industry as a whole. The integrity of AMAP Competition remains our greatest asset. To protect the sport from corrupt influences, AMAP's Sports Gambling Policy is outlined in this Section.

b. **AMAP CREDENTIALLED PARTICIPANTS SUBJECT TO SPORTS GAMBLING POLICY**

- i. While AMAP reserves the right to regulate any Credentialled Participant gambling conduct related to AMAP Events, AMAP has an enhanced concern regarding the conduct of Competitors who compete and contribute to the on-track AMAP Competition. As such, AMAP's Sports Gambling Policy applies to AMAP Competitors holding the following valid AMAP Series Licenses:
 - i. Rider
 - ii. Team Owner
 - iii. Team Manager
 - iv. Crew
 - v. Race Official
- ii. AMAP reserves the right to pursue legal or disciplinary action or to terminate one's Credential based on gambling conduct even if the given individual is not listed in this Section.
- iii. All AMAP Competitors holding a valid AMAP Rider, Team Owner, Team Manager, Crew or Official License may be required to complete an AMAP mandated e-learning tutorial.

c. **SPORTS BETTING**

- i. **Credentialled Participants shall not engage, nor attempt to engage, in any legal or illegal gambling activity (as defined below) relating to any Event:**
 - i. In which AMAP is involved.
 - ii. That in the judgement of AMAP could represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to motorcycle racing or AMAP.
- ii. This Rule applies to all gambling activities, including without limitation, those available in any gaming facility, casino, lottery gaming facility, racetrack gaming facility, on the internet or electronically, or in all other establishments and locations. Gambling activity, for purposes of the above, is defined as placing anything of value at risk, financial or otherwise, in connection with a bet, wager, or Game of Chance.
- iii. Credentialled Participants shall not instruct, cause, or enable other individual(s) to engage or attempt to engage, in any legal or illegal gambling activity on an Event, as defined above, nor should they accept any money or other thing of value stemming from another individual's legal or illegal gambling activity on an Event.
- iv. Credentialled Participants shall not engage, nor attempt to engage, in any legal or illegal gambling activity relating to any off-track or other occurrences, actions, or proceedings concerning or related to AMAP or its business, including but not limited to, team/Rider signings, Race locations, disciplinary matters, AMAP esports participation, or other proposition bets, nor should they accept any money or other thing of value stemming from another individual's legal or illegal gambling activity on any off-track occurrences.

- v. Credentialled Participants shall not instruct, cause, or enable other individual(s) to engage or attempt to engage, in any legal or illegal gambling activity relating to any off-track or other occurrences, actions, or proceedings, as defined above.
- d. **FANTASY GAMES**
 - i. Fantasy games, daily fantasy games, or free to play contests or any similar online contests in which the real-world performance of AMAP Competitors determines the virtual performance and/or point total of a fictional race team assembled by game participants, are defined as Games of Skill rather than gambling activity.
 - ii. Credentialled Participants are permitted to engage in daily and/or season long fantasy games or free to play contests relating to any Event in which AMAP is involved, but shall not accept prizes with a value in excess of two hundred fifty dollars (\$250.00) total in any such fantasy games over the course of the AMAP season, nor should they accept any money or other thing of value stemming from another individual's legal or illegal gambling activity on any off-track occurrences.
- e. **FIXING/BRIBING/COLLUSION**
 - i. Credentialled Participants may not be involved with the offering, giving, acceptance, or receipt of a bribe, gift, or any type of consideration, financial or otherwise, that could improperly influence, manipulate, or fix an Event:
 - i. In which AMAP is involved.
 - ii. That in the judgment of AMAP could represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to motorcycle racing or AMAP.
 - ii. Credentialled Participants may not participate in nor instruct, cause, or enable other individual(s) to engage in any on-track or off-track action that could improperly influence, manipulate, or fix an Event, as defined above.
 - iii. Credentialled Participants must give their honest and best efforts when competing in AMAP Events and shall not engage, nor attempt to engage, in any intentional underperformance regardless of purpose, motivation, or incentive.
- f. **TIPPING/DIVULGING OF INFORMATION**
 - i. Credentialled Participants shall not directly or indirectly disclose, nor attempt to disclose, to any other individual or entity confidential information, information which the Credentialled Participant has obtained by virtue of his or her position within the racing industry, or any other non-public special knowledge or information for the purposes of enabling or facilitating gambling activity related in any way to any Events in which AMAP is involved or off-track actions.
 - ii. Credentialled Participants shall not request or support, nor attempt to support, any such provision of knowledge or other information, whether for their own gain or for the gain of others.
 - iii. Credentialled Participants shall not be involved with any such provision of knowledge or other information in situations where they know, or reasonably should know, that disclosure could contribute to the improper use of such information in connection with sports betting.
- g. **REPORTING OBLIGATION**
 - i. Credentialled Participants are under a duty to report the following matters to AMAP, without undue delay and unprompted, at the first available opportunity, via reporting@amapracing.com or, if circumstances make utilization of reporting@amapracing.com impractical, by directly reporting such matters to AMAP:
 - ii. Attempted, requested, witnessed, or observed legal or illegal gambling activity or noncompliant involvement with Games of Skill relating to any Event:
 - i. In which AMAP is involved.
 - ii. That in the judgment of AMAP could represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to motorcycle racing or AMAP.
 - iii. The offering, giving, and/or acceptance or receipt of a bribe, gift, or any type of consideration, financial, or otherwise, that could improperly influence, manipulate, or fix an Event, as defined above.
 - iv. Attempted, requested, witnessed, or observed disclosure of confidential information, information which a Credentialled Participant has obtained by virtue of his or her position within the racing industry, or any other non-public special knowledge or information for the purposes of enabling or facilitating gambling activity related in any way to AMAP Events or off-track actions.
 - v. Any activity known, suspected, or anticipated to be noncompliant with the AMAP Gambling Policy.
 - iii. Credentialled Participants are under a duty to report the above matters to AMAP, without undue delay and unprompted, at the first available opportunity, whether they are directly involved with the matter or should

have reasonably been aware of the matter. This provision applies to any Credentialed Participant who should reasonably be aware of attempted, witnessed, or suspected Rules violations relating to affiliated Competitors.

h. INVESTIGATION OBLIGATION

- i. Credentialed Participants are obligated to cooperate and affirmatively participate in any league investigation of a violation of the Rules whether the investigation stems from a report submitted by that person and/or whether he or she is the subject, witness, or even a person of interest in the investigation.

i. DISCIPLINARY ACTION

- i. AMAP reserves the right to issue Penalties to any Credentialed Participant (regardless of License type) for violations of its Sports Gambling Policy under [Section 1.4.4: Code of Conduct Penalty Options and Guidelines](#) via the procedure set forth in [Section 3.1.1: Violations and Disciplinary Action: General Procedure](#), should the conduct of such Credentialed Participant, in the judgment of AMAP, represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to motorcycle racing or AMAP.

j. COMPETITION REINSTATEMENT

- i. AMAP shall send the suspended Credentialed Participant a letter containing the terms and conditions for consideration of reinstatement of the Credentialed Participant's AMAP License.
- ii. If the Credentialed Participant wishes to have AMAP lift the suspension, the Credentialed Participant must agree to AMAP's terms and conditions.
- iii. Under the terms and conditions of reinstatement, a designated Program Administrator (PA) will facilitate an evaluation for the Reinstatement Program by coordinating an evaluation with the appropriate professional for advising on creation of a Reinstatement Plan.
- iv. When a Credentialed Participant has, to the satisfaction of the PA, completed the requirements set forth in the letter, the Credentialed Participant is eligible for reconsideration of reinstatement of an AMAP License.

1.4.3 PARTICIPANT CONDUCT

- a. Being an AMAP Licensed/Credentialed Participant is a privilege. With that privilege comes certain benefits, responsibilities, and obligations. Correct and proper conduct, both on and off the racetrack, is part of a Credentialed Participant's responsibilities. A Credentialed Participant's actions can reflect upon the sport as a whole and on other Credentialed Participants. Ideally, Credentialed Participants are role models for the many fans who follow this sport, regardless of the type of License a Credentialed Participant may hold, or the specific Discipline in which a Credentialed Participant may participate. Therefore, AMAP views a Credentialed Participant's conduct, both on and off the racetrack, which might constitute a behavioral Rules violation under this Rule Book with great importance.
- b. A Penalty issued for technical infractions are often based on exact technical measurements, tolerances, and/or written specifications. However, personal actions or omissions, or other behavior by a Credentialed Participant that might give rise to the issuance of a Penalty under [Section 3.1: Violations and Disciplinary Action](#), are usually not.
- c. In part, due to their individual nature, and the context in which they may have occurred, behavioral infractions do not lend themselves to a structure similar to that outlined in Race Disqualification, L1, L2, and L3 for technical infractions or at-track penalties. However, when reviewing and making a determination about the more common behavioral actions that have arisen from time to time, AMAP will generally refer to the Participant Conduct guidelines in this Section with regards to issuing a Penalty Notice or taking other action.
- d. AMAP expects Credentialed Participants to police their own behavior, attempt to resolve disputes with other Credentialed Participants, and generally act as a role model representing the sport. AMAP, in its sole discretion, may call mandatory meetings with Competitors, and meetings may also be requested by Competitors. However, from time to time, a Credentialed Participant's action or omission may give rise for the need for AMAP to review the matter, and if necessary, take action to maintain the fairness of Competition and/or the integrity of the sport. This might include Event and/or Race Rules and Procedure decisions, issuing a Penalty Notice under [Section: Participant Code of Conduct Penalty Options and Guidelines](#) via the procedures set forth in [Section 3.1: Violations and Disciplinary Action](#), or both.
- e. Credentialed Participants shall not make or cause to be made a public statement and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition.
- f. AMAP is dedicated to the highest standards of safety and conduct, and all Credentialed Participants must conduct themselves accordingly. Unsafe or inappropriate conduct may result in the imposition of penalties. Acts or omissions that constitute a violation of the Rule Book, or are detrimental to motorcycle racing, AMAP, the Promoters, sponsors, participants or fans, may result in the imposition of penalties.

- g. AMAP acknowledges that the nature of the sport of motorcycle racing involves contesting a position that could result in routine racing contact. If deemed as such, these are instances that would not normally result in further action by AMAP.
- h. In extraordinary circumstances, AMAP may take whatever action it deems necessary to mitigate and/or rectify circumstances created by a Credentialled Participant's actions, including but not limited to, negating the results of a Competitor's performance and thereby advancing another Competitor in the standings and/or playoffs.
- i. Certain behavioral infractions are zero-tolerance (e.g. substance abuse violations) and are described in greater detail elsewhere in the Rule Book. Most behavioral infractions fall under the broader heading of Actions Detrimental to the Sport.
- j. AMAP will generally refer to the Code of Conduct Penalty Options and Guidelines when determining if any official action is required and, if so, what the scope of a Penalty Notice might include in most corresponding cases. The Penalty Options and Guidelines are merely general examples of behavior that may fall into certain Penalty levels and are not limited to only the listed examples.

1.4.4 CODE OF CONDUCT PENALTY OPTIONS AND GUIDELINES

- a. **Credentialled Participant actions that could result in a Fine:**
 - i. Disparaging the sport, Race Officials and/or leadership of AMAP or Promoters.
 - ii. Verbal abuse of a Race Official, Event Official, Promoter Staff, media, fans, etc.
 - iii. Failure to complete media obligations as outlined in the rulebook.
- b. **Credentialled Participant actions that could result in a loss of Points and/or a Fine. Violations may also result in Disqualification, Race suspension(s), indefinite suspension, or Credential revocation:**
 - i. Attempting to manipulate the outcome of the Race or championship.
 - ii. Intentionally damaging another motorcycle.
 - iii. Riding at any time in such a manner as to endanger other Competitors, Officials or the public.
 - iv. Crashing into another motorcycle, whether or not that motorcycle is removed from Competition as a result.
 - v. Any actions deemed to compromise the safety of an Event or otherwise pose a dangerous risk to the safety of Competitors, Officials, Promoter Staff, media, spectators, or others.
- c. **Credentialled Participant actions that could result in a loss of Points, Fine, Disqualification, Race suspension, indefinite suspension, and/or Credential revocation:**
 - i. Targeting a Competitor who is in a highly vulnerable position, such as being stopped on or off the track.
 - ii. Removing another Competitor from championship contention in a dangerous manner when not racing for position, based on the available evidence and specific circumstances of the incident.
 - i. Without limiting the scope, examples could include a Competitor "waiting" for another Competitor and then taking action, taking a trajectory with the motorcycle not normally taken directly up into a motorcycle in the racing line, clearly forcing another Competitor in an abrupt and unambiguous manner into a situation where the Competitor crashes, and so on.
- d. **Credentialled Participant actions that could result in a Fine and/or Race Suspension(s), Disqualification, Indefinite Suspension or Credential Revocation:**
 - i. Statement and/or communication made public (including social media platforms) that demeans, criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition.
 - ii. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.
 - iii. Competing under a false name, falsifying one's age or ability to meet any of the various eligibility requirements as set forth by AMAP, or in general, competing or attempting to compete in AMAP sanctioned activities under false pretenses.
 - iv. A physical confrontation or verbal attack on a Credentialled Participant, Race Official, Promoter Staff, media, fans, etc. and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during, or after an AMAP event.
 - v. Credentialled Participant-to-Credentialled Participant confrontation(s) with physical violence (e.g. striking another Competitor) and other violent manifestations such as significant threat(s) and/or abuse and/or endangerment.
 - vi. Engaging in a Competitor boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start or completion of any portion of an AMAP event.

- vii. Refusing to provide a factual statement regarding an item under protest or appeal when requested by AMAP or a party to the appeal, or interfering in any way with AMAP's protest and appeal procedures in order to influence the outcome.
- viii. Refusal to submit a machine for inspection. Any team/Competitor refusing to immediately surrender their machine to AMAP, or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
- ix. Multiple violations of the Code of Conduct.
- x. Selling AMAP Single Event Credentials (VIP Passes, Essential Worker Passes, etc.).
- xi. Being charged with or convicted of significant criminal violations (e.g. Domestic Violence, Trafficking, Assault), or having had determinations rendered by criminal or civil authorities that in AMAP's judgment necessitate action. AMAP will not pre-judge guilt or innocence in the criminal or civil legal system, or the guilt or innocence of the Credentialed Participant, but rather review each matter in its own context and circumstances and with regard to its potential effects upon the sport.
- xii. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
- xiii. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMAP rules or procedures or to otherwise gain an advantage.
- xiv. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMAP rules or procedures or to otherwise gain an unfair advantage.
- xv. Wagering by a participant on the outcome of any AMAP sanctioned race.
- xvi. Other violations of AMAP's Sports Gambling Policy.

1.5 **ENTRY REQUIREMENTS**

1.5.1 **ENTRANT DEFINED**

- a. An Entrant is defined as the Manufacturer, Team or Entity that has contracted with a Rider to compete in events sanctioned by AMAP. In the event a Rider is not under contract, the Entrant will be the individual Rider or their designee.
- b. Entrants must be able to execute contracts and able to execute and/or deliver such authorizations, releases, applications, consents, waivers and other documents as may be required by AMAP.
- c. The Entrant is responsible for entering a Rider and their motorcycle for competition in events sanctioned by AMAP.
- d. The Entrant is responsible for ensuring entered motorcycles meet all technical rules and assumes full responsibility for any violation of equipment rules involving their motorcycle.
- e. The Entrant is responsible for all communication and contact with AMAP regarding all business matters in connection with event entries, penalties, and purse awards.
- f. The event purse, championship bonuses and any additional monetary awards will be paid to the Entrant or their designee.
- g. The Entrant may designate any legal entity with a valid tax identification number as the designee for distribution of monetary awards, including individuals with an SSN (e.g., the athlete) or corporate entities with an EIN (e.g., manufacturers or teams).
- h. Should the Entrant designate that a third-party receive the distribution of monetary awards, the Entrant must provide AMAP with the legal name, address and SSN/EIN of the individual or business entity at the time of entry.
- i. Penalties for Rider, team and crew infractions may be levied against the Rider and/or the Entrant.
- j. With respect to an Entrant that is a partnership, corporation or other business entity, the Entrant shall inform AMAP in writing promptly if the partnership is altered in any material manner or the corporation's stock or assets are sold (other than routine daily stock sales) or become the subject of a merger or the business entity's ownership interest materially changes. When informed of such a change, by the Entrant or otherwise, AMAP in its sole discretion may make such determinations with regard to the distribution of the purse or prize monies as it determines to be in the interest of competition and motorcycle racing.

1.5.2 **ENTRY REQUIREMENTS**

- a. In order to compete in an Event, Entrants must submit, and have approved, an Official Entry for the Event.
- b. It is the responsibility of the Entrant to complete the appropriate Official Entry Form, and to ascertain and abide by all applicable deadlines and instructions.
- c. If applicable, the Entrant must complete the individual Official Entry Form for an Event in full and submit it to the office specified on the Official Entry Form by the deadline listed thereon. The date of submission of the Official Entry Form will be determined by the date contained in the U.S. postal mark, (if mailed), AMAP-recognized courier receipt, the AMAP date stamp, if delivered in person to AMAP, or the submittal date, if sent electronically. Telephone entries will not be accepted.
- d. In the event an individual Official Entry Form is not submitted by the listed deadline, AMAP, in its sole discretion, may decide to accept or reject the Competitor's entry.
- e. Acceptance of any entry is at the sole discretion of AMAP.

1.5.3 **CLASS ELIGIBILITY**

- a. All riders participating in any on-track competition session must have a valid and current AFT Rider License approved by AMAP and must have an approved entry for the class involved in the on-track activity.
- b. Certain Rider Licenses may allow a rider to compete in more than one class at a single event, subject to the Class Eligibility Requirements set forth below.
- c. Riders may not be entered in more than two classes at a single event.
- d. Riders with an AFT **SuperTwins GNC** Rider License may submit an entry for AFT SuperTwins, **AFT StreetTrackers** or AFT AdventureTrackers at any Event. Riders with an AFT GNC Rider License are NOT eligible to compete in AFT Singles class.
- e. Riders with an AFT **Singles Pro Expert** Rider License may submit an entry for the AFT Singles, StreetTrackers or AdventureTrackers at any Event. Riders with an AFT Pro Expert Rider License are NOT eligible to enter the AFT SuperTwins class at an event unless they are entered in the AFT Singles class and have been approved for an AFT Provisional **Twins GNC** Rider License.

- f. Riders with an AFT Provisional Twins **GNC** Rider License entered in the AFT Singles class at an Event may only enter the AFT SuperTwins class on the same day if they have been approved for a wildcard entry for that Event. Riders may only be approved for a wildcard entry at six (6) Events during each season. Each round held during a doubleheader weekend is considered as a separate Event.
- g. *Riders with an AFT ProSport Rider License may submit an entry for the AFT ProSport 450 class. Entries will only be accepted from riders who have made the Main Event in the RtAFT 450 class during the amateur event on the previous day.*
- h. ~~Riders already entered in the AFT SuperTwins or AFT Singles class at an Event may also enter the AFT AdventureTrackers class on the same day.~~
- i. ~~Riders with an AFT AdventureTrackers Rider License may submit entries for the AFT AdventureTrackers class but are not eligible to compete in AFT SuperTwins or AFT Singles.~~
- j. To be eligible to enter a Mile event, Rider must have competed at prior AFT Championship events. AMAP reserves the right to evaluate the rider's results to determine their inclusion or exclusion in a mile event. This determination will be made at the sole discretion of AMAP.

1.5.4 RACE ENTRIES

- a. Entries may only be submitted through AMAP's online registration system at <https://licensemanager.amapracing.com>.
- b. An American Flat Track license application must be approved before a rider's entry into any event will be accepted.
- c. Entries must be received by AMAP no later than the established Entry Due Date for each event. Post entry is not allowed at events.
- d. The Entry Due Date shall be three (3) calendar days prior to each event, unless otherwise published. Late entries with an additional fee may be accepted until 12:00pm ET on the Friday before each event date. Entries received after the Deadline may not be accepted.
- e. The receipt of an entry application by AMAP and/or the depositing of accompanying funds by AMAP does not constitute approval or acceptance of an entry application.
- f. Accepted and approved entries constitute a contract binding the Entrant to take part in the event as declared on the entry form and to the best of their abilities.
- g. AMAP reserves the right in its sole discretion to accept, deny and/or prioritize entries in a manner which does not adhere to the above criteria.

h. Entry Withdrawal and Refund Policy

- i. If written notice of withdrawal from an event is received by American Flat Track Registration prior to 24 hours before the first official practice, the entry fee will be refunded minus an administrative processing fee of \$25.00.
- ii. Entry fees are non-refundable once that closing date has passed. Failure to make such written notice of cancellation prior to 24 hours before the first official practice for the referenced event will result in forfeiture of the entire entry fee for the referenced event.

i. Event Cancellation and Refund Policy

- i. If an event is cancelled prior to the first official practice, a full refund will be issued for entry fees and single-event credentials.
- ii. If an event is cancelled after the start of the first official practice, but the official lineups for the Heats have not been set, a refund of 50% will be issued for entry fees and single-event credentials.
- iii. Once positions for the Heats have been set, no refunds will be issued.
- iv. In order to be eligible for a refund on wristbands, a written request must be received along with the returned wristband by AMAP's Registration Department within ten (10) days of the cancelled event.
- v. There is no provision for transfers or credits.

1.5.5 TEAM SPONSORS

- a. Approved sponsors identified as "primary" should be listed as the first sponsor on the Official Entry list.
- b. AMAP may, in its sole discretion, refuse to permit for any reason, or it may restrict or assign the size or placement of decals, identification, advertising, slogans, and graphic designs of any kind, including but not limited to, the motorcycle, equipment, personnel, uniforms, pit areas, promotional materials, and/or support motorcycles. All Credentialed Participants agree to accept AMAP's decision in this regard.
- c. AMAP may refuse to permit a Competitor to participate in an Event if AMAP determines that any advertising, sponsorship, or similar agreement to which the Competitor is or will be a party, is detrimental to the sport, to

AMAP, Sponsors or the Promoter for any reason, including without limitation, the public image of the sport and/or violates broadcaster requirements, standards and practices.

1.5.6 GENERAL TEAM SPONSORSHIP GUIDELINES

- a. **Violence & Profanity**
 - i. Sponsorships must not depict or describe cruelty against any individual or animal.
 - ii. Profane or obscene language is prohibited.
 - iii. Content deemed to have inappropriate wordplay will be disallowed.
- b. **Nudity & Semi-Nudity**
 - i. Display of female breasts, complete exposure of buttocks, or any portion of human genitalia is prohibited.
- c. **Sexual Content**
 - i. Explicit sexual acts, lewd behaviors, or sponsorships related to adult content are not permitted.
 - ii. Promotion of "XXX" domain extensions is disallowed.
- d. **Gross Depictions**
 - i. Sponsorship that is crudely vulgar, shows maimed or bloody figures, or inappropriately represents bodily functions will be rejected.
- e. **Intolerance**
 - i. Sponsorship that advocates or displays prejudice, discrimination, or intolerance in any form is not allowed.
- f. **Satanic & Cult Themes**
 - i. Sponsorships promoting devil worship or endorsing cult affiliations are prohibited.
- g. **Drugs & Substance Abuse**
 - i. Promotion or endorsement of illegal drugs, mind-altering substances, or any content that breaches AMAP's Substance Abuse Policy is prohibited.
 - ii. Sponsor products may be subject to AMAP testing to verify compliance.
- h. **Extremism & Militancy**
 - i. Sponsorship that promotes aggressive, combative, or unlawful behavior is disallowed.
 - ii. Promotion or guidance on weapon creation, pyrotechnics, or their illicit usage is prohibited.
- i. **Political Content**
 - i. Political campaigns, PAC advertisements, and any content that isn't focused on a brand or product are disallowed.
 - ii. All campaigns must be in line with the sponsoring brand's consistent marketing strategies.
 - iii. Divisive or offensive content, as determined by AMAP, will be rejected.
- j. **Religious Affiliations**
 - i. Sponsorship from religious entities is permissible, provided they refrain from inflammatory remarks or content.
- k. **Competing Broadcasts**
 - i. Promoting sports broadcasts that conflict with an AMAP-sanctioned event requires explicit AMAP review and approval.
- l. **Motorsport Event Promotions**
 - i. Promotion of motorsport events not sanctioned by AMAP requires explicit AMAP review and approval.

1.5.7 RESTRICTED SPONSORSHIP CATEGORIES

- a. **Gambling and Gaming**
 - i. **Casinos**
 - i. Sponsorships by established casinos and gaming companies are permitted.
 - ii. Examples of approved team sponsors: The Cosmopolitan of Las Vegas; Hard Rock Hotel & Casino
 - ii. **Online Gambling & Sports Betting**
 - i. Sponsorships from licensed sportsbooks and online gambling operators within the United States are permissible.
 - ii. Sponsorships from offshore or international online gambling entities are strictly prohibited.
 - iii. The legal status of Internet gambling in the United States remains contested. While some operators have been prosecuted under the 1961 Wire Communications Act, the fact that most of the estimated existing

1,800 Internet gambling operations are based outside of the United States has made it difficult for U.S. authorities to enforce. AMAP's permission does not constitute or provide a legal review of the sponsor and the sponsorship is still subject to the broadcast partner's standards and practice approval.

iv. Examples of rejected team sponsors: Full Tilt Poker; GoldenPalace.Net

iii. **"Free and For Fun" Gaming Websites**

- i. The website promoted and advertised at track or displayed on any motorcycle, rider apparel, team vehicle or crew uniform must be a free, purely for fun website that may include information on how to play games (e.g., poker, blackjack, roulette). Neither the website itself nor the advertisements for the website may contain any link, advertisement or other reference to websites or businesses that contain, promote, facilitate or contain any reference to internet gambling for real money.
- ii. The website cannot discuss or accept any bet or wager for real money on any sporting events, teams or players, including but not limited to, AMAP-sanctioned events or link to, promote advertise or reference any other website or business that does.
- iii. Neither the advertising nor the website itself may contain any link, advertisement or other reference to websites that contain or businesses that promote or facilitate any activity in violation of any Federal, state or local, law rule or regulation.
- iv. The website and advertising should conform to any industry-imposed standards and guidelines for similar sites.
- v. The website must not have any links, cookies or any other mechanism of any kind within the Registration, Terms & Conditions of Use or within its Privacy Policy that will allow or cause a switch to a real money gambling site.
- vi. The website and any advertising placed by the sponsor for the website at track, on the motorcycle, rider apparel/crew uniform or in any other medium must be advertised with its URL extension to avoid confusion with any similarly named or branded real money gambling website. The .net or other extension must be presented in the same size font as the rest of the name of the website to further avoid confusion with any similarly named or branded real money gambling website.

iv. **Made-for-TV Poker & Poker Tournaments**

- i. Sponsorships from televised poker events and related tournaments are acceptable.
- ii. Examples of approved team sponsors: World Series of Poker

v. **Lotteries**

- i. State lottery sponsorships are permitted.
- ii. Examples of approved team sponsors: Virginia State Lotter; Florida Lottery

vi. **Fantasy Sports**

- i. Sponsorships from Fantasy sports platforms are allowed, subject to evolving federal regulations.
- ii. Examples of approved team sponsors: Zynga Poker; Draft Kings; World Poker Tour

b. **Tobacco and Alternatives**

i. **Traditional Tobacco Products**

- i. The Tobacco Master Settlement Agreement (MSA) of 1998 implemented marketing restrictions for the "original participating manufacturers" namely Philip Morris Inc., R. J. Reynolds, Brown & Williamson and Lorillard, which include restrictions on sports marketing, event sponsorships and promotional products.
- ii. Under FDA regulation 21 CFR 1140.34(c), no cigarette manufacturer may sponsor "any athletic, musical, artistic, or other social or cultural event, or any entry or team in any event" using a brand name, logo, symbol, etc., that is "identical or similar to, or identifiable with, those used for any brand of cigarettes."
- iii. Under FDA regulation 21 CFR 1140.34(a), a cigarette manufacturer may not sell any item except cigarettes, smokeless tobacco and roll-your-own paper using a brand name identical or similar to one used for cigarettes.

ii. **Electronic Cigarettes**

- i. While not classified as cigarettes under FDA regulation, E-cigarettes are labeled as "tobacco products." Sponsorships involving E-cigarettes must adhere to guidelines preventing marketing of substances banned under the AMAP Drug Policy.
- ii. AMAP does not provide legal advice to teams and it is the team's responsibility to ensure the sponsorship of electronic cigarettes follows any government regulations. Advertising and television coverage of sponsorship on motorcycles and/or rider apparel may be limited as AMAP broadcasting partners reserve the right not to broadcast any advertising relating to tobacco and/or e-cigarettes.

iii. CBD and Hemp Products

- i. Submissions for sponsors in this category require AMAP approval. Only non-synthetic CBD and Hemp sponsorships are considered. Synthetic CBD products are prohibited.
- ii. Federal and State law continue to rapidly evolve in this area and, as such, any approval of a CBD or Hemp sponsor is on an event-by-event basis and teams should not rely on any such approval as applicable beyond the specific event weekend in question. AMAP reserves the right to change its guidelines and approval based on changes to broadcast guidelines or changes in Federal or State law.
- iii. AMAP's sponsor review process is not intended as, and should not be relied upon as, legal advice, regulatory approval, or any endorsement whatsoever of such advertisement by AMAP. Teams are wholly responsible for compliance with all federal, state, and local laws pertaining to sponsorships. Teams should consult their own legal counsel to ensure full compliance with all applicable laws, including without limitation the Agriculture Improvement Act of 2018 (Farm Bill) and compliance with all FDA regulations governing the sale of such products.

c. Firearms and Ammunition

- i. AMAP allows firearms and ammunition companies to be team sponsors, provided that the branding of the company name and logo does not contain an image of a firearm, ammo, scope or violent act.
- ii. Exceptions exist for government and military entities with specific imagery in their logos or seals.

d. Distilled Spirits

- i. All distilled spirits sponsorships require prior AMAP approval.
- ii. All riders on a team with a distilled spirit sponsorship must be 21 years of age or older.
- iii. Usage of AMAP or Series branding in connection with team distilled spirit sponsorships is prohibited.
- iv. All creative, marketing and sponsorship programs must comply with the DISCUS Code of Responsible Practices for Beverage Alcohol Advertising and Marketing.
- v. Twenty percent of the team's distilled spirits sponsorship plan must be comprised of advertising solely focused on responsible behavior and in targeted mediums that reach fans.
- vi. All media activations associated with a team's distilled spirits sponsorship must include a responsible behavior tag. If a team sponsor has no media plan, all creative depictions of their spirits sponsorship must include a responsible message tag. For example, a spirit sponsor on a motorcycle or team vehicle must include a responsibility message.
- vii. The display of product, product packaging, advertising and/or signage will not be permitted on the podium.
- viii. All rights to use the name, likeness, or image of the series, a rider, team, event, track or any other third parties used in promotion or advertising must be obtained from and approved by the appropriate third parties.

e. Social Media Platform or Content Creator Sponsorship Guidelines

- i. Social Media Platform or Content Creator sponsorships require prior AMAP approval.
- ii. Social Media Platform sponsors must not promote adult content within the platform.
- iii. Content Creator sponsors must not promote adult content within their platform.
- iv. Social Media Platforms that allow adult content within the platform must have processes in place that do not allow access to adult content to anyone under the age of 18.
- v. All riders on a team with a Social Media Platform sponsorship that allows adult content must be 18 years of age or older.
- vi. Usage of AMAP or Series branding in connection with team Social Media Platform sponsorships is prohibited.
- vii. All media activations associated with a team's Social Media Platform sponsorship must not include reference to any content creators or other that promote or display adult content.
- viii. All rights to use the name, likeness, or image of the series, a rider, team, event, track or any other third parties used in promotion or advertising must be obtained from and approved by the appropriate third parties.

1.5.8 PARTICIPANT AGREEMENTS AND RELEASES

- a. An AMAP sanctioned Event is a competitive motorcycle racing Event that is intended to be conducted and officiated in accordance with this Rule Book, as it may be amended from time to time, any Supplementary Regulations that may be issued by AMAP specifically for the Event, and any applicable agreement to which AMAP is a party.

- b. BY SUBMITTING AN ANNUAL ENTRY OR OFFICIAL ENTRY FORM AND/OR TAKING PART IN ANY ACTIVITY RELATING TO THE EVENT, A CREDENTIALED PARTICIPANT AGREES TO ABIDE BY THE DECISIONS OF AMAP STAFF, AMAP SUPERVISORY OFFICIALS, RACE OFFICIALS, PROMOTER STAFF AND EVENT STAFF RELATING TO THE EVENT OR ANY MATTERS ARISING OUT OF THE EVENT, AND AGREES THAT SUCH DECISIONS ARE FINAL, NON APPEALABLE (EXCEPT AS PROVIDED IN [SECTION 3.1: VIOLATIONS AND DISCIPLINARY ACTION](#) AND [SECTION 3.2: PROTESTS AND APPEALS](#) OF THIS RULE BOOK) AND NON-LITIGABLE. SUCH A CREDENTIALED PARTICIPANT MAY INSPECT THE RACING FACILITY TO ENSURE THAT IT IS IN A SAFE RACEABLE AND USEABLE CONDITION. SUCH A CREDENTIALED PARTICIPANT FURTHER AGREES TO INSPECT HIS/HER RACE MOTORCYCLE AND ALL RELATED EQUIPMENT TO ENSURE THAT IT IS IN A SAFE, RACEABLE AND USABLE CONDITION, AND THAT THE CREDENTIALED PARTICIPANT VOLUNTARILY ASSUMES THE RISK OF, AND HAS NO CLAIM FOR DAMAGES AGAINST AMAP, THE PROMOTER AND/OR THEIR RESPECTIVE OFFICERS, DIRECTORS, SHAREHOLDERS, OFFICIALS, AGENTS OR EMPLOYEES
- c. BY REASON OF DAMAGE TO THE CREDENTIALED PARTICIPANT'S MOTORCYCLE OR EQUIPMENT, OR INJURY OR DEATH OF THE RIDER, THE PIT CREW OR ANY OTHER PERSON. ALL CREDENTIALED PARTICIPANTS ASSUME FULL RESPONSIBILITY FOR ANY AND ALL INJURIES SUSTAINED, INCLUDING DEATH, AND ALL PROPERTY DAMAGE, ANYTIME THEY ARE IN THE RACING AREAS OR EN-ROUTE THERETO OR THEREFROM. EACH CREDENTIALED PARTICIPANT ACKNOWLEDGES THAT THE CREDENTIALED PARTICIPANT'S SPOUSE AND NEXT OF KIN HAVE BEEN ADVISED THAT THE CREDENTIALED PARTICIPANT UNDERSTANDS THE HIGH RISK OF SERIOUS INJURY OR DEATH WHICH MAY RESULT FROM RACING, AND THAT THE CREDENTIALED PARTICIPANT SOLELY ASSUMES ALL SUCH RISKS.
- d. Once an entry is accepted by AMAP, a Competitor must submit in writing any requested changes to the entry, which AMAP may accept or reject in its sole discretion.
- e. If a Competitor competes in an AMAP-sanctioned Event without having properly submitted a fully executed Official Entry Form, the Competitor, by such entry, nevertheless agrees that he/she is subject to all AMAP Rules, amendments, and Supplementary Regulations, as well as all statements, releases and obligations appearing in the Official Entry Form, as if he/she had properly submitted a fully executed Official Entry Form.
- f. Only individuals approved by AMAP may enter the racing area. Competitors may not enter the racing areas (i.e. paddock, pits, racing surface, and similar areas) unless they personally have signed all required entry forms, waiver, and release of liability forms, and any other permits applicable to the particular Event. No person may sign at any time, for any reason, any entry form, waiver and release of liability form or other permit for anyone other than himself/herself.
- g. When a Competitor submits an Annual Entry or an Official Entry Form, and the entry is accepted, the Competitor becomes obligated to attempt in good faith to compete in the Event to the best of his/her ability.
- h. A Competitor or any Credentialed Participant shall not be permitted to pursue a legal remedy regarding decisions which are appealable under the AMAP Rules unless and until all administrative procedures, including the appeals process as set forth in [Section 3.2: Protests and Appeals](#) herein, have been fully exhausted.

1.5.9 ADVERTISING AND PROMOTION RELEASE

- a. Each Credentialed Participant, by entering an AMAP-sanctioned Event, grants to AMAP, its duly authorized agents and assigns, a License to use and sub-License, on a non-exclusive basis his/her name, likeness and performance, including photographs, images and sounds of such Credentialed Participant and/or any motorcycles with respect to which the Credentialed Participant competes in AMAP-sanctioned Events, in any way, medium or material (including, but not limited to, telecasts by and through television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by AMAP, sales and other commercial projects, and the like) for promoting, advertising, and publicizing at any time any AMAP-sanctioned Event, AMAP-sanctioned Series or AMAP-related telecast or programming, before, during and after such Event, and each Credentialed Participant hereby relinquishes to AMAP in perpetuity all rights thereto for such purposes.

1.5.10 TELECAST AND OTHER RIGHTS

- a. Each Credentialed Participant, by entering an AMAP-sanctioned Event, acknowledges that AMAP, and its Licensees and assigns, exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means, process, medium or device (including, but not limited to, television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by AMAP, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds and data (including, but not limited to, onboard audio, onboard video, crew radio, other

electronic transmissions between teams and their crews, and timing and scoring information) arising from or during any AMAP Event or the Credentialed Participant's performance in the Event, and that, except for works created pursuant to the fair use doctrine or AMAP's policies, AMAP is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in and to any other works, copyrightable or otherwise, created from the images, sounds and data arising from or during any AMAP Event or the Credentialed Participant's performance in the Event.

- b. Each Credentialed Participant agrees to take all steps reasonably necessary, and all steps requested by AMAP, to protect, perfect or effectuate AMAP's ownership or other interest in these rights.
- c. Each Credentialed Participant agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement that would contravene, diminish, encroach or infringe upon these AMAP rights.

1.5.11 PERFORMANCE OBLIGATION

- a. AMAP requires that all Competitors give their utmost effort and compete to the best of their capability, striving to secure the highest achievable finishing position in the Event.
- b. Should any Credentialed Participant deliberately manipulate, or attempt to influence, the final outcomes of the Competition, or incite, convince, or motivate others to do so, they will be subject to disciplinary measures as outlined in [Section 3.1: Violations and Disciplinary Action](#).
- c. The term "deliberately manipulate" pertains to any demonstrable behavior or strategy from a Participant which indicates they did not compete with full effort or intent, with the objective of altering the end results of the Competition, as determined exclusively by AMAP.

1.5.12 TERMS AND CONDITIONS

- a. All credentialed participants agree to the following Terms & Conditions: IN CONSIDERATION of my being granted a license, credential and/or competition privileges in the Daytona Motorsports Group, LLC, d/b/a AMA Pro Racing (hereinafter collectively known as AMA Pro Racing) sanctioned EVENT(S), as a participant or being permitted to compete, practice, officiate, observe, work for and/or at, or for any purpose participate in any capacity in future EVENT(S), or being permitted to enter for any purpose or in any capacity any RESTRICTED AREAS (defined as any area requiring special authorization, credentials, or permission to enter any area to which admission by the general public is restricted or prohibited), I, on behalf of myself, my personal representatives, spouse, assigns, heirs, and next of kin do hereby agree to the following:
 - i. **Drug and Alcohol Testing Release:** I recognize the importance of maintaining the safety and integrity of professional motorcycle racing. Accordingly, I agree to strictly comply with the American Flat Track Rulebook and its Substance Abuse Policy (the "Policy"). I understand that my agreement to comply with the Policy is an essential precondition to the issuance of a License and that I must abide by the Policy and submit to such testing procedures as may be conducted from time to time at the sole discretion of AMA Pro Racing or its assigns as a condition of continued licensure. I further understand that any violation of the Policy, or failure or refusal to submit to testing and honestly participate in any testing procedure, will result in immediate disciplinary action in any AMA Pro Racing sanctioned professional or American Motorcyclist Association ("AMA") sanctioned amateur events. Finally, I hereby release, indemnify, defend and hold harmless AMA Pro Racing, the AMA, their respective LLC members and/or investors, directors, trustees, officers, employees, agents, personnel as well as any consultants and any laboratories or testing facilities retained by AMA Pro Racing or its assigns for the purpose of conducting drug or alcohol tests in connection with the Policy, from any and all liability related in any way to any tests conducted in connection with the Policy or the disclosure of the results of any such tests.
 - ii. **Physical Examination:** I certify that I am in good health and suffer from no impairment, illness or injury which impairs in any way my ability to participate in motorcycle racing events. I agree to inform AMA Pro Racing of any medical condition, impairment, injury or illness which in any way casts a question on my ability to participate in a safe and competent manner. I agree to immediately notify AMA Pro Racing of any change in my medical condition that could in any way affect my ability to participate in a safe and competent manner. I also agree to comply with any request from AMA Pro Racing regarding evidence of medical condition. I understand that AMA Pro Racing retain the right to prevent me from participating in sanctioned events pending examination(s) to determine my medical condition or my ability to participate in a safe and competent manner.
 - iii. **Production, Recording, Promotion Rights and Restrictions and Related Matters:** I agree that all rights, property, ownership and interest in any broadcast, dissemination, display, and/or publication by audio, radio, television, electronic means, internet, storage device, filming, web posting, satellite, cable, the worldwide web, motion pictures, video (home or otherwise) production and/or recording, still photos and/or images, or by any other means or media whether now existing or to be developed (including the transcription, recording and/or storing of any broadcast and/or any or all of the foregoing) of any AMA Pro Racing sanctioned event (and/or portion thereof), the event (race venue) premises during an AMA Pro

Racing event, and/or of any AMA Pro Racing activity or undertaking anywhere on or in the event premises (race track surface and run-off areas, pit lane and the pits, paddock, control tower, winner's circle, garages, inspection areas, public and spectator areas and the like), and/or anything relating thereto, shall be the sole property of AMA Pro Racing, and may not be used in any way, direct or indirect, without the prior written permission of AMA Pro Racing. Any and all revenues, incomes, benefits, control and/or consideration from any broadcast, airing, transmission, display, recording and/or publication of the foregoing shall belong exclusively to AMA Pro Racing for its sole and unlimited use. I hereby consent to the use of my images of and waive any intellectual property interests that I own that would in any way interfere with any broadcast of any AMA Pro Racing sanctioned event. I further agree that AMA Pro Racing and/or its assigns, on a non-exclusive basis, may use my name and pictures (including pictures of my racing equipment, if owned by me or entrusted to me and under my control, and pictures, images, and tapings taken at any sanctioned event) for any purpose and in any media including, but not limited to, television, internet, motion pictures and home video production. I also understand that AMA Pro Racing may, from time to time, engage a sports marketing firm, to, among other things, promote the image of professional motorcycle racing, and I agree to cooperate with AMA Pro Racing and its sports marketing firm in such efforts.

- iv. **Independent Contractor:** I hereby certify that I am not an agent or employee of AMA Pro Racing or the AMA, and I assume all responsibility for all charges, premiums and taxes, if any, payable on any funds that I may receive as a result of my competitive activities, including without limitation social security taxes, unemployment insurance taxes, workers compensation insurance, income taxes and withholding taxes.
- v. **Waiver:** I acknowledge that motorcycle racing is a dangerous activity, the risks of which cannot be completely eliminated. I acknowledge that by participating in any AMA Pro Racing-sanctioned event, I am assuming the risk of property damage and serious injury up to and including death. I acknowledge that I will have the opportunity to inspect and review any and all courses upon which AMA Pro Racing-sanctioned events shall be conducted, and will notify AMA Pro Racing officials of any conditions that I consider to be unsafe. My participation in events is voluntary, and I waive any and all claims for personal property damage, injury, or death against AMA Pro Racing, the AMA, the promoters, the track owner(s) or any of their respective LLC members and/or investors, directors, trustees, officers, employees, agents, personnel as well as any of their contractors and/or consultants.
- vi. **Acknowledgment and Representation:** I acknowledge and understand that it is my responsibility to properly maintain this credential. I understand that my credential is subject to rules in the American Flat Track Rulebook. I represent that I am not contractually or otherwise prohibited from entering into any and all of the agreements set forth in the Paragraphs hereof, or from executing Releases, Waivers or Consents required for participation in AMA Pro Racing sanctioned events. I further acknowledge that this license/credential has been issued by AMA Pro Racing for my exclusive use. I agree to abide by and act in accordance with the American Flat Track Rulebook as shall be amended from time to time hereafter, which serves as the official competition and conduct rules of the American Flat Track championship, and agree to abide by any amendments or supplemental rules. Transfer or misuse of this license/credential is cause for revocation.

RACE RULES AND PROCEDURES

1.5.13 RACE RULES AND PROCEDURES DEFINED

- a. Race Rules and Procedures are the way a sanctioned Event and all associated activities are conducted.

1.5.14 PARTICIPANT RESPONSIBILITIES

- a. Every club, association, company, promoter, Rider and all other persons participating or in any way connected with an AMAP-sanctioned event will be deemed credentialed participants and therefore bound by the Rule Book.

1.5.15 PARTICIPANT INSURANCE

- a. AMAP will provide participant accident insurance coverage at American Flat Track events as follows:
 - i. Accidental Death & Dismemberment - \$10,000
 - ii. Excess Medical - \$50,000
- b. This policy requires a \$5,000 deductible and is as a secondary policy to the rider's own primary medical insurance coverage which is required to remain in full force and effect at all times while a Licensed Rider is participating in AMAP-sanctioned activities, as detailed under Rider Licenses in [Section 1.2.5 AMAP License Application Types](#).

1.5.16 RACE OFFICIATING

- a. Any and all rights of AMAP to enforce the AMAP Rules, as set forth throughout this Rule Book, have been duly subcontracted by AMAP to Race Officials for the purpose of officiating certain AMAP-sanctioned Events. As such, the officiating and enforcement rights and authority conferred upon AMAP in accordance with the AMAP Rules shall be extended to hired and/or contracted Race Officials, which shall have full authority and discretion to officiate such Events on behalf of AMAP. As such, any decisions, determinations or rulings made by Race Officials shall be final and binding to the same extent such decisions are enforceable by AMAP in accordance with the AMAP Rules, subject to final determination by AMAP Supervisory Officials and the rights of appeal set forth in the [Section 3.2: Protests and Appeals](#).
- b. In addition to interpreting and applying these Rules, Race Officials are also authorized to make such other determinations or take such other action as they determine to be necessary to promote the best interests of AMAP, including but not limited to fairness and prompt finality of Competition results.
- c. Race Officials may issue a Penalty Notice for any violation of the rules in this Rule Book in accordance with the procedures in [Section 3.1: Violations and Disciplinary Action](#).
- d. AMAP has the sole authority to issue fines, suspensions or other disciplinary actions against participants.

1.5.17 SUPERVISORY REVIEW/FINALITY OF OFFICIATING DECISIONS

- a. All decisions by Race Officials at the track involving Sporting Regulations **are final and non-appealable**, subject only to review by AMAP Supervisory Officials if AMAP, at its sole discretion, determines that extraordinary circumstances exist that require such review. In making such a determination, the interest of finality in Competition results will be a principal consideration.
- b. AMAP Supervisory Officials will not review any Sporting Regulation decision unless it has been brought to their attention by the Race Officials or affected Competitor(s) within 30 minutes after the posting by AMAP of the results of the Practice, Qualifying rounds or Races at which the Sporting Regulation decision was first made.
- c. If AMAP Supervisory Officials determines that the Sporting Regulation decision should be reviewed, and that the decision was in error, AMAP Supervisory Officials may take whatever action deemed appropriate to initiate a remedy to further the interests of fairness and finality in Competition results. Such action includes, but is not limited to:
 - i. Revising Practice results.
 - ii. Revising Qualifying results.
 - iii. Revising finishing position in race sessions.
 - iv. Revising the Final Race or Overall Results.
 - v. Awarding or subtracting finishing positions.
 - vi. Awarding or subtracting points.
 - vii. Imposing penalties (disqualifications, suspensions or fines).
- d. AMAP Supervisory Officials may alternatively elect not to take remedial action. **All such decisions are final and non-appealable** (except the imposition of certain Penalties, as specifically provided in [Section 3.1: Violations and Disciplinary Action](#)).

1.5.18 CHIEF MEDICAL OFFICER

- a. There shall be one individual appointed at each Event to serve as the Chief Medical Officer (CMO).
- b. At no time during the Event will a Rider receive any type of intravenous hydration unless such hydration is deemed medically necessary by the CMO as a result of an emergency medical situation (i.e., heat stroke) encountered by the Rider during or as a result of participating in any practice, qualifier, moto, race or other activity in the Event.
- c. Once a Rider receives such hydration during the Event, the Rider will not be permitted to compete in any further Event activities, including but not limited to, any further practice, qualifier, moto, race or other activity in the Event, unless and until the Rider is released by the CMO who treated the Rider for the specific emergency medical situation at issue.
- d. In any instance where a Rider has experienced an apparent injury or when a Rider is demonstrating apparent signs of physical distress, the Rider may be instructed by the Race Director to immediately present themselves to the Event medical unit for evaluation by the CMO.
- e. The CMO shall have the authority to determine if the Rider is cleared to continue to compete in the Event. Furthermore, the CMO shall have the authority to determine if the Rider requires further follow-up medical treatment and may recommend that the Rider be transported to a local medical facility or hospital or, if medically acceptable, that the Rider seek follow-up treatment by private transportation.
- f. In any instance where the CMO has determined that a Rider requires immediate follow-up treatment at a medical facility, the Rider will be prohibited from further competition that day. Riders who have been informed of the need for immediate treatment beyond that which can be provided on-site, shall either be provided transport by ambulance or shall immediately proceed by other means as appropriate to the suggested medical facility.
- g. In the event a Rider refuses either private or emergency medical transport or declines follow up treatment recommended by the CMO, the Rider shall be suspended from further competition until the Rider can provide an appropriate medical release from a treating physician indicating that the Rider has been medically cleared to resume competition.

1.5.19 INCLEMENT WEATHER / UNACCEPTABLE TRACK CONDITIONS

- a. Events may be conducted regardless of weather conditions.
- b. In the event of rain or other unfavorable conditions, it may be necessary for the Race Director to alter the order of the event schedule, including, but not limited to adjusting the length of races, practices and qualifying sessions, and/or delaying or stopping the program completely.
- c. Should a delay occur the Race Director will make every effort to resume the schedule in a timely fashion if conditions allow.
- d. If an event must be postponed, AMAP will make best efforts to reschedule the event on the designated Rain Date.
- e. If an event is cancelled due to weather or other conditions and unable to be rescheduled, Riders will be paid for purse-paying events which have been completed.

1.5.20 TRACK RENTALS/TESTING REGULATIONS

- a. Starting January 1st of a given competition year, at facilities where American Flat Track National Events are to be held, licensed riders, test riders, manufactures or teams are not allowed to participate in any exclusive or open track rentals, including promoter/racetrack organized open practice and open schools. AMAP licensed riders, test riders, manufactures or teams may participate in regional race meets, except for the thirty (30) days prior to the American Flat Track event. AMAP will make the final determination of what constitutes a test rider.
- b. Tracks listed on the National schedule for the current year may be rented after the last American Flat Track event scheduled at the facility within the season.
- c. Press days officially organized by AMAP are exempt from this rule and invited riders will be allowed to ride at a racetrack within the 30-day limit. Riders participating in press days are limited to five (5) laps and are not allowed to utilize any data recording equipment or make any modifications or tuning changes to the motorcycle.

1.5.21 TEAM MANAGER RESPONSIBILITIES

- a. The Entrant must designate the Team Manager on the Official Entry Form for the Event. The Team Manager shall be the sole spokesperson for the Rider, Entrant, Crew Members and others assigned to the team in any and all matters pertaining to the Event (other than proceedings pursuant to [Section 3.1 Violations and Disciplinary Action](#) and [Section 3.2.3 Appeals](#)).
- b. The Team Manager is responsible for the personnel that are permitted in the pit service area and any restricted areas including the staging area and mechanics area. The Team Manager is responsible for the submission of

- and any changes to the Team Roster, should one be required for an Event. Crew Members must be AMA members in good standing, properly licensed, credentialed, and equipped/attired during racing conditions.
- c. The Team Manager or designated Crew Member (assigned by the Team Manager) must adhere to directives from Race Officials and effectively communicate such directives to their team members.
 - d. At all Events, the Team Manager assumes responsibility for the following:
 - i. Actions of his/her Rider, Entrant and team Credentialed Participants, and may be subject to disciplinary action as a result.
 - ii. Ensuring that Crew Members maintain, wear, and properly use protective clothing and equipment in accordance with the Rule Book.
 - iii. Assigning and directing the activities of all Crew Members and others assigned to the team who enter the track, and for Crew Members, ensuring that they report to their designated area at the appropriate times.
 - iv. Prompt return of all AMAP-assigned equipment to the designated location(s) at the completion of the Event including but not limited to Timing & Scoring transponders.
 - v. Proper disposal of all engine fluid(s), lubricants, solvents, and fuel in accordance with track rules and procedures and all other applicable federal, state and local laws and regulations.
 - e. After the completion of a Race, Team Manager(s) may be required to provide availability to the broadcast network providing coverage of the Event for a mandatory interview of the Rider and him/herself.
 - f. If the Team Manager is ejected or otherwise unavailable to participate in the Event, the team must designate a new Team Manager and communicate the change to Officials.

1.5.22 RADIO COMMUNICATIONS (MANDATORY)

- a. AMAP Race Control communicates schedule, track, rider and motorcycle status information on frequency **451.800 MHz (12.5 KHz channel bandwidth, CSQ Squelch, Receive only)** throughout each race event.
- b. It is mandatory each team possess either a radio or scanner to monitor AMAP Race Control. Radios must not be capable of broadcasting on the AMAP control frequency.
- c. Every team is required to bring an example of their equipment to tech inspection prior to the first on-track activity and an annual log will be maintained to monitor rule compliance.
- d. All teams must have at least one crew member monitor this “listen only” communications channel during all on-track activity. Failure to comply may result in one or more of the following penalties: fines, rider being placed on the back of the grid, event disqualification.

1.5.23 PADDOCK PARKING

- a. Licensed riders are required to submit the Team Paddock Footprint Request Form prior to the first event they attend each season.
- b. Only service provider vehicles and race haulers with a Transporter parking pass are allowed in the paddock, and all drivers and passengers must be properly credentialed to enter. Race haulers with occupants who are not credentialed will not be allowed into the facility. Rental cars, buses, motor homes or other vehicles not actively participating in team support or hospitality will not be permitted inside the paddock without prior approval from AMAP. Participants abusing this policy risk revocation of their credential and/or transporter parking pass.
- c. Upon arrival at the facility, competitors are asked to park in the designated pre-event race transporter staging area until paddock load in.
- d. ~~During paddock load in, teams are required to:~~
 - i. ~~Place a number plate with their competition number(s) in the front windshield of their race hauler for identification.~~
 - ii. ~~Have a radio scanner monitoring the AMA Pro race control frequency. AMA Pro will use radio communication for efficient paddock load in.~~

1.5.24 PIT / PADDOCK REGULATIONS

- a. Riding competition motorcycles in any location other than on the racetrack is strongly discouraged.
- b. When a Rider or mechanic is testing a motorcycle, they must wear a helmet and be dressed to offer adequate protection (pants, shirt and boots/shoes).
- c. Operation of any vehicle in the paddock must be at a very slow, acceptable speed (5 MPH maximum).
- d. Credentialed Participants are prohibited from operating any motor vehicle anywhere on property in such a manner as to endanger the safety of other Riders, crew members, officials or the public.
- e. All Credentialed Participants must wear their current Series credential and lanyard while in the paddock.

- f. Smoking is not allowed in the mechanic's area, starting line, other restricted areas or in any areas where race fuel is present.
- g. All entrants should have in their pit area as part of their equipment, at all times, a fully charged minimum 10-pound, Class B fire extinguisher with a visible, operating pressure gauge.
- h. Persons less than 16 years of age are not allowed in staging area, starting area or other restricted areas.
- i. Pets are not allowed in hot pit, grid, staging area, on the race surface or any other restricted areas. Pets in the paddock must be kept on a leash or properly contained at all times. Any time motorcycles are on the race track, all pets must be kept inside of a rider's motorhome or in a pet carrier.
- j. Before leaving a race facility, it is the responsibility of the Team Manager to deposit all of their fuel drums, waste fuel, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in racetrack-provided, proper hazardous waste locations only. Should containers not be available on-site, teams must transport such items from the facility for proper disposal.

1.5.25 RESTRICTED AREA REGULATIONS

- a. With the exception of designated track walks, no Credentialled Participant shall access the race surface at any time for any reason without the explicit permission of a Race Official. This includes any time prior to the start of practice, during intermissions, track preparation and red flag periods.
- b. Only two (2) mechanics per Rider will be allowed at the start line area. Only authorized personnel will be allowed to enter all other restricted areas.
- c. Mechanics must be in uniform designating a Rider or team and display a proper credential to enter the staging or start line areas.
- d. Mechanics must present a clean and neat appearance. Shirts must have a collar. Cut-offs, sleeveless shirts and open-toe shoes are prohibited in restricted areas including the mechanic's area, starting area and racetrack. Shirtless individuals are also prohibited in these areas.

1.5.26 RIDER AND TEAM MANAGER BRIEFINGS

- a. The Rider and Crew Chief briefing may be held in person or distributed via video or electronic means prior to the event.
- b. All riders and Crew Chiefs must attend/view the mandatory briefings as published on the event schedule and must confirm attendance with Race Officials. Rider representatives / substitutes are not permitted without prior approval from the Race Director.
- c. AMAP Officials may call roll or spot-check attendance.
- d. Failure to attend the briefings in full may result in a penalty including but not limited to warnings, fines or disqualification from the next practice session or race.
- e. Riders meeting information that is standard for all events of the Championship season may be available online or distributed electronically prior to the event. Acceptance of this information does not excuse a rider or crew chief from attending/viewing the official briefing at the event.

1.5.27 RIDER RESPONSIBILITIES

- a. It is the sole responsibility of the Rider to ensure that he/she maintains, wears, and properly uses protective clothing and equipment during Competition in accordance with [Section 2.1: Rider Apparel and Protective Equipment](#).
- b. Riders must be on time to compete in any on-track session for which they are scheduled.
- c. Riders are required to make themselves promptly available for promotional appearances as requested by the Promoter, including but not limited to pre-event media opportunities, pre-race interviews, Rider introductions, opening ceremonies, etc.
- d. Any Rider that is not present at the Pre-Race Rider Introductions and/or Opening Ceremonies as requested by Race Officials, Promoter or Event Staff may be penalized.
- e. Riders must follow all directives from Race Officials regarding mandatory Post-Race activities, including broadcaster interviews, victory podium celebrations and media interviews.
- f. After the completion of a Race, the winning Rider will be required to do an interview with the broadcast network providing coverage of the Event at the designated location within the race facility.
- g. Following the event's final race, riders may be required to be available to the public for a period of 30 minutes. Riders are urged to be at their pit area to interact with race fans, sign autographs and give interviews. This period is intended for race fans and media members. Loading race gear and equipment during the publicity session is strongly discouraged.
- h. Riders are encouraged to be available to the press and media for interviews and exposure whenever possible and are always expected to exercise good judgment, professionalism and respectful behavior.

- i. PR activities are important to the future of Flat Track. Riders are encouraged to accept media assignments and interview opportunities whenever offered.
- ii. Riders who enter into a PR-related agreement shall be obligated to comply with the terms of the agreement. Lateness, no shows and inappropriate conduct are unacceptable.
- i. Unless otherwise authorized by Race Officials, Riders must participate in media activities designated by Race Officials during an Event. These activities may include, but are not limited to the following:
 - i. Pre-Event media availability as coordinated in advance with the Team.
 - ii. Post-Qualifying availability at the designated location within the race facility.
 - iii. Post-Race podium and broadcaster interviews, press conference (top 3) or post-race interviews at the designated location within the race facility.
- j. Penalties may be issued for non-compliance with these obligations.

1.5.28 FLAGS AND LIGHTS

- a. AMAP will use flags/lights, as set forth in this Section, providing Competitors with information while on the racetrack during the Event. A Rider is considered to have received notice when the flag is raised, or when the lights are illuminated, whether or not the Rider has seen the flag/lights.
- b. It is the Rider's responsibility to be aware of their surroundings at all times while on track. Safety is a main priority and Riders must obey all official signals and directions given to them. Flags and lights have the same authority and must be obeyed at all times when a rider is on the race track, including sighting laps and following the checkered flag but before the designated track exit. Any Rider failing to do so may be penalized.
- c. **Green Flag**
 - i. Indicates the start of a race or clear track conditions.
- d. **Red Flag**
 - i. Indicates the competition session has been stopped.
 - ii. May be displayed anywhere on course. Overrules any other flag that may be displayed.
 - iii. Riders must immediately reduce speed and proceed safely to the area as directed by Race Officials.
- e. **Yellow Flag or Yellow Flashing Light**
 - i. Indicates a potentially hazardous situation on or near the racetrack.
 - ii. Passing is allowed.
 - iii. Riders must exercise caution.
- f. **Blue Flag**
 - i. Indicates that a Rider is about to be overtaken by faster Riders.
 - ii. The blue flag is ordinarily used for a rider who is unaware of an overtaking or lapping rider or who is clearly obstructing another rider.
 - iii. If the blue flag is displayed to a rider in a motionless manner, it means another rider is following or catching the flagged rider and may be trying to pass.
 - iv. If the blue flag is waved, the rider to whom it is displayed must give way to the rider trying to pass.
 - v. When conditions allow, the Rider receiving the blue flag must move out of the fast line. Once out of the fast line, Riders must hold their line, must not ride erratically and must not impede the progress of the faster Riders.
 - vi. Riders disregarding the blue flag may be penalized and/or black flagged at the discretion of the Race Director.
 - vii. The blue flag will not be shown during practice/qualifying.
- g. **Black Flag**
 - i. Indicates a problem with a motorcycle or a disqualification.
 - ii. A number board displayed with the flag indicates the Rider being signaled.
 - iii. The indicated Rider must carefully reduce speed and stop at the first suitable location off the course away from any potential impact zone.
 - iv. Black-flagged Riders are not permitted to return to the racecourse unless cleared by the Race Director.
 - v. If the indicated rider disobeys the black flag it will result in a non-appealable disqualification, fine and possible suspension.
- h. **White and Green Flags Crossed**
 - i. Courtesy flag indicating half the total race distance or time.

- i. **White Flag**
 - i. Courtesy flag indicating the final lap of a race.
- j. **Checkered Flag**
 - i. Indicates the end of a race or practice session.
 - ii. Proceed to the designated track exit.

1.5.29 GENERAL SAFETY AND ON-TRACK REGULATIONS

- a. No Rider may, at any time, ride in such a manner as to endanger life or limb of other Riders, officials or the public.
- b. Only officially entered Riders or event staff may ride or practice on the racecourse during the event.
- c. Unofficial practice during the event is not permitted.
- d. Any Rider, participant or team that intentionally engages in activities with the consequence negatively impacting another competitor's performance will be penalized.
- e. During any Competition session, each Rider must always attempt to succeed. If not, they shall not be allowed to continue the session and may receive further penalties.
- f. Riders are prohibited from using any personal audio listening device while operating a vehicle on the racecourse.
- g. Unless directed to do so by Race Officials, no one at any time will be permitted to ride a motorcycle in the wrong direction on the track.
- h. Riders and crew are prohibited from throwing any Rider apparel or any other similar items into the spectator areas, particularly during podium activities.
- i. Intentionally stopping on the racetrack during an active session is prohibited.
- j. Intentionally causing or attempting to cause a red flag period by stopping, intentionally crashing or any other such action will result in a penalty.
- k. Riders, mechanics and/or crew members are strictly forbidden to do celebratory burnouts, wheelies or other potentially dangerous behavior within proximity of fans, public or bystanders. Race Officials will make sole determination if any such behavior constitutes reckless endangerment.

1.5.30 QUALIFYING & ELIGIBILITY

- a. Unless otherwise authorized by the Race Director, Riders must participate in Practice or Timed Qualifying prior to any Race to familiarize themselves with and to allow themselves to compete effectively on the racetrack.
- b. Riders must leave for their Qualifying attempt when called onto the racetrack. Any Rider who does not leave when called onto the racetrack may lose their opportunity to Qualify.
- c. Riders may be subject to a minimum lap time requirement in order to qualify for a Race. In this case, the minimum lap time requirements will be communicated by Race Officials prior to the Race.
- d. During any session, if a Rider is in jeopardy of being lapped by the leader a second time, Race Officials may black flag that rider.

1.5.31 OUTSIDE ASSISTANCE

- a. Outside assistance to a Rider on the course is forbidden at all times except when the assistance is given by flag marshals, medical workers, designated event track workers and related event course staff, or officials placed by the Race Director for the purpose of control and safety.
- b. Team members may only adjust, repair or refuel competing motorcycles in the designated work area.
- c. A rider may make repairs by themselves during a race, without assistance, in a suitable area off the race course.
- d. Receiving medical treatment while on-track during a race, outside of the scope of evaluating their ability to continue, will be considered outside assistance and the Rider will not be allowed to continue that race.
- e. When outside assistance is provided to any Rider by any approved event support individual, such as the removal of a disabled motorcycle from the racing surface, it shall be for the purpose of Rider safety, course management, and to facilitate the continuation of the event. Outside assistance that provides an inherent advantage to any Rider shall be reviewed by the Race Director to determine the extent of any competition advantage and to make any scoring adjustments or rule applications as may be appropriate.

1.5.32 TRACK ACCESS

- a. AMAP may designate certain times for a rider track walk and/or designate a rider for track inspection. Except for designated track walks, no rider or crew member shall access the race surface at any time for any reason without the explicit permission of a Race Official. This includes any time prior to the start of practice, during intermissions, track preparation and red flag periods.

- b. In order for race officials and emergency response personnel to be able to work unimpeded during a red flag period, crew members must not access the circuit under any circumstances unless under the express direction of Race Officials. Riders and Team Owners will be held responsible for the actions of their crew members.
- c. Penalties for unauthorized track access will include one or more of the following: fine, disqualification from the current session, gridding at the back of the field, loss of championship points, disqualification from the event, suspension.

1.5.33 PASSING

- a. A rider overtaking another rider must pass on the outside, unless the rider in front is sufficient distance away from the pole to allow an acceptable pass on the inside.
- b. A rider passing on the inside will be held responsible for any contact that may result. A rider passing on the outside must not cross in front of the rider passed until an acceptable lead has been established.

1.5.34 ON-TRACK INCIDENTS AND MECHANICALS

- a. Any motorcycle that leaves the race track at any point during a race, including red flag periods, and enters the paddock/garage area without supervision from an Race Officials will be prohibited from returning to the racetrack and may be disqualified from the active race. In the case where a recovery truck retrieves a disabled motorcycle from the track and passes through the paddock/garage area to deliver motorcycles to the designated pit or work area, no penalties will be issued to the rider.
- b. A rider whose motorcycle is disabled before reaching the finish line may, by that rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the course to complete a lap, unless the rider is determined to be a hazard by Race Officials.

1.5.35 TRACK CUTS/UNFAIR ADVANTAGE

- a. Riders must remain on the marked course. The course will be marked by track markers, boundary markers, hay bales, tuff blocks, dirt mounds, etc. If the marking devices are knocked down, the rider must stay on the original marked course.
- b. A Rider leaving the course may only continue the race by properly re-entering the course, without gaining a time or position advantage, from the closest possible point to where that rider left the course.
- c. The Race Director will make the determination as to whether a rider gained any advantage by leaving the racecourse and re-entering. A rider may be determined to have gained an advantage without gaining race position.

1.5.36 VICTORY LAPS

- a. If a rider takes a victory lap only one celebratory passenger is permitted.

1.5.37 PODIUM AND MEDIA REQUIREMENTS

- a. At the end of any Main Event or the final Race (Triple Challenge format) for each Class, the Podium Finishers and any other designated finisher(s) in the Race must go directly to Victory Podium or other designated area and remain there until released by Race Officials. When Podium ceremonies are concluded, those Riders may be required to report to the TV production truck, media center or other designated area for post-race media interviews. Mandatory participation includes but is not limited to:
 - i. Broadcaster interviews
 - ii. Podium interviews
 - iii. Photo opportunities including proper representation of Series and/or Event sponsors, i.e. wearing required hats or other marketing materials
 - iv. Media interviews
- b. Failure to participate and/or comply with directives from Race Officials will result in a penalty.

1.6 **TIMING & SCORING PROCEDURES**

1.6.1 **TIMING & SCORING PROCEDURES DEFINED**

- a. Timing & Scoring Procedures are the way lap times and results for all Competition activities for a sanctioned Event are determined. These rules are common across all professional motorcycle racing disciplines.

1.6.2 **CHIEF SCORER RESPONSIBILITIES**

- a. AMAP will designate the Chief Scorer for each Event. The Chief Scorer is responsible for timing and scoring all Competition activities during the Event.
- b. The decisions of the Chief Scorer, with respect to timing and scoring, are final unless there is a request for a scoring audit in accordance with [Section 1.7.11: Scoring Review/Audit Procedure](#).

1.6.3 **FINISH LINE DEFINED**

- a. The officially designated finish line is located at the site of the Timing and Scoring loop. The line will be clearly defined with trackside markings and will be located as close to the finish line flagger as possible.
- b. Unless otherwise authorized by the Chief Scorer, the vertical plane at the leading edge of the finish line is the scoring point for the motorcycle. To be considered as having completed a lap, the Rider and his motorcycle must intersect the vertical plane at the leading edge of the finish line.
- c. The Rider and his motorcycle must cross the finish line to be scored and receive flags.

1.6.4 **LAP DEFINED**

- a. Lap: A Lap is defined as the completion of a single circuit around the racecourse, as designated by AMAP.
 - i. For the first lap of a race, the lap is defined as a full-course circuit completed from the Rider's start position to the officially designated Finish line.
 - ii. If the distance from the start positions to the Finish line is less than 50% of the track distance, the lap will not be considered complete until the second time each Rider crosses the Finish line.
 - iii. After the first lap of the race, a lap will only be considered full and complete when it starts and ends at the officially designated Start / Finish line.
 - iv. Official Race distance and positions are only updated for Riders at the completion of a Lap.
- b. Lead Lap: The Lead Lap is defined as the lap that the race leader is currently on. All active Riders which have not been lapped by the race leader are considered to be on the Lead Lap.
- c. Lap of Record: The Lap of Record is defined as the last lap completed by all active Riders on the Lead Lap.

1.6.5 **TRANSPONDERS**

- a. All machines must have an approved Timing & Scoring transponder, and/or another approved electronic scoring device, properly mounted in the location and manner as designated by AMAP.
- b. The transponder must be mounted vertically on the left fork leg between the two triple clamps. Movement of the transponder out of the mandated position may result in a penalty at the discretion of the Race Officials.
- c. The transponder must be powered and functional at all times when on track.
- d. Transponders must be returned to the series officiating hauler immediately following each Rider's final on-track session in the Event.
- e. Loss of, or damage to, an AMAP-owned transponder and/or mounting bracket while assigned to a Rider will result in an automatic cost to the Rider or Team Manager of the replacement value of the transponder and/or mounting bracket.
- f. Riders and/or Team Managers that do not return their assigned transponder and/or mounting bracket within 30 minutes of the conclusion of the final race at an Event will be issued a penalty of \$100. Additional \$100 penalties will be issued for each week that the transponder is not returned, up to a maximum of \$500. Riders and/or Team Managers will not be permitted to enter or compete in another AMAP-sanctioned event until the transponder has been returned and the fines are paid in full, or the replacement fee has been collected by AMAP.

1.6.6 **LEADER LIGHTS**

- a. All machines may be required to have an approved leader light transmitter and LED strips properly mounted in the location and manner as designated by AMAP. Teams may either purchase leader light transmitters for permanent installation or AMAP will assign leader light transmitters for Teams to use on an event-by-event basis. Teams that do not have leader light transmitters permanently installed on their motorcycles will be assigned leader light transmitters and provided with the necessary LED strips during technical inspection at each Event. The leader light illuminates to indicate the rider in first place during each session but is not considered to be an official indicator of the rider's race position. When required, the following rules will apply:

- i. The leader light transmitter must be mounted vertically on the right fork leg between the two triple clamps. The LED strips must be mounted vertically on the front of each fork leg.
- ii. The leader light transmitter must be powered, functional and connected to the LED strips at all times when on track.
- iii. Leader light transmitters assigned by AMAP must be returned to the series officiating hauler immediately following each Rider's final on-track session in the Event. Riders may keep the LED strips attached to their motorcycle between Events.
- iv. Loss of, or damage to, the AMAP-assigned leader light transmitter and/or mounting bracket while assigned to a Rider will result in an automatic cost to the Rider or Team Manager of the replacement value of the transmitter and/or mounting bracket.
- v. Riders and/or Team Managers that do not return their AMAP-assigned leader light transmitter and/or mounting bracket within 30 minutes of the conclusion of the final race at an Event will be issued a penalty of \$100. Additional \$100 penalties will be issued for each week that the leader light transmitter is not returned, up to a maximum of \$500. Riders and/or Team Managers will not be permitted to enter or compete in another AMAP-sanctioned event until the AMAP-assigned leader light transmitter has been returned and the fines are paid in full, or the replacement fee has been collected by AMAP.

1.6.7 RACE FINISHES

- a. When the official Race distance has been completed by the lead motorcycle, the Race will be declared officially complete. On the lap that the lead motorcycle officially completes the Race, the balance of the field also completes the Race in the same lap.
- b. Should the checkered flag be displayed to the race leader after the official Race distance, the race finishing positions will be determined by the lap in which the lead motorcycle completed the official Race distance.
- c. Should the checkered flag be displayed to the race leader earlier than the official Race distance, the race finishing positions will be determined by the lap in which the checkered flag is displayed to the winner.
- d. A Rider whose motorcycle is disabled before reaching the finish line may, by the Rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the track to complete the race by crossing the finish line, unless the Rider is determined to be a hazard by Race Officials.

1.6.8 ORDERING OF RESULTS

- a. Race finishing positions will be determined according to the most laps completed in the least total time, whether the motorcycle is still active or not.
- b. Riders are ordered in the results according to the number of whole laps completed during the race. For Riders completing the same number of laps, the time when each motorcycle crosses the finish line determines the order.
- c. Riders will be credited with all laps they complete during a race unless a penalty has been assessed. Partial laps and laps that end while the red flag is displayed at the finish line are not considered complete and will not be used to determine the race finishing order.
- d. Riders participating in a restart will be scored ahead of Riders who have completed the same number of laps but have withdrawn or dropped out prior to the restart.
- e. DNF and DNS Defined
 - i. Riders who attempt to start a race under power at the official **green light** start of the race, but do not complete one official lap as designated by Timing & Scoring will be listed as DNF in the results. ~~Attempting to start is defined as being~~ If multiple Riders are listed as DNF, they will be listed in the order that they qualified for the race. Riders listed as DNF in the results for a points-paying race will receive points.
 - ii. Riders who do not attempt to take the start of a race will be listed as DNS in the results behind active Riders and Riders listed as DNF. If more than one Rider does not attempt to start a race, they will be listed as DNS in the order that they qualified for the race. Riders listed as DNS in the results for a points-paying race will not receive points.
- f. Should a Rider be given the checkered flag ahead of the actual winner, or with the race leaders, the Rider will be scored as having completed the race in the race position that the Rider was running in at that time.
- g. Should a race not be restarted after a red flag, race finishing positions will be determined by the Lap of Record, not the physical track positions of the Riders at the time of the red flag. All riders involved in the red flag incident will be moved to the back of their respective lap groups.

1.6.9 FINAL DETERMINATION OF FINISHING POSITIONS

- a. Under normal circumstances, race finishing positions are determined by AMAP's primary electronic timing and scoring system.

- b. In the event the primary electronic timing and scoring system fails to record a transponder passing time or lap for any Rider, the Chief Scorer will use all available resources to validate and confirm the finishing positions including but not limited to the backup electronic timing and scoring system, the last passing for the Rider's transponder on other scoring loops around the track, manual hand score sheets and undisputed photo and/or video proof of a Rider's track position (as determined solely by the Chief Scorer).
- c. If the electronic timing and scoring system reports that two Riders have the same exact passing time on the checkered flag lap, the Chief Scorer will use all available photo and/or video evidence to identify the winner as the Rider whose front wheel crosses the plane of the finish line first.
- d. If a clear determination cannot be made using photo and/or video evidence, the tie will be broken by ranking the Riders in the order of the best lap time made during the race.
- e. If two or more Riders have the same fast lap time during a Practice or Timed Qualifying session, Riders will be ranked in the order that they completed the fast lap time.

1.6.10 OFFICIAL RACE RESULTS

- a. No official announcement of race results will be given until all scoring materials are examined and confirmed by the Chief Scorer.
- b. Provisional results will then be posted and will become official provided that no protests are lodged by a Rider within 30 minutes of the posting of the results.
- c. If any protests are filed within 30 minutes, a new posting time limit of 30 minutes will be allotted if changes are made to the previously posted results.
- d. The issuing of official results does not exempt Riders who competed in the event from penalties for rules violations determined by investigations by Race Officials and/or AMAP Supervisory Officials following the protest period.

1.6.11 SCORING REVIEW/AUDIT PROCEDURE

- a. AMAP will post the provisional scoring results after the completion of each Competition activity. A Competitor will have 30 minutes from the time provisional results are posted to evaluate and/or request a review of the provisional results to the Chief Scorer.
- b. At the discretion of AMAP, or at the request of a Competitor, the Chief Scorer will review the scoring results for the Competition and will make any corrections to the scoring results as deemed appropriate including, but not limited to, correcting missed or extra laps or time penalties. In the event that any corrections are made, Competitors will have an additional 30 minutes to evaluate and/or request a review of the adjusted scoring results once posted.
- c. The Chief Scorer will explain any adjustments made to the scoring results and answer inquiries from the Competitor as a part of the review. Upon completion of the review, the Chief Scorer will again post the provisional results.
- d. After a review has occurred, a Competitor who has competed in the Event may request that AMAP conduct an audit of the scoring results, provided such a request must be made to the Race Director in person and within 30 minutes after the completion of the review.
- e. The scoring results of an Event, including any individual Race, Qualifying round(s), or Qualifying Race, will be considered official once the Competitor's 30-minute evaluation window has expired, provided no audit is requested by AMAP as provided herein, in which case the scoring results of the Event shall be considered official upon the announcement of the audit decision by AMAP.
- f. If the Chief Scorer independently requests an audit of the timing or scoring of an Event, the request and any scoring data for the Event will be forwarded to AMAP.
- g. If a Competitor who has competed in the Event requests such an audit of the scoring results, the Chief Scorer shall promptly forward to AMAP the written request and any scoring data for the Event, accompanied by a \$250.00 non-refundable service fee collected from the Competitor within the above time window.
- h. Upon completion of the scoring audit AMAP will explain to the Race Director the determinations from the audit and the scoring results will be deemed official. Decisions of AMAP on a scoring audit are final, non-appealable and non-litigable.
- i. AMAP reserves the right to further amend or adjust the official results at any time as a result of procedural circumstances in accordance with these Rules (e.g. as a result of Penalties, Protests, Appeals decisions, etc.).

1.7 AMERICAN FLAT TRACK CHAMPIONSHIP RULES

1.7.1 EVENT OVERVIEW

- a. American Flat Track events featuring the standard format will include the following classes and sessions:

AFT SuperTwins	AFT Singles
Practice 1 – All riders, 4-6 laps	Practice 1 – All riders, 4-6 laps
Qualifying 1 – All riders, 4-6 laps	Qualifying 1 – All riders, 4-6 laps
Qualifying 2 – All riders, 4-6 laps	Qualifying 2 – All riders, 4-6 laps
-- <i>Top 32 advance to the Heats</i> --	-- <i>Top 32 advance to the Heats</i> --
Heat 1 – 16 riders, 8 laps (<i>Top 6 to the Main, 7-16 to the LCQ</i>)	Heat 1 – 16 riders, 8 laps (<i>Top 6 to the Main, 7-16 to the LCQ</i>)
Heat 2 – 16 riders, 8 laps (<i>Top 6 to the Main, 7-16 to the LCQ</i>)	Heat 2 – 16 riders, 8 laps (<i>Top 6 to the Main, 7-16 to the LCQ</i>)
LCQ – 8 laps (<i>Top 4 to the Main</i>)	LCQ – 8 laps (<i>Top 4 to the Main</i>)
Main – 16 riders + 1 provisional, timed race + 2 laps	Main – 16 riders + 1 provisional, timed race + 2 laps

- b. Events featuring *inclusion of* the AFT AdventureTrackers, *AFT StreetTrackers or the AFT ProSport 450 class* *may* include the following sessions:

AFT AdventureTrackers and <i>AFT StreetTrackers</i>	<i>AFT ProSport 450</i>
Practice 1 – All riders, 4-6 laps	
Qualifying 1 – All riders, 4-6 laps	Qualifying 1 – All riders, 4-6 laps
Qualifying 2 – All riders, 4-6 laps	Qualifying 2 – All riders, 4-6 laps
Heat 1 – 16 riders, 6 laps (<i>Top 8 to the Main</i>)	Heat 1 – 16 riders, 6 laps (<i>All to the Main</i>)
Heat 2 – 16 riders, 6 laps (<i>Top 8 to the Main</i>)	Main – All riders, 10 lap race
Main – 16 riders, timed race + 2 laps	

- c. Main events will be either timed plus 2 laps *or laps*. Duration *or laps will be* based on class and track type:

Track Type	AFT SuperTwins	AFT Singles	AFT AdventureTrackers <i>AFT StreetTracker</i>	<i>AFT ProSport 450</i>
Short Track	8 minutes + 2 laps	6 minutes + 2 laps	4 minutes + 2 laps	10 laps
TT	10 minutes + 2 laps	8 minutes + 2 laps	6 minutes + 2 laps	10 laps
Half-Mile	10 minutes + 2 laps	8 minutes + 2 laps	6 minutes + 2 laps	10 laps
Mile	14 minutes + 2 laps	10 minutes + 2 laps	8 minutes + 2 laps (ST)	

- d. Events featuring the AFT SuperTwins Triple Challenge format will include the following sessions:

AFT SuperTwins
Practice 1 – All riders, 4-6 laps
Qualifying 1 – All riders, 4-6 laps
Qualifying 2 – All riders, 4-6 laps
-- <i>Top 16 advance to the Triple Challenge Races</i> --
Race #1 – 16 riders, 10 laps, Triple Challenge pts
Race #2 – 16 riders, 15 laps, Triple Challenge pts
Race #3 – 16 riders, 20 laps, Triple Challenge pts
<i>Overall results determined by Triple Challenge points</i>

- e. **Events featuring the SuperTwins Triple Challenge format may also include one or more of the other listed AFT classes. When included, these classes will use their standard format or a modified version.**
- f. 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.

1.7.2 TECHNICAL INSPECTIONS

- a. Motorcycles must have passed pre-race tech inspection before they will be allowed onto the racetrack. Motorcycles must be class legal and must meet all equipment requirements at all times.
- b. Technical inspections of motorcycles, equipment and riding apparel may be held prior to and after a race meet or at other times as determined by AMA Pro Racing.
- c. Regardless of a rider's motorcycle, equipment or apparel passing prior inspections, compliance with the rules must be made at the post-race inspection.
- d. AMAP may require post-race tear downs to begin at any time following the completion of an event.
- e. During post-race technical inspections or tear downs, only two (2) working mechanics for each impounded motorcycle are permitted in the inspection/impound area. Only AMAP officials or AMAP designated personnel may inspect impounded motorcycles or equipment.
- f. AMAP may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow the Technical Director or other independent personnel authorized by AMAP to do detailed inspections and testing.
- g. If a machine does not meet technical requirements during the event and AMAP determines it is due to mechanical failure or inadvertent on-track damage, the following rules and penalties will apply:
 - i. Practice and qualifying: All timed laps for the offending rider from that session will be invalidated.
 - ii. Heats: If the offending rider finished in a transfer position during a Heat, they will maintain their finishing position and transfer, however the rider must start the next race and any complete restarts of that race from the penalty row.
 - iii. Mains: If the rider finished the race, a lap or time penalty will be issued and they will be scored as the last active rider to take the checkered flag. If the rider dropped out prior to the end of the race, they will be scored in their position when they dropped out or behind the last active rider to take the checkered flag, whichever is lower.
 - iv. If a rider poses a danger to themselves or other participants for any reason including but not limited to mechanical failure, machine damage or gross performance disparities, black flag protocol will be followed, and the rider will be scored accordingly.
- h. If a machine does not meet technical requirements and AMAP determines it has NOT suffered mechanical failure or inadvertent on-track damage, the rider will be disqualified from the session.

1.7.3 MOTORCYCLE USAGE /BACKUP BIKES

- a. ~~Backup motorcycles are permitted in all classes at American Flat Track events.~~
- b. 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.
- c. 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.
- d. In any session, riders may choose to start with either of the two motorcycles that have been approved at pre-race tech inspection for that rider. When a rider arrives in staging, an AMAP official will record the frame number of the motorcycle presented and that motorcycle will be deemed as the rider's only allowed machine for that session. Once a rider enters the track, their motorcycle may not be changed during that session.

1.7.4 TIMED PRACTICE AND QUALIFYING PROCEDURES

- a. **Practice/Qualifying Groups and On-Track Procedures**
 - i. Practice and qualifying sessions will be timed.
 - ii. Riders will be divided into equal groups for practice and qualifying sessions. The most recent point standings for the class will be used to order the riders. Riders without points will be arranged by the day and time that they registered for the event.
 - iii. The total number of groups will be determined by Race Officials based on the number of entries, track configuration and schedule.

- iv. Riders will be released in order, one at a time, from staging and will be given four to six timed laps at speed. The first circuit around the racetrack for each rider will be deemed an out lap. The first official lap time for each rider will begin at the completion of their out lap. After each rider completes their fourth lap at speed, they must return to the pits at the designed track exit. Additional lap times will not be recorded.
- b. **Timed Qualifying**
 - i. Lap times from all qualifying sessions will be combined to determine the riders that will advance, and the order in which they will be seeded into the Heats.
 - ii. If multiple riders have the same qualifying time, the rider who set the qualifying time first will be scored ahead of other riders with the same qualifying time.
 - iii. Lap times from all qualifying sessions will be combined to determine an overall qualifying order.
- c. **Qualifying for The Racing Program**
 - i. A rider may not participate in the Racing Program without having completed a minimum of two laps on that day.
 - ii. Eligible Riders will be seeded into the Racing Program according to their fastest overall times from combined qualifying. The remaining Riders not seeded into the Racing Program must return their transponders.

1.7.5 THE RACING PROGRAM – STANDARD FORMAT

- a. **Heats**
 - i. The fastest 32 Riders from combined qualifying will transfer to the Racing Program under the Standard Format.
 - ii. Starting positions for the Heats will be determined by combining the times from all timed qualifying sessions for the class.
 - iii. The fastest rider from combined qualifying will start from pole position in the first Heat.
 - iv. The second-fastest rider will start from pole position in the second Heat, and this alternating grid position system will be used until all qualifying riders are placed in a Heat.
 - v. Each Heat will begin with a standing start featuring 16 riders.
 - vi. The top 6 finishers in each Heat will transfer to the Main and positions 7 – 16 will transfer to the LCQ.
- b. **4 Lap Challenge Race**
 - i. The Event may also include a 4 Lap Challenge Race for one or more classes.
 - ii. The Challenge Race will begin with a standing start featuring 4 Riders seeded from the top 2 finishers in each Heat.
 - iii. If a seeded Rider is unable to participate in the Challenge Race, the next Rider will be added to the grid according to their starting positions in the Main.
 - iv. The finishing order from the Challenge Race will be used to determine a special prize or award, but will not influence starting positions for the Main.
- c. **LCQ**
 - i. The top 4 finishers in the LCQ will transfer to the Main.
- d. **Main Event**
 - i. The Main Event will begin with a standing start featuring 16 Riders: the top 6 from each Heat followed by the top 4 from the LCQ. One additional rider with a provisional start may be placed on the Penalty Row.
 - ii. The Main Event will be a timed race plus two (2) laps.
 - iii. Championship Points will be awarded based on Main Event finishing positions.

1.7.6 THE RACING PROGRAM – TRIPLE CHALLENGE 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. The fastest 16 Riders will be seeded into Triple Challenge Race #1 according to their fastest overall times from combined qualifying. The remaining Riders not seeded into Triple Challenge Race #1 must return their transponders.
- c. **Triple Challenge Race #1**

- i. Triple Challenge Race #1 will feature the top 16 Riders seeded from combined qualifying and will begin with a standing start.
- ii. Eligible, non-qualifying riders submit a provisional start request and is approved by the Race Director, they will be added to the back of the grid as the 17th starter in the triple challenge Race #1.
- iii. Race #1 will be 10 laps and Triple Challenge Race #1 points will be awarded based on each Rider's finishing position.
- d. **Triple Challenge Race #2**
 - i. The grid for Race #2 will be set based on the finishing position of each Rider in Race #1.
 - ii. Race #2 will be 15 laps and Triple Challenge Race #2 points will be awarded based on each Rider's finishing position.
- e. **Triple Challenge Race #3**
 - i. The grid for Race #3 will be set based on the finishing position of each Rider in Race #2.
 - ii. Race #3 will be 20 laps and Triple Challenge Race #3 points will be awarded based on each Rider's finishing position.
- f. **Triple Challenge Points Distribution Table**
 - i. After each Race in the Triple Challenge Format events, Triple Challenge Points will be awarded down to a maximum of 17 positions according to the following Triple Challenge Points Distribution Table:

Finishing Position	Triple Challenge Race #1	Triple Challenge Race #2	Triple Challenge Race #3
1	23	46	69
2	19	38	57
3	16	32	48
4	14	28	42
5	13	26	39
6	12	24	36
7	11	22	33
8	10	20	30
9	9	18	27
10	8	16	24
11	7	14	21
12	6	12	18
13	5	10	15
14	4	8	12
15	3	6	9
16	2	4	6
17	1	2	3

- g. **Overall Results**
 - i. The Overall Results for each class will be determined by combining the total Triple Challenge Points earned by each Rider in the three Races.
 - ii. Riders will then be ranked according to their combined Triple Challenge Points from Race #1 + Race #2 + Race #3.
 - iii. The Rider earning the most Triple Challenge Points will be declared the Overall Winner for the Event.
 - iv. In the event of a tie for any position in the Overall Results, the tie will be broken by the Rider with the better finishing position in Race #3.
- h. **Awarding of Championship Points**
 - i. Championship Points will be awarded to each Rider based on their finishing position in the Overall Results and according to the Championship Points Distribution Table in [Section 1.9.7 Championship Points](#).

1.7.7 PROVISIONAL STARTS

- a. Riders that scored Championship Points during the **current or** previous season will receive one Provisional Start per their current primary class, which may be used to advance a rider into a Main or Triple Challenge Races during the current season. Provisional Starts may only be used once per season.
- b. Provisional Starts are non-transferrable and usage will be tracked in a database maintained by AMAP.
- c. One Provisional Start will be allowed per Main or Triple Challenge Race Mains. A rider must have attempted to start in an LCQ to use a Provisional Start for the Main or completed a minimum of two (2) timed laps to use a Provisional Start for Triple Challenge Race Mains.
- d. In the case where Qualifying, Heats and LCQs cannot be run and the Main or Triple Challenge Race #1 are gridded based on practice times or point standings, an unused Provisional Start may be requested.
- e. Procedures for Using a Provisional Start:
 - i. Riders who fail to transfer from the LCQ to the Main or from timed qualifying to Triple Challenge Race #1 may elect to use their Provisional Start by submitting their request to the Race Director no later than five (5) minutes following the finish of the last session in which they failed to transfer. If a rider is unable to immediately locate the Race Director, the rider shall report to the Tech Director.
 - ii. When more than one Rider has submitted their Provisional Start request for advancement, the Rider with the higher standing from the most recent point standings for the class will have priority. In the case where riders do not have points in the most recent point standings for the class, order of entry for the event will be used to prioritize Riders.
 - iii. Riders using Provisional Starts will start from the Penalty Row.

1.7.8 STAGING PROCEDURES

- a. Riders must proceed to the staging area with their motorcycle to line up for their session prior to the leader of the previous session taking the checkered flag or when called by Race Officials.
- b. Riders without a motorcycle, or crew members arriving to the staging area without their rider, are not an acceptable substitute for a Rider and their motorcycle, except in the case where a Rider is participating in a podium interview from the previous session.
- c. Any rider that qualifies for the Main may request and must be granted a five-minute break between the start of the Main and the previous race in which that rider competed.
- d. When a Rider arrives in staging, an AMAP official will record the frame number of the motorcycle presented and that motorcycle will be deemed as the Rider's only allowed machine for that race. For the remainder of that race, Riders are not allowed to switch to a second machine.
- e. Tire warmers and small generators (2200 watt or smaller) may be utilized in a neat, uncluttered fashion.
- f. Battery powered handheld blowers may be utilized to prevent machines from overheating in staging or on the grid. This includes the designated Hot and Cold Box and single file restart areas during red flag stoppages. Gas powered blowers are prohibited. All blowers must be removed from the grid when requested by AMAP. Any crewmember that prevents a timely race start may be penalized and their rider may be required to start from the penalty row.

g. Defined Staging Violations and Penalties

- i. Races: Riders who fail to report to the staging area before the leader of the previous session takes the checkered flag or before the staging area is declared closed may start from the penalty row.
- ii. Practice and qualifying: Riders that arrive at staging after bikes are released and the track is declared HOT may be withheld from participating in that session. Final determination will be made by AMA Pro Racing officials.
- iii. If a prolonged delay is anticipated prior to a session, Race Control may announce when riders are required to report to staging and when staging is closed.

1.7.9 STARTING AREA

- a. American Flat Track races begin with a standing start using four (4) starting line rows and one (1) penalty row that are parallel and spaced approximately 15 - 25 feet apart.
- b. Riders for each race in the Evening Program will line up with four (4) Riders on each of the starting line rows.
- c. The first empty row will be designated as the Penalty Row.
- d. The starting light will be approximately six feet high and placed about 60 feet ahead of the first starting line.
- e. The Official Starter controlling the starting light will be stationed to the left side of the track behind the second row.
- f. The Assistant Starter will stand at the edge of the track approximately 30 to 45 feet in front of the first row.

1.7.10 STARTING POSITIONS

- a. Heats, LCQs and 4 Lap Challenge Races:
 - i. The Rider who earns the pole position for a Heat, LCQ or 4 Lap Challenge Race may only choose the outside or inside starting position on the first row and the rest of the field must line up accordingly. The rider must inform Race Officials of their choice prior to leaving the staging area.
- b. Main Events and Triple Challenge Races:
 - i. Riders will select their starting position in order of qualification and may choose to start in any available starting position on the row in which they have qualified. Riders may not move to another row.
 - ii. Riders will pick their starting spot on the grid according to their starting lineup positions using the alternating grid position system:
 - i. Main Events: The winner of the fastest Heat will select the first starting position, followed by the winner of the slower Heat, etc. and followed by the Riders transferring from the LCQ. In the case where a Heat race is red flagged and not restarted, it will be considered the slower Heat Race.
 - ii. Triple Challenge Races: The fastest qualifying Rider will select the first starting position, followed by the second fastest qualifying Rider, etc.
 - iii. If a Provisional Start is used to advance an eligible Rider into the Main or Triple Challenge Race #1, the Rider will start from the Penalty Row.
 - iii. In the event that Qualifying, Heats and LCQs are not conducted, positions in the most recent point standings for the class may be used to set the grid for the Main Event or Triple Challenge Race #1.

1.7.11 RACE START PROCEDURES

- a. When called by Race Officials for the start of their race session, Riders will leave staging. Each rider may be joined by two (2) mechanics at the start line.
- b. At the discretion of AMAP, riders may be given a sighting lap prior to the start of any race and all riders are required to participate. A rider that experiences a legitimate mechanical issue and is unable to participate in the sighting lap may be allowed to start the race. The starting procedure will not be overly delayed, and the rider may be directed to the last row.
- c. If a Rider has mechanical problems during the sighting lap and is unable to report to the starting line for the original start of the race:
 - i. They will have until the completion of the leader's second lap to join the field.
 - ii. If the race is red flagged prior to the leader completing two laps, the Rider will be allowed to restart at the back of the grid if there is a complete restart.
- d. If the rider is unable to join the race by the completion of the leader's second lap, they will be declared a DNS and barred from any subsequent restarts.
- e. Upon arriving at the starting area, Riders will move to their assigned row and starting position, placing their front wheel within the defined grid position lines.
- f. If a rider has mechanical problems after arriving at the starting line:
 - i. The rider should signal the Starter by raising a hand.
 - ii. The Official Starter will then allow the rider to remove their motorcycle from the grid to make repairs and the starting procedure will continue immediately after the rider has cleared the grid.
 - iii. The starting procedure will not be overly delayed. There is no provision for a two-minute rule.
 - iv. The rider will have until the completion of the leader's second lap to join the field. If the rider is unable to join the race by the completion of the leader's second lap, they will be allowed to restart at the back of the grid if there is a complete restart.
 - v. If there are fewer than 17 entries in a class, any rider who fails to transfer to the Main due to a mechanical issue after leaving staging for their LCQ may be placed in the final grid position for their Main.
- g. When the track is cleared for the start, the Official Starter will use a Start Light system to start each race:
 - i. The Official Starter will direct a designee to hold up a 10-second sign.
 - ii. The 10-second sign will be held upright for 10 seconds and then turned sideways.
 - iii. The Official Starter will activate the jump start system and trigger the following starting light sequence:
 - i. Top yellow will be activated for five seconds.
 - ii. Second yellow will then be activated within three seconds, and will remain on for a random duration between two and five seconds.
 - iii. The green light will then be activated to signify the start the race.

- iv. If a Rider jumps the start prior to the activation of the green light, the starting light sequence will be automatically stopped and the violating Rider will be sent to the Penalty Row.
- h. If a flag start is utilized to start a race, the Starter will stand on a platform in view of all starting rows. When all riders are in their starting positions, the Starter will raise the flag overhead in a horizontal position. The Starter will then lower the flag to his side, thus starting the event.
- i. **Defined Start Violations and Penalties**
 - i. Riders may be sent to the penalty row for the following infractions:
 - i. Backing out of the starting position lines during the starting light sequence.
 - ii. Touching the forward starting line or breaking the laser beam with their front wheel before the start of the race.
 - iii. Leaving their starting position and “riding in circles” to realign or cool down their machine. Riders may only do this under instruction from AMAP officials.
 - ii. Penalized riders will be placed on the penalty row in the position designated by AMAP officials.
 - iii. If a penalized rider jumps the start from the penalty row, they may be disqualified, removed from the race and not allowed to participate in any subsequent restarts.
 - iv. If a rider is deemed to have jumped the start after the race has begun, a 10-second penalty will be added to the total race time of the offending rider.
 - v. Any participant determined to have intentionally delayed the start for reasons not related to safety may be penalized with one or more of the following penalties: fine, disqualification, loss of championship points.

1.7.12 RED FLAG PROCEDURES

- a. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
- b. All riders must report to the starting line immediately when called for a restart or they will start from the penalty row or back of the field.
- c. All riders involved in a red flag incident will restart from the Penalty Row.
- d. If AMAP determines that a rider has intentionally caused the red flag, one or more of the following penalties may be applied: fine, starting from the Penalty Row, disqualification, loss of championship points, suspension.
- e. Riders who are unable to remove themselves from an impact area under their own power and / or demonstrate behavior necessitating immediate medical attention, causing any session including race finals to be red flagged, may not resume any on-track activity until cleared by the Chief Medical Officer as fit to compete.
- f. Riders who return to the paddock after the start of a race will be barred from any subsequent restarts.
- g. Penalties for violations that occurred prior to a red flag will be assessed at the completion of a race.
- h. The designated holding areas for Riders during any red flag period are known as the Hot Box and Cold Box:
 - i. **Hot Box** - Designated area for motorcycles that need repairs or inspection:
 - a) Any rider involved in an on-track incident must report to the Hot Box for inspection by AMAP officials.
 - b) Motorcycles which were not involved in the on-track incident but are deemed to need repairs by AMAP officials must also report to the Hot Box. Examples include, but are not limited to, loose muffler, dangling bodywork, etc.
 - c) The rider involved in the incident and their designated team mechanics can physically work on the rider's motorcycle. Any tools or means necessary may be used to repair the damaged motorcycle.
 - ii. **Cold Box** - Designated area for riders not involved in the on-track incident and motorcycles that are not in need of repairs:
 - a) Riders are permitted to have a crew member put a stand under the motorcycle, or the rider may remain with the machine.
 - b) No repairs or adjustments may be performed on motorcycles in the Cold Box.
 - c) No tools are allowed to be used, with the exception of a wrench or ratchet to back off the engine before restarting the machine.
 - d) If a rider needs to make a clutch cable or similar manual adjustment, one that could be made without the use of any type of tool, a request must be made to an AMAP official who, upon approval, will witness the adjustment being made.
- iii. **Defined Holding Area Violations and Penalties**

- a) While in the designated holding area, if any repairs or adjustments are made to a rider's motorcycle, for any reason, the rider will start from the penalty row or back of the field.
- b) If any repairs or adjustments are made to a rider's motorcycle in the Cold Box, the rider will start from the penalty row or back of the field. Additional penalties may apply including disqualification from the current session, fines, loss of championship points, suspension.
- i. In the event of a red flag during practice or qualifying:
 - i. All Riders must stop racing, safely reduce speed and proceed with caution to the starting area or other area as directed by Race Officials.
 - ii. When a practice or qualifying session is restarted, the group of Riders on track during the red flag incident will be allowed to complete the balance of their session.
- j. In the event of a red flag during a race, a Red Flag Downtime period may be utilized:
 - i. Red flags that occur during races may result in a minimum five-minute (5:00) delay prior to the restart.
 - ii. The start of this time period is when the red flag and/or red lights are displayed as recorded by timing and scoring.
 - iii. If the circuit is deemed to be ready prior to five (5) minutes elapsing and all eligible machines are ready to restart, the Race Director may call the machines to the starting line and restart the race immediately.
- k. At Mile events only, bikes may be refueled and batteries may be changed without penalty during any red flag stoppage. Refueling and battery changes must be made in separate operations for safety reasons. Refueling must be done in the Hot Box and not on the racing surface. No more than two crew members may refuel. All engines must be shut off. Riders cannot be on their machines. All bikes must be on stands. A fire extinguisher must be in close proximity. No other work may be performed without incurring a start line penalty. The race start will not be held for teams that are not prepared to refuel.

1.7.13 RACE RESTART PROCEDURES

- a. Minimum Race Restart Duration
 - i. Should a race be stopped after the leader has taken the White Flag, the race will be deemed complete and will not be restarted.
 - ii. Should a Main or Triple Challenge Race be stopped after the leader completes (2) laps, the Main may be declared complete.
 - iii. If a Main or Triple Challenge Race is restarted, the remaining race distance following the restart will be a minimum of three (3) laps,
- b. When a race is stopped before the leader completes two (2) laps, the race will be deemed a complete restart and the following procedures will apply:
 - i. A red flag will be displayed.
 - ii. All Riders must stop racing and proceed with caution to the starting area or other area designated by Race Officials.
 - iii. The race will be deemed a complete restart with the same amount of time as originally scheduled and will be restarted as soon as possible.
 - iv. The standard Starting Lines and Starting Light will be used to restart the race.
 - v. Scoring Procedures
 - i. Timing & Scoring will revert to the original starting lineup.
 - ii. Race distance and total race time will be reset.
 - iii. Riders not involved in the red flag incident will restart from their original starting positions.
 - iv. Riders originally on the penalty row will be restarted in the same position on the penalty row.
 - v. Riders not involved in the red flag incident but instructed to go to the Hot Box by Race Officials will be placed on the penalty row in the order in which they qualified.
 - vi. All riders involved in the red flag incident will be placed on the penalty row following those riders from the Hot Box.
 - vii. Riders may be excluded from the restart if Race Officials have concerns about their physical or mental wellbeing.
- c. Riders who were present at the starting line for the original start but had a mechanical and were unable to join the field will be allowed to restart from the back of the field only on the original motorcycle, not a backup bike.
- d. When a race is stopped after the leader has completed two (2) laps, the following procedures will apply:
 - i. A red flag will be displayed, and the Red Flag Downtime period will begin.

- ii. All Riders must stop racing and proceed with caution to the starting area or other area designated by Race Officials.
- iii. The race will be restarted as soon as possible using a staggered restart.
- iv. Scoring Procedures
 - i. Timing & Scoring will revert to the last lap completed by all active Riders on the Lead Lap. Riders involved in the red flag will be considered active Riders for the purpose of establishing the running order, i.e. if all active riders have crossed the finish line to complete their third lap and are working the fourth lap at the time of the Red Flag, the starting order would be set with the order from the completion of the third lap.
 - ii. Total race time will be stopped during the red flag period and will resume when the race is restarted. Only green flag periods will be used to calculate total race time.
 - iii. The race will be restarted with the remaining time.
 - iv. All riders involved in the red flag incident will be moved to the back of their respective lap groups.
 - v. Riders participating in a restart will be scored ahead of riders who have completed the same number of laps but have withdrawn or dropped out prior to the restart.
- v. Staggered Restart Procedures
 - i. The pole position for a staggered restart will be declared as inside or outside by AMAP prior to the start of the Racing Program.
 - ii. The staggered starting line will be clearly marked to indicate individual starting positions that run backward at an angle from the pole position (inside or outside) to the opposite side of the designated starting area.
 - iii. The Rider in first position will be placed on pole position. Following a zig-zag pattern, the Rider in second position will then be placed at an angle backwards in the opposite direction, and this pattern will repeat until all positions have been placed.
 - iv. Each rider will line up behind and approximately three feet to the side of the rider in front of them and with the leading edge of their front wheel in line with the trailing edge of the rear wheel of the rider in front of them.
 - v. The starting light will be used to signal the restart of the race.
 - vi. In the event of a jump start during a staggered restart, the race will not be stopped.
 - vii. With regards to motorcycles which are unable to be repaired in time for the restart, the rider will have until the completion of the leader's second lap following the restart to join the field.
- vi. **Defined Staggered Start Violations and Penalties**
 - i. Riders deemed to have jumped the staggered restart will have 10 seconds added to their total race time.
 - ii. Riders leaving their starting position and "riding in circles" to realign or cool down their machine will be moved to the last position. Riders may only do this under instruction from AMAP officials.
 - iii. Any participant determined to have intentionally delayed the restart for reasons not related to safety may be penalized with one or more of the following penalties: fine, disqualification, loss of championship points.

1.7.14 OFFICIAL RACE LENGTH

- a. For timed races, the official race length will be determined once the two (2) lap board is displayed to the race leader, followed by the white and then the checkered flag.

1.7.15 RACE WINNERS

- a. For the standard American Flat Track event format, the race winner for each Class be declared as the Rider finishing in first place in the Main Event.
- b. For the Triple Challenge format, the race winner for each Class will be declared as the Rider who accumulates the most Triple Challenge Points in the three Races.

1.8 **CHAMPIONSHIP POINTS AND PRIZE MONEY**

1.8.1 **CHAMPIONSHIP POINTS AUTHORITY**

- a. AMAP is the sole authority for the awarding of all American Flat Track championship points, the naming of Rider, Manufacturer and/or other Awards and the distribution of any American Flat Track Point Fund / Prize Money.

1.8.2 **ADMINISTRATION OF POINTS AND ADMINISTRATION, ESTABLISHMENT AND DISTRIBUTION OF POINT FUND AWARDS**

- a. AMAP reserves the right to establish, maintain, compile, publish, and otherwise operate and award Points, Point Funds and trophies.
- b. All Credentialed Participants agree to abide by decisions of AMAP in the establishment and administration of the Point Funds.
- c. Point Funds are paid based on the accumulation of Championship Points during the American Flat Track season, and not in any way attributable to any one Discipline and/or Event nor is payment contingent upon participating in any specific Discipline and/or Event.
- d. Point Funds will be distributed based on each Rider's position in the final Championship Point standings for each Class.
- e. Any award that is won by a Rider shall be paid by AMAP to the Entrant for which that Rider is competing, or the Entrant's designee should one be appointed.
- f. The Entrant, not AMAP, shall be solely responsible for the distribution of any and all awards won by a Rider on the Entrant's team, and the sole recourse of such Rider for any failure to properly distribute awards actually paid by AMAP to an Entrant shall be exclusively against the Entrant.
- g. AMAP or its affiliates shall not be responsible for the filing and/or payment of any and all federal, state, local, and foreign taxes associated with prizes, Point Fund distributions, special awards, and contingency winnings, which shall remain the sole responsibility of the Rider and/or Entrant.

1.8.3 **ESTABLISHMENT AND DISTRIBUTION OF EVENT PURSES**

- a. Event Purses will be distributed based on each Rider's position in the Main Event (standard format) or Overall Results (Triple Challenge format) for each Event.
- b. Use of a Provisional Start and Purse Distribution
 - i. When Riders use a Provisional Start, Championship Purse Money will be distributed as follows:
 - i. The additional paying position (typically 17th place, unless the number of Riders in the Final has been reduced) will receive the same payout as the final paying position before the Provisional Starter was added. For example, 17th place will be awarded the same amount as 16th place.
 - ii. The funds for this additional position will come from the Provisional Starter's purse for their finishing position. The Provisional Starter will receive the remaining balance after the added position's payout.
 - ii. Example: If the Provisional Starter finishes 10th, with a purse of \$1,450, and the original final paying position (16th) receives \$1,000, then the added 17th position will be awarded \$1,000 from the Provisional Starter's payout. The Provisional Starter will receive the remaining \$450.
- c. Prize money won by a Rider shall be paid by AMAP to the Entrant or Entrant's designee.
- d. The Entrant, not AMAP, shall be solely responsible for the distribution of any and all prize money won by a Rider, and the sole recourse of such Rider for any failure to properly distribute prize money shall be against the Entrant.

1.8.4 **EVENT PURSE FOR AMERICAN FLAT TRACK EVENTS**

- a. Event Purses for American Flat Track have been established for each Class and will be paid to the eligible Entrant following each Event according to the purse distribution table published for the Event at <https://www.amaproracing.com>.

1.8.5 **AWARDING OF CHAMPIONSHIP POINTS**

- a. Championship Points for American Flat Track are accumulated by eligible Riders based on their finishing positions in the Main Event (standard format) or Overall Results (Triple Challenge format) at each of the American Flat Track Events in a given calendar year.
- b. Championship Points are accumulated separately in each of the classes.
- c. Riders must attempt to take the start of a Main Event (standard format) or Race (Triple Challenge format) in order to receive Championship Points.

1.8.6 RAIN DATES / EVENT CANCELLATIONS

- a. If an event is postponed and cannot be restarted or completed on a subsequent day, the following procedures will apply regarding Event Purse and Championship Points.
 - b. When a standard format event is cancelled:
 - i. Prior to the completion of all qualifying races for a class (i.e. Heats and LCQ), then no purse or points will be paid out for that class.
 - ii. After all qualifying races have been completed for a class and up until the leader has completed 2 laps of the Main Event for that class, then the riders listed on the official Main Event lineup will receive one (1) Championship point. Posted purse for the class will be paid according to the order that the riders are listed in the official Main Event lineup.
 - iii. After the leader has completed two (2) laps in a Main Event for a class, the posted purse and points will be paid to the riders of that class according to the official race results.
 - c. When a Triple Challenge format event is cancelled:
 - i. Prior to the leader completing two (2) laps in Triple Challenge Race #2 for a class, then no purse or points will be paid out for that class.
 - ii. After the leader has completed two (2) laps in Triple Challenge Race #2 for a class, the posted purse and points will be paid to the riders of that class according to the Overall Results.

1.8.7 CHAMPIONSHIP POINTS DISTRIBUTION TABLE

- a. When the results of a Main Event or Triple Challenge Overall are declared official, Championship Points will be awarded down to a maximum of 17 positions according to the following championship points distribution table:

Finish Position	Points	Finish Position	Points
1	23	11	7
2	19	12	6
3	16	13	5
4	14	14	4
5	13	15	3
6	12	16	2
7	11	17*	1
8	10		
9	9		
10	8		

1.9 CHAMPIONSHIPS, POINT FUNDS AND SPECIAL AWARDS

1.9.1 ELIGIBILITY

- a. To be eligible for American Flat Track Awards and Point Funds, Riders must meet all stated requirements as outlined in [Section 1.9: Points and Prize Money](#).

1.9.2 RIDER CHAMPIONSHIPS

- a. AMAP recognizes American Flat Track National Champions and awards AMA National No. 1 Plates in each Class.
- b. After the last Event of the American Flat Track season, The Rider that accumulates the most Championship Points in each Class over the course of a season will be declared the National Champion of the Class.

1.9.3 MANUFACTURER CHAMPIONSHIPS

- a. AMAP recognizes American Flat Track Manufacturer Champions in each Class.
- b. To establish a Manufacturer Champion, Manufacturer Points will be awarded to each manufacturer for the Rider that earns the single highest Championship Points distribution relative to all other Riders for the same manufacturer at each Event.
- c. Manufacturer Points are accumulated separately in each of the classes.
- d. At the end of the American Flat Track season, the Manufacturer Championship will be decided based on the Manufacturer that accumulates the highest number of Manufacturer Points in each class.
- e. Distribution of the Manufacturer Points are subject to change as a result of AMAP's issuance of a Penalty or Points deduction as follows: If the manufacturer's highest Points earner in an Event is later issued a Points Penalty or Race Disqualification for that Event, AMAP will first apply the Points deduction to the penalized Rider, and then re-determine the Rider that should be assigned Manufacturer Points for that Event.
- f. In the case where two or more Manufacturers have the same number of Manufacturer Points, the Manufacturers will be ranked according to the tiebreakers under [Section 1.9 Points and Prize Money](#).

1.9.4 ROOKIE OF THE YEAR

- a. The AFT Rookie of the Year Award will be given to the eligible rookie rider who scores the most points during the course of a season in each AFT National Championship class.
- b. Riders will only be eligible for Rookie of the Year awards during the first season in which they are licensed to compete in each AFT National Championship class. Riders must be in good standing with no pending penalties.

1.9.5 POINT FUNDS

- a. Point Funds may be established for American Flat Track classes. Following the final round of the American Flat Track season, the point fund awards will be paid to the Entrant of each eligible Rider according to the point fund distribution table published for the current season at <https://www.amapracing.com>.

1.9.6 TIES

- a. In the case where two or more Riders have the same number of Championship Points, the Riders will be ranked according to the greatest number of Main Event or Triple Challenge Overall wins.
- b. If a tie still exists after that, the greatest number of second place finishes, third place finishes etc. will be used in the same manner, until the tie is broken.
- c. If a tie still exists after that, the Rider having the best finish in the last Event will prevail.
- d. In all cases, a finish will not count in any of these determinations where a Rider was Disqualified.
- e. Manufacturer Championship, Rookie of the Year and Point Fund ties will be broken according to these same rules.

SECTION 2 - TECHNICAL REGULATIONS

2.1 RIDER APPAREL AND PROTECTIVE EQUIPMENT

2.1.1 RIDER RESPONSIBILITY

- a. IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET, PROTECTIVE CLOTHING AND EQUIPMENT WHICH WILL PROVIDE APPROPRIATE PROTECTION.
- b. ALTHOUGH AMAP REQUIRES THEIR USE, NEITHER AMAP NOR THE PROMOTERS ENDORSE OR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS.
- c. RIDERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS, PROTECTIVE CLOTHING AND EQUIPMENT FOR PROTECTION AND DURABILITY.

2.1.2 GENERAL GUIDELINES

- a. Riders must present a clean and neat appearance.
- b. Protective clothing and equipment must be worn, maintained, and used in accordance with the manufacturer/supplier directions.
- c. Only appropriately dressed individuals displaying proper credentials will be allowed in the pit area. Cut-offs, torn jeans, sleeveless shirts are prohibited in the pits. **Shoes must be worn at all times.**
- d. Wearing clothing exhibiting obscene material or inappropriate slogans is prohibited.
- e. Regardless of previous approval, permission to use specific Rider apparel may be withdrawn for any reason and at any time throughout the event as AMAP deems necessary in the best interest of the sport.

2.1.3 HELMETS

- a. Full-face, road race style helmets are required for use in all American Flat Track classes and at all track configurations. Motocross style helmets are not permitted for use in American Flat Track.
- b. Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened at all times when riding on the racetrack.
- c. Any modifications to the helmet for any purpose should not detract from its effectiveness. Helmet certification must be affixed to the helmet at all times.
- d. Helmets must be of the full-face type and conform to one of the following recognized standards with a label affixed certifying its approval:
 - i. USA: SNELL M 2020D **and 2025D** (SNELL/DOT) or SNELL M 2020R **and 2025R** (SNELL/ECE)
 - ii. United Nations: ECE 22.05 or ECE 22.06 ("P")
 - iii. Japan: JIS T 8133:2015 (only "Type 2 Full Face")
 - iv. BSI: 6658 Type A
- e. Helmets used in competition must be fitted with cheek pads from the helmet manufacturer that can be easily removed by emergency services.
- f. It is recommended that all helmets used by Riders in competition be equipped with a commercially manufactured emergency helmet removal system such as the Eject® Helmet Removal System or Hats Off device.
- g. Use of mouth / teeth guards are encouraged while participating in on-track activity.
- h. Helmet-mounted cameras, devices or accessories of any type are prohibited.

2.1.4 FACE SHIELDS

- a. Face shields must be shatter resistant.

2.1.5 RIDING SUITS

- a. Leather riding suits are mandatory in all American Flat Track classes and at all track types. Riders must wear a complete leather suit with a full complement of impact absorbing armor built integrally into the construction on the principal contact points, knees, elbows, shoulders, hips, etc.
- b. A self-inflating rider safety airbag (airbag suit) or approved supplementary airbag system is mandatory for competition in all classes.
- c. ***Use of external supplementary airbag systems, worn over the primary racing suit, either triggered mechanically or electronically, are approved for use only on Short Tracks.***
- d. Suits must be one piece or, if a two-piece suit is worn, the upper and lower pieces must be securely fastened.

- e. Leather substitute materials may be used, providing they have been approved by AMAP. Leather substitute suits must have a full complement of impact absorbing armor built integrally into the construction as well as approved airbag system. Areas required to have additional padding include but not limited to: Elbows, forearm, shoulder, back, hips, knee and shin areas.
- f. Riding Suits without the required additional padding or which otherwise fail to meet the mandated safety criteria, including an approved airbag system, will not be approved for use on the racetrack.
- g. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.

2.1.6 BACK PROTECTOR

- a. Riders are required to wear a commercially manufactured, CE certified back protector while on the racetrack. Riders unsure if their back protector meets this criteria are encouraged to submit photos of the protector and original packaging to AMAP for clarification. Back protectors without CE certification are prohibited.
- b. If a chest/back protector or neck brace is worn over the Rider's leather suit, the Rider's name and assigned number must either be visible on the leather suit or on the chest/back protector.

2.1.7 GLOVES

- a. Riders must wear leather gloves while the motorcycle is on the racetrack.
- b. All gloves must have CE certification. Riders unsure if their gloves meet these criteria are encouraged to submit photos of the gloves and original packaging to AMAP for clarification. Gloves without CE certification are prohibited. ***Gloves must have hard-shell / dense foam protection over the MCP primary knuckles (closest to the back of the hand).*** Final approval of gloves will be at the sole discretion of AMA Pro Racing.

2.1.8 BOOTS

- a. Boots of the type typically used for motorcycle racing which are at least eight inches high are required at all times when riding on track. All other styles of footwear including work boots are prohibited.

2.1.9 SKID SHOE

- a. On all-dirt circuits, a skid shoe must be used. The skid shoe must be made with a curved front end at the toe end of the shoe, with no sharp edges on the entire shoe. Titanium cannot be used in the construction of skid shoes.
- b. A skid shoe must be attached to a rider's boot so it will not come loose. If a skid shoe becomes loose and has the potential to injure the rider or break free and endanger other participants, the rider will be black flagged.

2.1.10 PERSONAL ELECTRONIC DEVICES

- a. The use of a portable music player is strictly prohibited during on-track activity.
- b. No electronic device or video camera can be mounted to a rider's leathers, helmet or person.

2.1.11 CREW UNIFORMS

- a. All team members and mechanics must wear crew uniforms designating a rider or team in order to be allowed on track, hot pit, signaling and starting areas.
- b. Mechanics and race crew personnel not wearing team uniforms will be considered guests and may not be allowed in competition related areas including tech inspection, riders meeting, staging and track areas.

2.1.12 DISPLAY OF REQUIRED LOGOS

- a. All riders are required to have the current series logo, class logo and the approved exclusive technical partner logos in place on their leathers when competing in any part of an AMAP-sanctioned event.
- b. All crew uniforms must display the current series logo and exclusive technical partner logos on uniform shirts.
- c. How to obtain the logo and/or logo artwork file:
 - i. All number plate stickers and adhesive apparel patches will be available at Tech Inspection at each Event.
 - ii. Leather suit and number plate vendors may download the logo files at www.amapracing.com.
- d. Disclaimer for use of the AMAP registered trademarks:
 - i. The AMA Pro Racing logo, American Flat Track logo and the other logos and trademarks shown herein are licensed trademarks of AMA Pro Racing. Participants are to use the approved logos on number plates and apparel only when participating in American Flat Track events. Any further use of the marks outside of this capacity is not permitted without a license from or the express written consent of AMA Pro Racing.

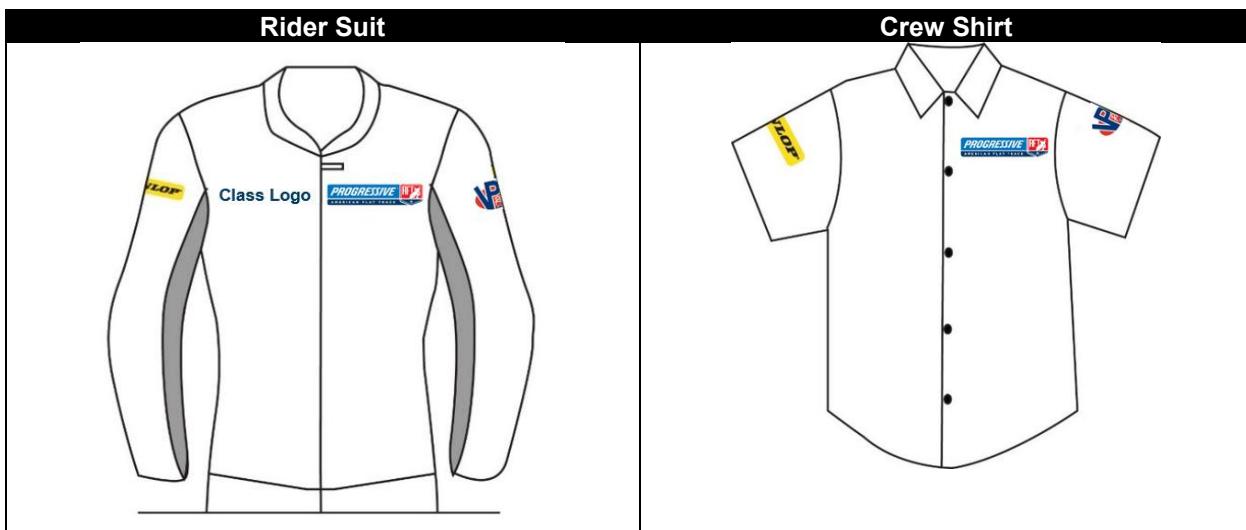
2.1.13 RIDING SUIT AND CREW UNIFORM BRANDING

- a. Rider Name
 - i. All Riders must display their last name on the back of their leather suit at the shoulder line.
 - ii. Riders names must be permanently sewn onto the suit in a professional fashion.

- b. Competition Number
- The Rider's competition number is optional and may be displayed on their leather suit in addition to the Rider's name, but not in place of the name. If competition numbers are included, they must be the same as the competition number on the Rider's motorcycle. It is not permitted to have different competition numbers on the Rider's motorcycle and leather suit.
 - If a rider chooses to add their number to their suit, the number must also be sewn on in a professional fashion.
 - Approval of number fonts is at the sole discretion of AMAP.
- c. Required Apparel Logos:

Requirement	Brand	Location	Size
Series Logo	Progressive AFT	Left Chest	1" tall
Class Logo	Varies	Right Chest	2" tall
Spec Fuel Logo	VP Racing Fuels	Left Sleeve	4" wide by 3" tall
Spec Tire Logo	Dunlop	Right Sleeve	4.89" wide by 1" tall

Location of Required Apparel Logos:



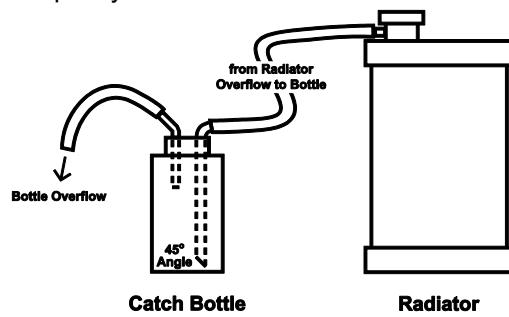
2.2 GENERAL EQUIPMENT STANDARDS

2.2.1 FUNDAMENTAL TECHNICAL REQUIREMENTS

- a. All motorcycles must meet the requirements contained in this section. In addition to the following General Equipment Standards, motorcycle components may only be modified, removed, or replaced with the exceptions and restrictions listed under the class-specific technical rules sections.
- b. Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabrication methods so that the motorcycle components will perform in competition properly and function in a safe manner.
- c. Any component of a motorcycle, deemed by AMAP 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.
- d. Regardless of previous approval, the use of specific components or equipment, including tires and fuel, may be withdrawn for any reason AMAP deems in the best interest of professional competition.
- e. A model may be granted Technical Allowances at the discretion of AMAP. Technical Allowances will be published to the Technical Allowance and Restrictions List on AMAP's website. If a model is allowed to compete with Technical Allowances, it can continue to compete as such unless specifically removed, in writing, by AMAP.
- f. A model may be regulated by a Technical Restriction at the discretion of AMAP. Technical Restrictions will be published to the Technical Allowance and Restrictions List on AMAP's website. If a model is required to compete with a restriction, it must compete as such unless specifically removed, in writing, by AMAP.
- g. Any allowed aftermarket components must be commercially available to all competitors.
- h. Safety wire used to secure required items must be a minimum of .024-inch diameter.

2.2.2 COOLANT/FLUID CONTAINMENT

- a. Coolant may be propylene glycol based. It must be nontoxic and water soluble. Ethylene glycol is not an acceptable coolant.
- b. 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.
- c. Oil filter bolts must be secured with safety wire. Oil filter cans must be secured with metal clamps and safety wire.
- d. 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.
- e. 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:



- f. 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.
- g. No bikes will be allowed through tech until the bottle is properly installed.

2.2.3 NUMBER PLATE REQUIREMENTS

- a. All number plate artwork must be submitted to AMAP each year for approval prior to use in competition. Once approved, no substantive changes can be made without re-approval.
- b. All number fonts, configurations and number plate designs are subject to approval by AMAP.
- c. Assigned competition numbers and the approved Series/Class logos are required on the front and both side number plates. No other numbers, letters, logos or designs may be present.

2.2.4 NUMBER FONTS AND SIZES

- a. Stylized numbers are allowed in the AFT SuperTwins class only. In all other classes, stylized numbers are prohibited.
- b. Numbers must be solid, have no outlining and cannot overlap.
- c. Fonts for Number Plates
 - i. National Number 1:
 - i. Current class champions may use specially-sized number ones with prior written approval from AMAP.
 - ii. National Numbers 2 – 99:
 - i. The designated font for single- and double-digit numbers on number plates is Impact:
1234567890 IMPACT
 - ii. When the designated font is used, the numbers cannot be altered in any way.
 - iii. If applying to use an alternate font, excessive condensing or stretching of numbers will not be allowed.
 - iv. Approved number plates using alternate fonts cannot be altered for the balance of a season.
 - iii. Numbers 100 – 999:
 - i. The only approved font for three-digit numbers is League Gothic:
1234567890 LEAGUE GOTHIC
 - ii. The numbers cannot be altered in any way.
 - iii. No exceptions are permitted.

d. Number Size and Layout Requirements

- i. Numbers must be centered on the number plate, and ample space must be provided around and between numbers.



- e. The definitions of height, width and stroke are identified in the illustration above. Spacing is defined as the measurement from the edge of the plate to each number, and between each number.
- f. Front and left side numbers must have the following dimensions:
 - i. National Number 1:
 - i. Height: **6** inches (min)
 - ii. Width: **4** inches (max)
 - iii. Stroke: 1 inch (min) up to 3 inches (max)
 - ii. National Numbers 2 – 99:
 - i. Height: **5.5** inches (min)
 - ii. Width: 5 inches (max)
 - iii. Stroke: 1 inch (min) up to 2 inches (max)
 - iv. Spacing: 1 inch
 - iii. Numbers 100-999 (League Gothic font only):
 - i. Height: **5.5** inches (min)
 - ii. Width: **3.5** inches (max)
 - iii. Stroke: 1 inch (min)
 - iv. Spacing: 0.5 inch (min)

2.2.5 TELEMETRY

- a. Electronic transmitting of information, including radio communication, to or from a moving motorcycle, is prohibited with the following exceptions:
 - i. Official Timing & Scoring transponders utilized for scoring purposes.

- ii. Data or video transmitted or recorded for the sole use by the approved event television production.
- b. Data logging is permitted but the information may not be transmitted, relayed or downloaded in real time from a moving motorcycle.
- c. 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.

2.2.6 ONBOARD VIDEO CAMERAS

- a. AMAP's designated broadcast partner may request that riders utilize onboard cameras at any point during the Event. Riders are urged to comply with requests whenever possible.
- b. The use of a video recording device is not allowed at any time during on-track competition, including practice, qualifying and races without AMAP's permission.
- c. Riders may request to use a personal onboard video recording device only during practice and timed qualifying sessions by completing an On-Track Camera Authorization form at tech prior to the start of the event and agreeing to comply with the AFT Camera Policy.
- d. The following rules and requirements apply to the use of Onboard Cameras during any competition session:
 - i. Cameras must be secured to the motorcycle with safety wire and/or a tether in addition to the standard camera mount. Any onboard camera that becomes detached from a motorcycle may not be re-installed for the remainder of the event. Additional penalties may be imposed.
 - ii. Onboard cameras must be mounted within the body/ frame envelope of the motorcycle and cannot be positioned where it may be struck by a passing bike or rider. If unsure of suitable mounting positions, check with AMAP tech for clarity and approval.
 - iii. With prior, written approval by AMAP, cameras which are designed and developed for integration into rider apparel may be utilized. This includes, but is not limited to, chest, back protectors, leathers and/or helmets. No other onboard cameras may be attached to the rider in any way.
 - iv. Onboard cameras must have the rider's competition number clearly indicated on the camera and external case.

2.3 MOTORCYCLE SPECIFICATIONS

2.3.1 ENGINE

- a. Engine Displacement Measurement Calculation:
 - i. Engine displacement shall be recorded in cubic centimeters.
 - ii. Displacement = $(0.7854)B^2H \times N$ where B= Cylinder bore, H= Stroke and N=Number of Cylinders.
- b. Unless specified otherwise, displacement limits are absolute, with no overbore allowance.

2.3.2 WEIGHT

- a. All chassis ballast must be fixed to the frame. Under no conditions is it allowable to add chassis ballast as rotating mass to the wheels outside of normal balancing procedures.
- b. Weight limits must be met after qualifying and races in the condition the motorcycle finishes the session.
- c. Weight testing procedures have been prescribed by AMAP and will be performed according to the procedures in [Section 2.8: Weight Test Procedures](#). Violations will be subject to Penalties according to [Section 3.1: Violations and Disciplinary Action](#).

2.3.3 FUEL

- a. All riders competing in **the** American Flat Track classes listed below are required to use the spec fuel as specified by AMAP **at all events**.
 - SuperTwins
 - Singles
 - AdventureTrackers
 - StreetTrackers
 - ProSport 450
- b. **The only fuel eligible for the listed classes at American Flat Track events is VP T4+.**
- c. 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.
- d. Competitors are responsible for the safe and proper handling and security of their fuel from when it is dispensed to them until it is used.
- e. Competitors are responsible for properly disposing of all unused fuel.
- f. Fuel testing will be performed according to the procedures in [Section 2.6: Fuel Testing Procedures](#). Violations will be subject to Penalties according to [Section 3.1: Violations and Disciplinary Action](#).

2.3.4 SOUND

- a. All motorcycles must remain below a sound limit of 112 dB measured on the "A" scale at 0.5 meters (20 inches).
- b. Certain racetracks may require lower sound limits. Where specific maximum noise levels are required, those limits will be noted in the Supplementary Regulations.
- c. If, in the sole judgement of the Race Director, the post-race or qualifying sound limit violation was unintentional and/or caused by an accident and the violation did not enhance the performance of the motorcycle, the penalty may be waived.
- d. Sound testing procedures have been prescribed by AMAP in accordance with SAEJ1287 and will be performed according to the procedures in [Section 2.7: Sound Test Procedures](#). Violations will be subject to Penalties according to [Section 3.1: Violations and Disciplinary Action](#).

2.3.5 TIRES

- a. All riders competing in American Flat Track events are required to use the spec tire supplier or spec tire model as specified by AMAP.
- b. The only tire manufacturer eligible for use at American Flat Track events is **Dunlop**.
- c. Mandatory front tire specifications by class and track type:

Front Tire	SuperTwins, Singles, StreetTrackers & ProSport 450	AFT AdventureTrackers
TT	Dunlop DT4 130/80-19 compound F5 (p.n. 4524-8345)	Dunlop Trailmax Mission
Short Track	Dunlop DT4 130/80-19 compound F5 (p.n. 4524-8345)	Dunlop Trailmax Mission
Half-Mile	Dunlop DT4 130/80-19 compound F5 (p.n. 4524-8345)	--
Mile	Dunlop DT4 130/80-19 compound F5 (p.n. 4524-8345)	--

- d. Mandatory rear tire specifications by class and track type:

Rear Tire	SuperTwins, Singles <i>StreetTrackers & ProSport 450</i>	AFT AdventureTrackers
TT	Dunlop DT4 140/80-19 compound R5 (p.n. 4524-8178) Dunlop DT4 140/80-19 compound R7 (p.n. 4524-8068)	Dunlop Trailmax Mission
Short Track	Dunlop DT4 140/80-19 compound R5 (p.n. 4524-8178) Dunlop DT4 140/80-19 compound R7 (p.n. 4524-8068)	Dunlop Trailmax Mission
Half-Mile	Dunlop DT4 140/80-19 compound R5 (p.n. 4524-8178) Dunlop DT4 140/80-19 compound R7 (p.n. 4524-8068)	--
Mile	Dunlop DT4 140/80-19 compound R7 (p.n. 4524-8068) Dunlop DT4 140/80-19 compound R9 (p.n. 4524-8390)	--

- e. AMAP reserves the right to mandate that all competitors use a specific tire at any time during any event.
- f. No chemical applications are permitted.
- g. Tractionizing or cutting of the tread block is not permitted.
- h. 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 AMAP.
- i. Studded tread of any material is not permitted.
- j. If an inner tube is used, only a single inner tube per tire is allowed inside the tire. No other devices aside from standard style inner tubes may be run.
- k. Any type of fluid in the tires is prohibited.
- l. AMAP reserves the right to impound tires at any time during a meet for any inspection and/or testing deemed necessary.
- m. Tire testing procedures have been prescribed by AMAP and will be performed according to the procedures in [Section 2.9: Tire Test Procedures](#). Violations will be subject to Penalties according to [Section 3.1: Violations and Disciplinary Action](#).

2.4 AFT SUPERTWINS TECHNICAL RULES

2.4.1 CLASS TECHNICAL RULES

- a. AFT SuperTwins motorcycles must meet the following requirements in addition to the applicable requirements in [Section 2.2: General Equipment Standards](#) and [Section 2.3: Motorcycle Specifications](#).
- b. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.
- c. *If a motorcycle meets all homologation and technical requirements for the AFT StreetTracker class, a GNC Licensed rider may enter that motorcycle and compete in the Mission AFT SuperTwins class.*

2.4.2 ENGINE ELIGIBILITY AND HOMOLOGATION

- a. Engines submitted for homologation approval in AFT SuperTwins must originate from production-based, 4-stroke, twin-cylinder street motorcycles.
- b. Engines with original production displacements outside the class limits may still be submitted for homologation approval. Once approved, however, the engine must be modified as needed to comply with class displacement limits in competition, allowing for adjustments to bore and stroke as required.
- c. AMAP will only review applications for homologation from motorcycle manufacturers or their distributors or designated representatives.
- d. To be considered for homologation approval, production motorcycles utilizing the engine platform must have had a minimum of 400 units available through U.S. dealers.
- e. Once a motorcycle submitted for homologation has been approved, the engine may be used until such time that it no longer complies with the technical rules.
- f. Compliance with homologation requirements will not guarantee AMAP approval. Homologation may be withheld or withdrawn for any reason AMAP deems in the best interest of Pro Flat Track competition.
- g. The original engine crank cases or OEM replacements must be utilized to qualify as a production engine.
- h. All engines approved for competition will appear on the Approved Twins Engine List on the AMAP website.

2.4.3 ENGINES

- a. Engines must be internal combustion and have two cylinders.
- b. Engine Displacement:
 - i. Liquid-cooled engines: 649-800cc
 - ii. Air-cooled engines: 649-900cc
 - iii. Bore and stroke may be modified to comply with the class displacement limits listed above.
- c. Supercharging and turbocharging are prohibited.
- d. To prohibit the practice of “twirling” a twin, any modification of engine components to alter the stock OEM firing order/spacing of cylinders is prohibited.
- e. Cylinder Head, Valves, Springs and Retainers
 - i. Material and castings must be the same as on the homologated model. Material may be added or removed from these components.
 - ii. Cylinder head and cylinder head gasket surface may be machined.
 - iii. Intake and exhaust ports may be modified.
 - iv. Valves and valve seats may be modified or replaced. Valve springs, valve spring retainers, guides and keepers may be modified or replaced. The original number of valves must be maintained.
 - v. Valves must remain in the same location and at the same angle as the homologated model.
 - vi. Production engines that have cylinder heads unsuitable for racing may petition AMAP for acceptable alternative cylinder heads. Approved alternative cylinder heads will be published to the Approved Substitutes List on AMAP's website.
- f. Camshafts and Sprockets
 - i. The original camshafts may be modified or replaced. Camshaft duration and lift is unrestricted.
 - ii. The original cam chain and sprockets may be modified or replaced.
 - iii. The original cam chain tensioner may be modified or replaced.
- g. Cylinders
 - i. Cylinder liners or coating may be replaced or added, provided that the original casting is utilized.

- h. Crankcase
 - i. Material and casting must be the same as on the homologated model.
 - ii. Material may be added or removed.
- i. Crankshaft
 - i. The original crankshaft may be modified or replaced.
- j. Connecting Rod/ Piston/ Piston Rings, Pins and Clips
 - i. May be modified or replaced.
- k. Oil Pump/ Water Pump
 - i. May be modified or replaced.
 - ii. Oil and water lines may be replaced. Braided steel with proper AN connections are recommended in any pressure application.
- l. Clutch Basket/ Clutch Hubs/ Clutch Plates
 - i. May be modified or replaced.
 - ii. Back torque limiting clutches (slipper style) are strongly recommended.

2.4.4 ELECTRONICS AND TRACTION CONTROL

- a. The Engine Control Unit (ECU) that comes on the homologated motorcycle or engine may be used.
- b. The use of non-standard/aftermarket ECUs must be approved in writing by AMAP. Approved non-standard/aftermarket ECUs will be listed on the Approved Engine Controller List on the AMAP website.
- c. Wheel speed sensors are prohibited.
- d. Transmission or countershaft speed sensors are permitted only if equipped on homologated engine.
- e. Suspension stroke sensors are prohibited.
- f. The software in ECUs may only be modified to affect spark and fuel table control, as well as data logging.
- g. AMAP reserves the right to download and inspect ECU information from any competitor at any time. Teams are required to provide all necessary download cables and operating software upon request.

2.4.5 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 except that chain or belt drive may be interchanged.
- c. Primary drive must be completely enclosed by a cover or guard.
- d. The maximum number of speeds in the gearbox is six. There is no minimum requirement for number of gears installed.

2.4.6 INTAKE SYSTEM

- a. Intake Manifolds
 - i. Engines may be equipped with a maximum of one carburetor per cylinder.
 - ii. Manifolding between cylinder intakes is not allowed unless equipped on the original engine.
- b. Throttle Bodies
 - i. Carb/Throttle Body Maximum Inner Diameter: 40mm
 - ii. Any type of electronic throttle control or fly-by-wire, secondary throttle plates or other such induction controlling devices are permitted.
 - iii. Throttle body assemblies include all attached parts with the exception of fasteners, cables, cable actuating pulleys and associated linkages, flexible fuel lines, vacuum lines, airbox tube connections, velocity stacks and sensors.
 - iv. For enforcement purposes, a measurable max bore diameter choke point must be located within the throttle body itself. Other than an injector relief located within a choke point, no part of this continual cross section can exceed the maximum inner diameter. This measuring area can be located anywhere within the throttle body.
- c. Fuel Injection
 - i. OEM fuel-injected engines may be changed to carburetion.
 - ii. OEM carbureted bikes may be changed to fuel injection.
 - iii. Fuel injector type, number and location may be changed.

2.4.7 EXHAUST SYSTEM

- a. Exhaust pipes and mufflers must:
 - i. Fulfill all requirements concerning sound control.
 - ii. Be securely attached together and bolted to the frame.
 - iii. Have internal mechanical and/or packed baffling.
- b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire. For safety reasons, the exposed edges of the exhaust pipe outlets must be rounded to eliminate any sharp edges.
- c. 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.

2.4.8 FRAMES

- a. Cracked or broken frames are prohibited.
- b. All stands must be removed.
- c. Frames must be constructed of steel or aluminum.
- d. Engine mount location, steering head, swingarm pivot point and rear suspension pick up points are not regulated.
- e. Fork stops must be installed of sufficient size and strength to prevent fork tubes or other components from contacting the fuel tank in a crash.
- f. Frames should be constructed to allow ballast to be secured in a positive fashion as needed to meet weight limits.
- g. Frames and swingarms must be constructed with safety as the overriding concern. AMAP reserves the right to make the final determination in that regard.
- h. Footrests
 - i. Both footrests must fold backward to a 45-degree angle.
 - ii. The top of the right footrest may be serrated.
 - iii. A rubber encased foot peg must be fitted on the left side of the motorcycle.
 - iv. The edge of both footrests must be covered with at least 0.25-inch of rubber or soft plastic (not tape) and must present no cutting hazard.
 - v. The maximum length of the footrest from the pivot point is five inches.
 - vi. Shift lever ends must be rubber covered.

2.4.9 SWINGARMS

- a. Swingarms may be constructed of aluminum or steel.

2.4.10 FORKS AND SHOCKS

- a. Any commercially available inner and outer fork tubes and axle lugs may be used. Modifications are permitted. All other fork parts may be modified.
- b. A steering damper may be installed; however, it may not be used as a steering lock limiting device.
- c. Steering stems should preferably be made of a ferrous material (i.e. steel) or stainless steel. It is the responsibility of the team and rider to fit a steering stem of adequate design and strength for the intended usage.
- d. Any rear damper may be used:
 - i. Single or dual shocks are permitted
 - ii. Linkages are permitted.

2.4.11 FUEL TANKS

- a. The use of a secondary fuel cell is strictly prohibited.
- b. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
- c. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.
- d. Tip over switches are highly recommended on fuel injected machines.
- e. Shut-off valves are required on all fuel lines coming from the fuel tank, except for fuel-injected models not originally equipped with shut-off valves.

2.4.12 HANDLEBARS 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. At TT events, 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.
- h. Additional original equipment or commercially available switches are permitted to be located on the handlebar.
- i. Throttles must be self-closing. If the original throttle bodies or carburetors came with a push/pull dual cable arrangement, it must be utilized.

2.4.13 BRAKES

- a. Aluminum or titanium rear brake discs are prohibited.
- b. For Mile, Half Mile, and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front wheel brakes are not allowed.
- c. For TT races, all motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- d. Foot-operated, solid, non-folding brake levers must be rubber-covered.

2.4.14 WHEELS

- a. Motorcycles must use 19-inch diameter wheels, front and rear.
- b. Maximum wheel rim width is 3.5 inches, as measured at the inside, bead to bead.
- c. Carbon fiber wheels are prohibited in AFT SuperTwins.
- d. Wheel axles must be ferrous metal (i.e. steel) or stainless steel. Titanium or aluminum is not permitted.
- e. Wheels may not be solid (spokeless) in design or have any material attached to closeout spokes when viewed from the side of the motorcycle.
- f. The minimum amount of balancing wheel weights must be located in a single radial position for the sole purpose of legitimate static wheel balancing. AMAP will make the final determination if any component or affixed balancing weights meet these criteria.
- g. Wheel designs that offer securely mounted weight options may be submitted to AMAP for evaluation and pre-approval. Unapproved ballasted wheels used at any AFT event may be subject to penalty. A list of approved wheels can be found at <https://www.amapracing.com>.

2.4.15 WEIGHT LIMITS

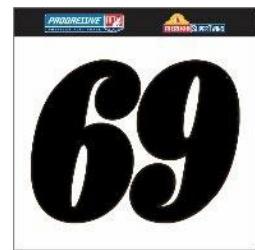
- a. Motorcycles must weigh a minimum of **310** lbs.
- b. Rear-wheel assembly must not exceed a maximum of 43 lbs.
- c. See [Section 2.10 Weight Testing Procedures](#) for definition of rear-wheel assembly and testing procedures.

2.4.16 FAIRINGS/BODYWORK

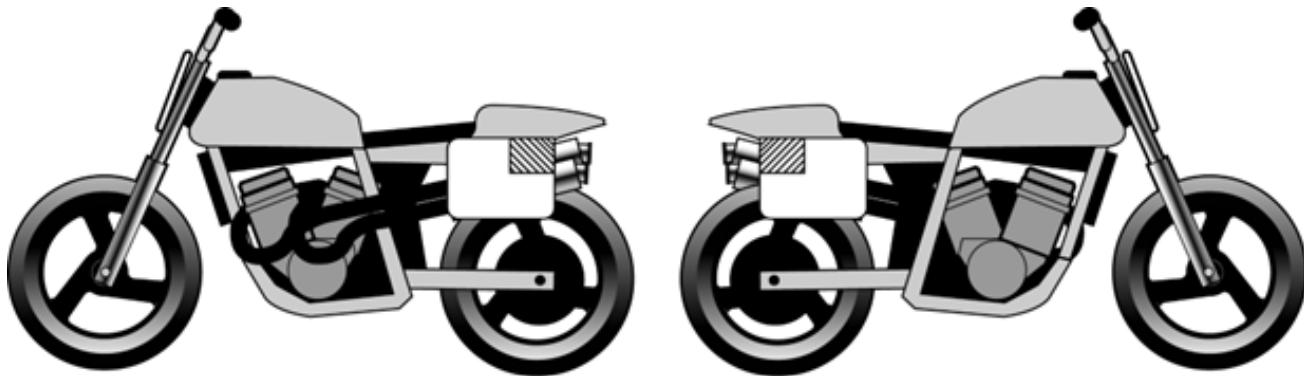
- a. Fairings/Bodywork or other devices solely designed for the purpose of decreasing wind resistance are not permitted on the front or rear of the motorcycle, with the following exceptions:
 - i. With the exception of a seat/tail section or number plate, no bodywork is permitted to the rear of a plane drawn vertically through the rear wheel axle.
 - ii. Seat/tail section cannot be wider than 450mm (17.7 inches) and cannot extend further to the rear than a vertical line at the rear edge of the rear tire.
 - iii. Seat/tail section cannot be more than 200mm (7.8 inches) in height, measured from the seat base.
 - iv. Skid plates, front roost deflectors or engine guards must be pre-approved prior to use. If such devices suggest the possibility of decreasing wind resistance they must be modified as directed by AMAP officials or removed.

2.4.17 FRONT NUMBER PLATES

- a. Plate Size: Must be 12" wide, and between 10" and 12" in height.
- b. Plate Color: White
- c. Number Color: Black (PANTONE Process Black)
- d. Front number plates must be flat and mounted parallel to the fork tubes in such a manner as to prevent deflection of the plate during the event. Attempts at streamlining are prohibited, such as using curved plates or plates that are not rigidly mounted.
- e. 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.
- f. Plastic or fiberglass number plates may be 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.
- g. The top 1.33" of the number plate must be black and include the Series and Class logos equally spaced on either side of the mounting bolt. The logos must be 1" tall with the Series logo on the left side and the respective Class Logo on the right side. This number plate header is a required part of the number plate design.

**2.4.18 SIDE NUMBER PLATES**

- a. Plate Size: Must be 12" wide, and between 10" and 12" in height.
- b. Plate Color: White
- c. Number Color: Black (PANTONE Process Black)
- d. 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. AMAP has the right to determine if side number plates meet these criteria. Side number plates that are not flat must be submitted to AMAP for pre-approval before being used in competition.
- e. AMA Pro Racing Logo: The striped area on both side number plates must display the AMA Pro Racing logo. The logo must be 1" tall.



2.5 AFT SINGLES TECHNICAL RULES

2.5.1 CLASS TECHNICAL RULES

- a. AFT Singles motorcycles must meet the following requirements in addition to the applicable requirements in [Section 2.2: General Equipment Standards](#) and [Section 2.3: Motorcycle Specifications](#).
b. Everything that is not authorized or prescribed in these rules is strictly forbidden.

2.5.2 MOTORCYCLE HOMOLOGATION RULES

- a. ***AFT Singles is 4-stroke, single-cylinder production-based class requiring homologation approval. Homologation allows for the modification or replacement of specific components in the interest of safety, research, and development, within defined cost-control limits.***
- b. ***Motorcycles used in Competition must receive homologation approval from AMAP before they may be entered in any event.***
- c. ***Production motorcycles must meet class engine configuration and displacement limits along with any commercial availability requirements to be submitted for homologation.***
- d. ***AMAP will only accept homologation applications, petitions for technical allowances and submission of superseded parts from motorcycle manufacturers, their distributors, or designated representatives.***
- e. To be considered a homologated machine, swing arm, frame, engine cases, cylinder and cylinder head must all be of the same year of manufacture. Parts that are mechanically identical may be exchanged between model years.
- f. Superseded or alternate parts controlled by these rules must be submitted to AMAP for review and approval before use in competition. In addition, these parts must then be listed in the current OEM parts list as supplied to AMAP and must be available to all entrants. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.
- g. Once a motorcycle has been homologated, it may be used until such time that the homologated motorcycle no longer complies with the technical rules ***or a maximum of five years after its final model year.***
- h. ***Homologation procedure information is available by contacting the AMAP Technical Department.***

2.5.3 ENGINES

- a. Engines are restricted to single-cylinder, 4-stroke with a displacement of 251 - 450cc.
- b. All single-cylinder engine displacements are absolute, with no overbore allowances.
- c. Single-cylinder engines must maintain stock bore and stroke.
- d. Material and castings of cylinders, cylinder heads, and crankcases must be the same as an originally approved model of the same manufacturer. Material may be added or removed from these items. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.
- e. Cylinder Head
 - i. Material and castings of cylinder heads must be the same as an originally homologated model of the same manufacturer.
 - ii. Material may be added or removed.
 - iii. Cylinder head and cylinder gasket surfaces only may be machined for increased compression.
 - iv. The cylinder head gasket may be changed.
 - v. Valves and valve seats may be modified or replaced. Valve springs, valve spring retainers, guides and keepers may be modified or replaced. The original number of valves must be maintained.
 - vi. Valves must remain in the same location and at the same angle as the homologated model.
 - vii. Cylinder heads may be exchanged between model years only if all other components, i.e. camshafts, cam chains, rocker arms, cylinder head covers, etc. are interchangeable.
- f. Cylinders
 - i. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.
 - ii. Spacers are not allowed.
- g. Crankcase
 - i. Crankcases must remain as homologated. No modifications are allowed.
- h. Camshafts and Sprockets
 - i. The original camshafts may be modified or replaced from those fitted to the homologated motorcycle.
 - ii. The method of drive must remain as homologated.

- iii. Cam sprockets can be modified or replaced to allow the degreeing of camshafts.
- iv. The tooth count of the cam sprockets and cam drive sprocket on the crank must remain as homologated.
- v. The cam chain must remain as homologated.
- vi. The camshaft duration and lift are unrestricted.
- vii. The tensioning device(s) for the cam chain or cam belt is unrestricted.
- i. Crankshaft
 - i. The homologated crankshafts may be modified or replaced.
 - ii. The primary gear must remain as homologated.
 - iii. No external flywheel can be added that requires the modification and/or enlargement of the OEM cover.
- j. Connecting Rod/Piston/Piston Rings, Pins and Clips
 - i. The original connecting rod, piston, piston rings, pins and clips may be modified or replaced from those fitted to the homologated motorcycle.
- k. Piston
 - i. The original piston may be modified or replaced from those fitted to the homologated motorcycle.
- l. Oil Pumps and Water Pumps
 - i. Original equipment oil pumps are required with the following modifications:
 - i. Blueprinting.
 - ii. Changing the pressure relief spring.
 - iii. Reducing gear and housing thickness.
 - ii. The internal parts of the water pump may be changed or modified. The drive ratio may be changed.
 - iii. Water lines may be modified or replaced.
- m. Clutch
 - i. Clutch type (wet or dry) must remain as homologated.
 - ii. Back torque limiting clutches (slipper style) are strongly recommended.

2.5.4 ELECTRONICS AND TRACTION CONTROL

- a. The Engine Control Unit (ECU) that comes on the homologated motorcycle or engine may be used. The use of non-standard/aftermarket ECUs must be approved in writing by AMAP. Approved non-standard/aftermarket ECUs will be listed on the Approved Engine Controller List on the AMAP website.
- b. Only OEM engine sensors may be used to provide input to the ECU unless otherwise specified.
- c. The software in ECUs may only be modified to affect spark and fuel table control, as well as data logging.
- d. AMAP reserves the right to download and inspect ECU information from any competitor at any time. Teams are required to provide any and all available download cables and operating software upon request.
- e. Non-production electronic devices designed specifically for traction control are prohibited. Commercially available wheel speed sensors, countershaft speed sensors, transmission speed sensors or any other type of speed sensor that transmits information to the ECU is expressly forbidden. Any commercially available hardware or software designed to measure, calculate or utilize wheel speed differential, determine front wheel speed or facilitate any electronic control of the brake systems are prohibited.
- f. Use of suspension stroke sensors is prohibited.

2.5.5 TRANSMISSIONS 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. Primary drive must be completely enclosed by a cover or guard.
- d. The maximum number of speeds in the gearbox is six.
- e. Number of transmission gears must be the same as the homologated model.

2.5.6 INTAKE SYSTEM

- a. The throttle body type must remain consistent with the design that came on the approved engine. Only an engine that came with electronic throttle by wire or secondary butterflies may use that type of throttle system.
- b. If an engine did not come with an electronic throttle control or fly-by-wire, secondary throttle plates or other such induction controlling devices, use of these devices is prohibited. The rider must have uninterrupted mechanical connection via traditional cables from handlebar to the induction components.
- c. Fuel injection is permitted only if it is standard equipment on the homologated model.

- d. It is permissible to replace fuel injection with a carburetor.
- e. There are no restrictions on carburetor or throttle body bore size.
- f. Although the throttle body bore size may be changed, the casting must remain as homologated.
- g. Boring the stock throttle body is allowed however it MAY NOT be bored to the extent that the stock casting is breeched or eliminated.
- h. Welding, epoxy or other methods MAY NOT be used to increase the bore diameter above and beyond what the stock casting will facilitate. The final decision will be made by AMAP technical staff at the event.
- i. The original throttle body may be replaced with any other homologated throttle body from the current approved AFT Singles list. See above for applicable throttle body type over boring restrictions and allowances.
- j. The original number of fuel injectors must be maintained as homologated. Secondary, showerhead or supplementary injectors cannot be added.
- k. **Replacement air filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow.**

2.5.7 EXHAUST SYSTEM

- a. Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame. Mufflers must have sound absorption mechanisms or packed baffling.
- b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire. For safety reasons, the exposed edge(s) of the exhaust pipe outlet(s) must be rounded to eliminate any sharp edges.
- c. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame in order to prevent another rider's wheel or leg from becoming trapped.

2.5.8 FRAMES

- a. Cracked or broken frames are not permitted.
- b. All stands must be removed.
- c. The main frame must be the same as an originally homologated model of the same manufacturer. **All motorcycles must have a unique 17-digit Vehicle Identification Number (VIN) that was assigned to it in production. It must be displayed in a legible fashion. If a frame is destroyed, the replacement frame must carry the original VIN in its entirety.**
- d. OEM aluminum frames and swing arms are permitted if equipped on the originally homologated model.
- e. Strengthening gussets or tubes may be added, but none may be removed.
- f. Accessory brackets (for radiator, coil, shock reservoir, etc.) may be changed, relocated or removed, however the radiator must remain in the same location as homologated model.
- g. Fork stops must be installed of sufficient size and strength to prevent fork tubes or other components from contacting the fuel tank in a crash.
- h. Engine mount location, steering head, swingarm pivot point and rear suspension linkage point must be used in the same fashion as the homologated model.
- i. Subframes may be replaced with commercially available units of steel or aluminum provided that they are similar in design to the production part and utilize original mounting points.
- j. Footrests
 - i. Both footrests must fold backward to a 45-degree angle.
 - ii. The top of the right footrest may be serrated.
 - iii. A rubber encased foot peg must be fitted on the left side of the motorcycle.
 - iv. The edge of both footrests must be covered with at least 0.25-inch rubber or soft plastic (not tape) and must present no cutting hazard.
 - v. The maximum length of the footrest from the pivot point is five inches.
 - vi. Shift lever ends must be rubber covered.

2.5.9 SWINGARMS

- a. Swingarm must be the same as an originally homologated model of the same manufacturer.
- b. Strengthening gussets or tubes may be added, but none may be removed.
- c. Chain guides may be removed or relocated.
- d. Modifications are permitted for commercially available brake components, spacers and axle adjusters.
- e. Modifications are not allowed to alter the fore and aft axle adjustment dimensions.

- f. Commercially available linkage system and linkage arm may be replaced, provided pivot and linkage locations from the homologated model are retained.

2.5.10 FORKS AND SHOCKS

- a. Any commercially available inner and outer fork tubes and axle lugs may be used. Modifications are permitted. All other fork parts may be modified.
- b. A steering damper may be installed; however, it may not be used as a steering lock limiting device.
- c. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock).
- d. The original attachments to the frame and swingarm must be used for the rear suspension linkage.

2.5.11 FUEL TANKS

- a. Replacement tanks may be utilized in place of originals provided their weight and capacity are no less than the approved production tanks they replace.
- b. The same size fuel tank used on a motorcycle in qualifying must be retained for the entire event.
- c. The use of a secondary fuel cell is strictly prohibited.
- d. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
- e. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.
- f. Tip-over switches are highly recommended on fuel injected machines.
- g. Shut-off valves are required on all fuel lines coming from the fuel tank, except for fuel-injected models not originally equipped with shut-off valves.

2.5.12 HANDLEBARS 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. At TT events, 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.
- h. Additional original equipment or commercially available switches are permitted to be located on the handlebar.
- i. Throttles must be self-closing. If the original throttle bodies or carburetors came with a push/pull dual cable arrangement, it must be utilized.

2.5.13 BRAKES

- a. Aluminum or titanium rear brake discs are prohibited.
- b. In Mile, Half Mile, and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front wheel brakes are not allowed.
- c. In TT races, all motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- d. Foot-operated, solid, non-folding brake levers must be rubber-covered.
- e. **Non-production brake cooling ducts are prohibited.**

2.5.14 WHEELS

- a. Motorcycles must use 19-inch diameter wheels, front and rear.
- b. Maximum wheel rim width is 3.5 inches, as measured at the inside, bead to bead.
- c. Carbon fiber wheels are prohibited from use in AFT Singles.
- d. Wheel axles must be ferrous metal (i.e. steel) or stainless steel. Titanium or aluminum is not permitted.
- e. Wheels may not be solid (spokeless) in design or have any material attached to closeout spokes when viewed from the side of the motorcycle.
- f. The minimum amount of balancing wheel weights must be located in a single radial position for the sole purpose of legitimate static wheel balancing. AMAP will make the final determination if any component or affixed balancing weights meet these criteria.
- g. Wheel designs that offer securely mounted weight options may be submitted to AMAP for evaluation and pre-approval. Unapproved ballasted wheels used at any AFT event may be subject to penalty. A list of approved wheels can be found at <https://www.amapracing.com>.

2.5.15 WEIGHT LIMITS

- a. Motorcycles must weigh a minimum of 230 lbs.
- b. Rear-wheel assembly must not exceed a maximum of 43 lbs.
- c. See [Section 2.10 Weight Testing Procedures](#) for definition of rear-wheel assembly and testing procedures.

2.5.16 FAIRINGS/BODYWORK

- a. Fairings/Bodywork or other devices solely designed for the purpose of decreasing wind resistance are not permitted on the front or rear of the motorcycle, with the following exceptions:
 - i. With the exception of a seat/tail section or number plate, no bodywork is permitted to the rear of a plane drawn vertically through the rear wheel axle.
 - ii. Seat/tail section cannot be wider than 450mm (17.7 inches) and cannot extend further to the rear than a vertical line at the rear edge of the rear tire.
 - iii. Seat/tail section cannot be more than 200mm (7.8 inches) in height, measured from the seat base.
 - iv. Skid plates, front roost deflectors or engine guards must be pre-approved prior to use. If such devices suggest the possibility of decreasing wind resistance they must be modified as directed by AMAP officials or removed.
 - v. Undersizing, modifying or altering any component with the intent of reducing aerodynamic drag (streamlining) is prohibited.

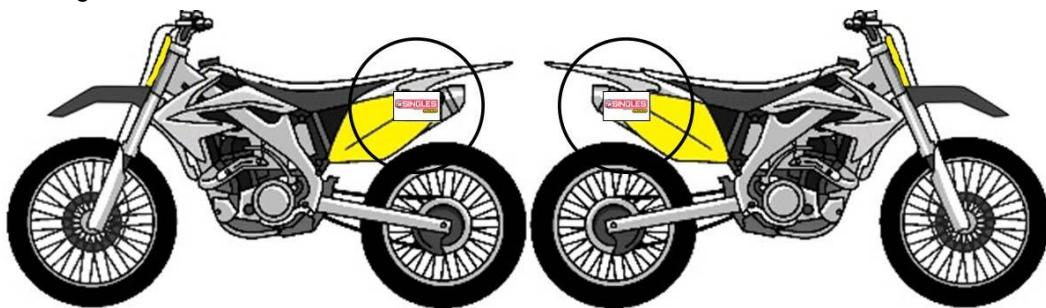
2.5.17 FRONT NUMBER PLATES

- a. Plate Size: Must closely resemble OE parts from the same model, year and manufacturer as the frame.
- b. Plate Color: Yellow (PANTONE Yellow C)
- c. Number Color: Black (PANTONE Process Black)
- d. Series Logos: The top 1.33" of the number plate must be black with two (2) American Flat Track (Reversed) series logos (Size: 4"W by 1"T), centered and equally spaced.
- e. Class Logo: The bottom of the number plate must have one (1) centered AFT Singles class logo (Size: 3"W by 0.75"T).



2.5.18 SIDE NUMBER PLATES

- a. Plate Size: Must closely resemble OE parts from the same model, year and manufacturer as the frame.
- b. Plate Color: Yellow (PANTONE Yellow C)
- c. Number Color: Black (PANTONE Process Black)
- d. AMA Pro Racing Logo: The striped area on both side number plates must display the AMA Pro Racing logo. The logo must be 1" tall.



2.5.19 ITEMS THAT MAY BE REPLACED

- a. Wheels.
- b. Brake disc/rotors.
- c. Air filter; **replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow.**
- d. Steering head races and bearings.
- e. Brake Calipers.
- f. Triple Clamps.
- g. Seat base and foam.
- h. Radiator shrouds, side panels and rear fender with stock or commercially available replacements that replicate OE shape, dimensions and mounting orientation of that model year.

2.6 AFT ADVENTURETRACKERS TECHNICAL RULES

2.6.1 CLASS TECHNICAL RULES

- a. AFT AdventureTrackers motorcycles must meet the following requirements in addition to the applicable requirements in [Section 2.2: General Equipment Standards](#) and [Section 2.3: Motorcycle Specifications](#).
- b. Everything that is not authorized or prescribed in these rules is strictly forbidden.

2.6.2 MOTORCYCLE HOMOLOGATION RULES

- a. *AFT AdventureTrackers is a large displacement production-based class requiring homologation approval. Homologation allows for the modification or replacement of specific components in the interest of safety, research, and development, within defined cost-control limits.*
- b. *Motorcycles used in Competition must receive homologation approval from AMAP before they may be entered in any event.*
- c. *Production motorcycles must meet class engine configuration and displacement limits along with any commercial availability requirements to be submitted for homologation.*
- d. *AMAP will only accept homologation applications, petitions for technical allowances and submission of superseded parts from motorcycle manufacturers, their distributors, or designated representatives.*
- e. *After receiving homologation approval, any superseded or redesigned part on a homologated model must be submitted to AMAP for approval and must appear on the current OEM parts list prior to use in competition.*
- f. *Once a motorcycle has been homologated, it may be used until such time that the homologated motorcycle no longer complies with the technical rules or a maximum of five years after its final model year.*
- g. *Homologation procedure information is available by contacting the AMAP Technical Department.*

2.6.3 ENGINES

- a. Engine configurations allowed: Two, three or four cylinders.
- b. Displacement range allowed: Over 850cc
- c. Displacement limits are absolute, with no over bore allowance.
- d. Bore, stroke and engine internals must remain as homologated. No engine modifications are permitted.
- e. The type of cooling system (water, oil or air) must remain as homologated.
- f. OEM or commercially available clutch assemblies with or without back-torque limiting capabilities are permitted.

2.6.4 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. *Approved secondary fuel management control units are permitted. Approved control units will be listed in AFT AdventureTrackers Approved Equipment List.*
- c. Resistors or load devices are permitted to replace removed components, including but not limited to lights, stands and lambda sensors.
- d. Software modification or resistor type devices may be used to disable ECU functionality, such as ABS, traction control and wheelie control.
- e. 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.
- f. Electronic transmitting of information, including radio communication, to or from a moving motorcycle, is prohibited with the following exceptions:
 - i. Official Timing & Scoring transponders utilized for scoring purposes.
 - ii. Data or video transmitted or recorded for sole use by the approved event television production.
 - iii. 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.
- g. Data logging from homologated sensors is permitted but the information may not be transmitted, relayed or downloaded in real time from a moving motorcycle.
- h. 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.

- i. Non-production suspension stroke sensors are prohibited.

2.6.5 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.

2.6.6 INTAKE SYSTEM

- a. Intake components, including airbox, intake funnels, throttle bodies, etc. must remain as homologated.
- b. Air filters are required and may be replaced. **Replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow.**

2.6.7 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 commercially available slip-on mufflers are permitted.
- c. Exhaust pipes and mufflers must:
 - i. Fulfill all requirements concerning sound control.
 - ii. Be securely attached together and bolted to the frame.
 - iii. 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.

2.6.8 FRAMES

- a. The main frame must be the same as an originally homologated model of the same manufacturer.
- b. **All motorcycles must have a unique 17-digit Vehicle Identification Number (VIN) as assigned in production and which must be displayed in a legible fashion.** If a frame is destroyed, the replacement frame must carry the original VIN in its entirety.
- c. Cracked or broken frames are prohibited.
- d. All stands must be removed.
- e. All footrests must fold to a 45-degree angle.
- f. The maximum length of the footrest from the pivot point is 5 inches.
- g. Footrests may be relocated but cannot be lower than the bottom frame tube.
- h. Engine mount location, steering head location and angle, swingarm pivot point, and rear suspension linkage point must be the same as the homologated model.

2.6.9 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.

2.6.10 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.

2.6.11 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.

2.6.12 HANDLEBARS 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 commercially available switches are permitted on the handlebar.
- i. All motorcycles must be equipped with a self-closing throttle mechanism.

2.6.13 BRAKES

- a. All motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- b. ABS braking systems and components 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.

2.6.14 WHEELS

- a. All motorcycles must use OEM wheels from the homologated model or any optional equipment package for the model.
- b. Wheels and wheel components may not be modified.

2.6.15 WEIGHT LIMITS

- a. Minimum Weight: 500 pounds
- b. Weight limits must be met after qualifying and races in the condition that the motorcycle finishes the session.
- c. Rear-wheel assembly weight limitations will be posted in a future bulletin.
- d. See [Section 2.10 Weight Testing Procedures](#) for definition of rear-wheel assembly and testing procedures.

2.6.16 BODYWORK REQUIREMENTS

- a. All motorcycles must be fitted with OEM bodywork and must remain as homologated. Race bodywork or commercially available replicas are not permitted.
- b. Modifications to windscreens may be approved for specific models and will be published in a technical bulletin.
- c. All number plate designs and mounting methods must be submitted to AMAP for pre-approval before being used in competition.
- d. Assigned competition numbers and the approved Series and/or Class logos are required on the bottom of the front windscreens and both side number plates. No other numbers, letters, logos or designs may be present.

2.6.17 FRONT NUMBER PLATES

- a. Location: The bottom of the front windscreens 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. AMAP must approve front number and logo placement design.

2.6.18 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. AMA Pro Racing Logo: The striped area on both side number plates must display the AMA Pro Racing logo. The logo must be 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. AMAP has the right to

determine if side number plates meet these criteria. Side number plates that are not flat must be submitted to AMAP 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.

2.6.19 ITEMS THAT MUST BE REMOVED OR DISABLED

- a. The following items must be removed:
 - i. Side and center stands
 - ii. Mirrors
 - iii. Stalk style turn signals
 - iv. License plate bracket / extended rear splash guard
 - v. Tool kits
 - vi. Phone, GPS, Camera mounts
 - vii. Accessory charging brackets
 - viii. Accessory lights; functional or decorative
- b. The following items must be disabled:
 - i. All lighting elements must be unplugged or removed
 - ii. Lenses or surfaces that could shatter must be completely covered with (at minimum) clear tape
 - iii. Horn

2.6.20 ITEMS THAT MAY BE REPLACED OR MODIFIED

- a. Mufflers, slip-on only
- b. Exhaust system catalyst
- c. Chain guides
- d. Brake pads, brake hoses and brake fittings
- e. Air Filters; **replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow.**
- f. Any type of lubrication, brake or suspension fluid may be used
- g. Spark Plugs
- h. Oil and Fuel filters
- i. Engine side covers that retain fluids
- j. Cooling system thermostat and radiator cap
- k. OEM or commercially available clutch assemblies with or without back-torque limiting capabilities
- l. Pannier mounting brackets/hardware.
- m. Specific replacement components may be identified on a published Approved Equipment List.

2.7 **AFT STREETTRACKERS TECHNICAL RULES (NEW FOR 2026)**

2.7.1 CLASS TECHNICAL RULES

- a. AFT StreetTrackers motorcycles must meet the following requirements in addition to the applicable requirements in [Section 2.2: General Equipment Standards](#) and [Section 2.3: Motorcycle Specifications](#).
- b. Everything that is not authorized or prescribed in these rules is strictly forbidden.

2.7.2 MOTORCYCLE HOMOLOGATION RULES

- a. AFT StreetTrackers is a production-based middleweight class requiring homologation approval. Homologation allows for the modification or replacement of specific components in the interest of safety, research, and development, within defined cost-control limits.
- b. Motorcycles used in Competition must receive homologation approval from AMAP before they may be entered in any event.
- c. Production motorcycles must meet class engine configuration and displacement limits along with any commercial availability requirements to be submitted for homologation.
- d. AMAP will only accept homologation applications, petitions for technical allowances and submission of superseded parts from motorcycle manufacturers, their distributors, or designated representatives.
- e. After receiving homologation approval, any superseded or redesigned part on a homologated model must be submitted to AMAP for approval and must appear on the current OEM parts list prior to use in competition.
- f. Once a motorcycle has been homologated, it may be used until such time that the homologated motorcycle no longer complies with the technical rules or a maximum of five years after its final model year.
- g. Homologation procedure information is available by contacting the AMAP Technical Department.
- h. ***If a motorcycle meets all homologation and technical requirements for the AFT StreetTracker class, a GNC Licensed rider may enter and compete in the Mission AFT SuperTwins class.***

2.7.3 ENGINES

- a. Engine configurations allowed: Two, three or four cylinders.
- b. Maximum displacement allowed:
 - i. Two Cylinders: up to 900cc
 - ii. Three Cylinders: up to 800cc
 - iii. Four Cylinders: up to 750cc
- c. Displacement limits are absolute, with no over bore allowance.
- d. Bore, stroke and engine internals must remain as homologated. No engine modifications are permitted.
- e. Cylinder Head
 - i. Modifications are permitted only to the shape of the valve contact area (seat). No other machining or blending is permitted.
 - ii. Camshafts must remain as homologated. Camshaft sprockets, pulleys or gears may be altered or replaced to allow degreeing of the camshafts.
 - iii. The original cam chain tensioner may be modified or replaced.
- f. Clutch
 - i. Clutch Plates may be modified or replaced.
 - ii. Clutch springs may be changed.
 - iii. OEM or commercially available clutch assemblies with or without back-torque limiting capabilities are permitted.
- g. Cooling System
 - i. The radiator must remain as homologated.
 - ii. The type of cooling system (water, oil or air) must remain as homologated.
 - iii. The cooling system hoses and catch tanks may be changed.
 - iv. Radiator fan and wiring may be changed, modified or removed.

2.7.4 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. Approved secondary fuel management control units are permitted. Approved control units will be listed in AFT StreetTrackers Approved Equipment List.

- c. Resistors or load devices are permitted to replace removed components, including but not limited to lights, stands and lambda sensors.
- d. Software modification or resistor type devices may be used to disable ECU functionality, such as ABS, traction control and wheelie control.
- e. 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.
- f. Electronic transmitting of information, including radio communication, to or from a moving motorcycle, is prohibited with the following exceptions:
 - i. Official Timing & Scoring transponders utilized for scoring purposes.
 - ii. Data or video transmitted or recorded for sole use by the approved event television production.
 - iii. 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.
- g. Data logging from homologated sensors is permitted but the information may not be transmitted, relayed or downloaded in real time from a moving motorcycle.
- h. Any motorcycle ECU or data logger information provided to AMAP by a team and/or viewed by the Chief Technical Inspector will remain strictly confidential.
- i. Non-production suspension stroke sensors are prohibited.
- j. The homologated wiring harness must be utilized and may be modified.

2.7.5 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.

2.7.6 INTAKE SYSTEM

- a. Intake components, including airbox, intake funnels, throttle bodies, etc. must remain as homologated.
- b. Air filters are required and may be replaced. Replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow.

2.7.7 EXHAUST SYSTEM

- a. Exhaust systems may be replaced with commercially available systems.
- b. Exhaust pipes and mufflers must:
 - i. Fulfill all requirements concerning sound control.
 - ii. Be securely attached together and bolted to the frame.
 - iii. Have internal mechanical and/or packed baffling.
- c. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.
- d. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame to prevent another Rider's wheel or leg from becoming trapped.
- e. Evaporative emissions control equipment/systems may be removed.

2.7.8 FRAMES

- a. The main frame must be the same as an originally homologated model of the same manufacturer.
- b. ***All motorcycles must have a unique 17-digit Vehicle Identification Number (VIN) as assigned in production and which must be displayed in a legible fashion. If a frame is destroyed, the replacement frame must carry the original VIN in its entirety.***
- c. Triple clamps may be replaced.
- d. The use of offset bearing races for altering the steering angle is permitted.
- e. Cracked or broken frames are prohibited.
- f. All stands must be removed.
- g. Footrests
 - i. All footrests must fold to a 45-degree angle.
 - ii. The maximum length of the footrest from the pivot point is 5 inches.
 - iii. Footrests may be relocated but cannot be lower than the bottom frame tube.

2.7.9 SWINGARMS

- a. The rear swingarm may be modified **or replaced** to accommodate fitment of the 19" rear wheel assembly. The original rear suspension attachment points to the frame must be maintained.
- b. Rear stand spools may be added.
- c. Chain guides may be modified, removed, or relocated.

2.7.10 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 may be modified or replaced.

2.7.11 FUEL TANKS

- a. Only the following modifications will be allowed to be made to any component of the fuel delivery system:
 - i. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
 - ii. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.
 - iii. Tip-over switches are required on fuel-injected machines.
 - iv. Shut-off valves are required on all fuel lines coming from the fuel tank, except for fuel-injected models not originally equipped with shut-off valves.

2.7.12 HANDLEBARS 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. At events where front brakes are allowed, 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. All motorcycles must be equipped with a self-closing throttle mechanism.

2.7.13 BRAKES

- a. **Mile and Half Mile:** Motorcycles must be equipped with adequate and operating rear wheel brakes. Front wheel brakes are not allowed.
- b. **Short Track:** Motorcycles must be equipped with adequate and operating rear wheel brake, but also may use front brakes. If front brakes are used, front brake lever guards are mandatory.
- c. **TT:** Motorcycles must be equipped with adequate and operating front and rear wheel brakes. Front brake lever guards are mandatory.
- d. ABS braking systems and components may be removed.
- e. Brake calipers, brake pads, hydraulic lines and brake discs may be replaced with commercially available parts. Aluminum or titanium brake discs are prohibited.
- f. Foot-operated, solid, non-folding brake levers must be rubber-covered.

2.7.14 WHEELS

- a. Motorcycles must use 19-inch diameter wheels, front and rear.
- b. Maximum wheel rim width is 3.5 inches, as measured at the inside, bead to bead.
- c. Carbon fiber wheels are prohibited.
- d. Wheel axles must be ferrous metal (i.e. steel) or stainless steel. Titanium or aluminum is not permitted.
- e. Wheels may not be solid (spokeless) in design or have any material attached to closeout spokes when viewed from the side of the motorcycle.
- f. The minimum amount of balancing wheel weights must be located in a single radial position for the sole purpose of legitimate static wheel balancing. AMAP will make the final determination if any component or affixed balancing weights meet these criteria.

- g. Wheel designs that offer securely mounted weight options may be submitted to AMAP for evaluation and pre-approval. Unapproved ballasted wheels used at any AFT event may be subject to penalty. A list of approved wheels can be found at <https://www.amapracing.com>.

2.7.15 WEIGHT LIMITS

- a. Minimum Weight: 400 pounds.
- b. Rear-wheel assembly must not exceed a maximum of 43 pounds.
- c. These weight limits are subject to final confirmation in advance of the season. Weight limits must be met after qualifying and races in the condition that the motorcycle finishes the session.
- d. See [Section 2.10 Weight Testing Procedures](#) for definition of rear-wheel assembly and testing procedures.

2.7.16 BODYWORK REQUIREMENTS

- a. All motorcycles must be fitted with OEM bodywork or commercially available replicas that duplicate the OE components in size and shape.
- b. All number plate designs and mounting methods must be submitted to AMAP 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.

2.7.17 FRONT NUMBER PLATES

- a. Location: If a machine does not have usable front bodywork to display a competition number of required size, only the standard of 10" X 12" sized front number plates may be used, mounted in the approved location and orientation.
- 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 StreetTrackers class logo. AMAP must approve front number and logo placement design.

2.7.18 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. AMA Pro Racing Logo: The striped area on both side number plates must display the AMA Pro Racing logo. The logo must be 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. AMAP has the right to determine if side number plates meet these criteria. Side number plates that are not flat must be submitted to AMAP 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.

2.7.19 ITEMS THAT MUST BE REMOVED OR DISABLED

- a. The following items must be removed:
 - i. Side and center stands
 - ii. Mirrors
 - iii. Stalk style turn signals
 - iv. License plate bracket / extended rear splash guard
 - v. Tool kits
 - vi. Accessory lights; functional or decorative
- b. The following items must be disabled:
 - i. All lighting elements must be unplugged or removed

- ii. Lenses or surfaces that could shatter must be completely covered with (at minimum) clear tape
- iii. Horn

2.7.20 OTHER ITEMS THAT MAY BE REPLACED OR MODIFIED

- a. Seat foam or covering, OE base must be maintained
- b. Exhaust system catalyst
- c. Chain guides
- d. Any type of lubrication, brake or suspension fluid may be used.
- e. Oil and water lines may be replaced. Braided steel with proper AN connections are recommended in any pressure application.
- f. Spark Plugs
- g. Oil and Fuel filters
- h. Air filters; replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow
- i. Engine side covers that retain fluids
- j. Cooling system thermostat and radiator cap
- k. Specific replacement components may be identified on a published Approved Equipment List.

2.8 AFT PROSPORT 450 TECHNICAL RULES (NEW FOR 2026)

2.8.1 CLASS TECHNICAL RULES

- a. AFT ProSport 450 motorcycles must meet the following requirements in addition to the applicable requirements in [Section 2.2: General Equipment Standards](#) and [Section 2.3: Motorcycle Specifications](#).
- b. Motorcycles entered in AFT ProSport 450 must compete in the configuration as homologated by the manufacturer. Components may only be replaced, modified or added when explicitly allowed in the rules below.
- c. Everything that is not authorized or prescribed in these rules is strictly forbidden. **If it doesn't say you can do it, you can't.**

2.8.2 MOTORCYCLE HOMOLOGATION RULES

- a. AFT Pro Sport 450 is 4-stroke, single-cylinder production-based class requiring homologation approval. Homologation allows for the modification or replacement of specific components in the interest of safety, research, and development, within defined cost-control limits.
- b. Motorcycles used in Competition must receive homologation approval from AMAP before they may be entered in any event.
- c. Production motorcycles must meet class engine configuration and displacement limits along with any commercial availability requirements to be submitted for homologation.
- d. AMAP will only accept homologation applications, petitions for technical allowances and submission of superseded parts from motorcycle manufacturers, their distributors, or designated representatives.
- e. After receiving homologation approval, any superseded or redesigned part on a homologated model must be submitted to AMAP for approval and must appear on the current OEM parts list prior to use in competition.
- f. Once a motorcycle has been homologated, it may be used until such time that the homologated motorcycle no longer complies with the technical rules or a maximum of five years after its final model year.
- g. Homologation procedure information is available by contacting the AMAP Technical Department.

2.8.3 ENGINE ELIGIBILITY AND HOMOLOGATION

- a. AFT ProSport 450 is a production-based class requiring homologation approval. Motorcycles used in AFT ProSport 450 competition must meet the homologation requirements in [AFT Singles Technical Rules - Section 2.5.2 Engine Eligibility and Homologation](#).
- b. Only Production 4-stroke single-cylinder motorcycles with a displacement of 251-450 that have been homologated by AMAP may be used in AFT ProSport 450 competition. The list of Approved Motorcycles is available on the AMAP website.

2.8.4 ENGINES

- a. All components of the engine must remain as homologated with the following allowances:
 - i. Normal maintenance of the engine is allowed, but all replacement parts must be OEM.
 - ii. Cylinder Head: Modifications are permitted only to the shape of the valve contact area (seat). No other machining or blending is permitted.
 - iii. Cylinders: Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized, and the OEM bore size does not change.
 - iv. Clutch: Clutch Plates may be modified or replaced. Clutch springs may be changed. Back torque limiting clutches (slipper style) are permitted and strongly recommended.

2.8.5 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. Only OEM engine sensors may be used to provide input to the ECU unless otherwise specified.
- c. The software in ECUs may only be modified to affect spark and fuel table control.
- d. AMAP reserves the right to download and/or impound a competitor's ECU for inspection at any time. Teams are required to provide all available download cables and operating software upon request.
- e. Suspension stroke sensors are prohibited.

2.8.6 TRANSMISSION AND PRIMARY DRIVE

- a. All components of the transmission and primary drive must remain as homologated.

2.8.7 INTAKE SYSTEM

- a. Intake components, including airbox, throttle bodies, etc. must remain as homologated.

- b. Air filters are required and may be replaced with a commercially available filter. Replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance air flow.

2.8.8 EXHAUST SYSTEM

- a. Commercially available slip-on mufflers are permitted. The original, unmodified head pipe must be maintained.
- b. Must meet all requirements of the current sound limits.
- c. Exhaust system must be of the same OEM configuration and routing, i.e. no down pipes.
- d. Exhaust pipes and mufflers must be securely attached together and bolted to the frame using the OEM mounting locations.
- e. Mufflers must have sound absorption mechanisms or packed baffling.
- f. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire. For safety reasons, the exposed edge(s) of the exhaust pipe outlet(s) must be rounded to eliminate any sharp edges.
- g. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame in order to prevent another rider's wheel or leg from becoming trapped.

2.8.9 FRAMES

- a. All motorcycles must have a unique 17-digit Vehicle Identification Number (VIN) as assigned in production and which must be displayed in a legible fashion. If a frame is destroyed, the replacement frame must carry the original VIN in its entirety.
- b. Cracked or broken frames are not permitted.
- c. Footrests
 - i. Both footrests must fold backward to a 45-degree angle.
 - ii. The top of the right footrest may be serrated.
 - iii. A rubber encased foot peg must be fitted on the left side of the motorcycle.
 - iv. The edge of both footrests must be covered with at least 0.25-inches of rubber or soft plastic (not tape) and must present no cutting hazard.
 - v. The maximum length of the footrest from the pivot point is five inches.
 - vi. Shift lever ends must be rubber covered.

2.8.10 SWINGARMS

- a. All components of the OEM swingarm must remain as homologated with the following allowances:
 - i. Chain guides may be removed or relocated.

2.8.11 FORKS AND SHOCKS

- a. Forks and rear shock must remain as homologated with the following allowances:
 - i. Internals may be modified or replaced with commercially available kits.
 - ii. **Top fork caps may be replaced.**
 - iii. **Shock springs may be replaced.**
 - iv. **Commercially available Shock Spring pre-load adjusters may added.**
 - v. **Commercially available mechanical holeshot devices may be added.**
- b. A steering damper may be installed; however, it may not be used as a steering lock limiting device.

2.8.12 FUEL TANKS

- a. All components of the OEM fuel tank and delivery system must remain as homologated with the following allowances:
 - i. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
 - ii. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.
 - iii. Tip-over switches are required on fuel-injected machines.

2.8.13 HANDLEBARS 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. At TT events, 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.
- h. Throttles must be self-closing.

2.8.14 BRAKES

- a. All components of the OEM brakes must remain as homologated with the following allowances:
 - i. Brake pads and hydraulic lines may be replaced with commercially available parts.
 - ii. In Mile, Half Mile, and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front wheel brakes is not allowed.
 - iii. In TT races, all motorcycles must be equipped with adequate and operating front and rear wheel brakes.
 - iv. Foot-operated, solid, non-folding brake levers must be rubber-covered and remain in OEM location.

2.8.15 WHEELS

- a. Motorcycles must use 19-inch spoked wheels, front and rear.
- b. Cast or machined "Mag" wheels are not permitted.
- c. The required rim widths are restricted to the following, as measured at the inside, bead to bead:
 - i. Front: 2.15 or 2.5 inches
 - ii. Rear: 2.75 or 3.0 inches
- d. Rims, spokes and hubs may be replaced to meet the wheel size requirements.
- e. Only rim tape or tube protector (located between rim and tube) and a single inner tube solely designed and intended to serve as an air bladder may be installed inside each tire.
- f. The minimum amount of balancing wheel weights must be located in a single radial position for the sole purpose of legitimate static wheel balancing. AMAP will make the final determination if any component or affixed balancing weights meet these criteria.

2.8.16 WEIGHT LIMITS

- a. Motorcycles must weigh a minimum of 230 lbs.
- b. Rear-wheel assembly must not exceed a maximum of **34.0** lbs.
- c. See [Section 2.10 Weight Testing Procedures](#) for definition of rear-wheel assembly and testing procedures.

2.8.17 FAIRINGS/BODYWORK

- a. All motorcycles must be fitted with OEM bodywork or commercially available replicas to include number plates, radiator shrouds, side panels and front and rear fenders. All bodywork must closely resemble the OE components in size and shape.
- b. Under sizing, modifying or altering any component or its mounting position with the intent of reducing aerodynamic drag (streamlining) is prohibited.
- c. Skid plates, front roost deflectors or engine guards must be pre-approved prior to use. If such devices suggest the possibility of decreasing wind resistance they must be modified as directed by AMAP officials or removed.

2.8.18 FRONT NUMBER PLATES

- a. It is recommended that all ProSport competitors use the following number plate and number color combination:
- b. Plate Size: Must be OEM or commercially available replicas of the homologated model.
- c. Plate Color: Black (PANTONE Process Black C)
- d. Number Color: White
- e. Series Logos: The top 1.33" of the number plate must be black with two (2) American Flat Track (Reversed) series logos (Size: 4"W by 1"T), centered and equally spaced.
- f. Class Logo: The bottom of the number plate must have one (1) centered AFT ProSport 450 class logo (Size: 3"W by 0.75"T).

2.8.19 SIDE NUMBER PLATES

- a. It is recommended that all ProSport competitors use the following number plate and number color combination:
- b. Plate Size: Must be OEM or commercially available replicas of the homologated model.
- c. Plate Color: Black (PANTONE Process Black C)
- d. Number Color: White
- e. AMA Pro Racing Logo: The striped area on both side number plates must display the AMA Pro Racing logo. The logo must be 1" tall.

2.8.20 ITEMS THAT MAY BE REPLACED

- a. Additional items that may be replaced with commercially available parts:
 - i. Any type of lubrication, brake or suspension fluid may be used
 - ii. Oil filters and Fuel filters
 - iii. Spark Plugs
 - iv. Cooling system thermostat and radiator cap
 - v. Drive chain and sprockets
 - vi. Foot Pegs
 - vii. Gear shift lever
 - viii. Seat cover and foam

2.9 **TECHNICAL INSPECTION AND ELIGIBILITY**

2.9.1 **TIME/MANNER/LOCATION**

- a. All race equipment, including but not limited to motorcycles, motorcycle parts, equipment and/or fuel, is subject to inspection by AMAP, at any time, manner, and location as determined by AMAP.
- b. All decisions by AMAP regarding the timing, manner and location of inspection, as well as what race equipment will be inspected, are final, non-appealable and non-reviewable except as provided in [Section 1.1.7: Finality of Interpretation and Application](#).

2.9.2 **MOTORCYCLE ELIGIBILITY**

- a. AMAP will determine whether a motorcycle including any race equipment meets the applicable specifications for an Event as set forth in the AMAP Rules, as may be amended, and any Supplementary Regulations published by AMAP for an Event.
- b. In passing a motorcycle through technical inspection, AMAP does not warrant that motorcycle's adherence with all rules. Each entrant and Rider in AMAP classes assumes full responsibility for any violation of equipment rules involving their motorcycle.
- c. Only race equipment determined by AMAP to meet the applicable specifications is eligible to compete in the Event. Only motorcycles having passed Technical Inspection will be allowed on the racetrack. Motorcycles must be class legal and must meet all equipment requirements.
- d. Such determinations may be made by AMAP before, during, or after the Event, and may consider, to the extent deemed reasonable by AMAP in the interests of racing competition and fairness, any modifications caused or required as a result of damage caused by In-Race accidents.
- e. In the case where more than one motorcycle per class may be presented and passed through initial Technical Inspection, frame numbers must be properly recorded. See [Section 1.8.4: Motorcycle Usage](#) for exceptions.

2.9.3 **COMPETITOR OBLIGATION**

- a. A Competitor must take whatever steps are requested by AMAP, including disassembly of the motorcycle, to facilitate inspection of the race equipment.
- b. AMAP is not responsible for payment, reimbursement, damage, or loss to the Competitor as a result of such inspections.

2.9.4 **INSPECTIONS**

- a. Inspections of motorcycles, equipment and riding apparel will be held prior to and after a race event, or at other times as determined by AMAP.
- b. Although the motorcycle, equipment or apparel passed prior inspections, the motorcycle, equipment or apparel must comply with the rules at all subsequent inspections.
- c. If an inspection requires a disassembly, consideration may be taken for the event schedule. In these cases, parts may be sealed for inspection at the conclusion of the event.
- d. Any motorcycle found to be in violation of equipment rules may be assumed to have been in violation for the entire race event.
- e. During post-race technical inspections or teardowns, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area.
- f. Only AMAP or designated personnel may inspect impounded motorcycles or equipment.

2.9.5 **WEIGHT LIMIT INSPECTIONS**

- a. Weight limits may be checked by Race Officials at any time during an Event.

2.9.6 **SEALING/IMPOUNDING**

- a. Race Officials may, for inspection purposes, seal or impound any race equipment entered and competing in an Event.
- b. Race Officials and/or AMAP Supervisory Officials may also seal engines or impound components to perform enhanced inspection procedures for the sole purpose of ensuring compliance with technical regulations (See [Section 2.5.7: Technical Analysis](#)).
- c. AMAP is not responsible for payment, reimbursement, damage, or loss to the Competitor as a result of such sealing or impounding.
- d. In Events where motorcycles are impounded after inspection or Qualifying, only repairs or adjustments authorized by Race Officials may be performed. Unauthorized repairs and/or adjustments may result in a penalty.

2.9.7 TECHNICAL ANALYSIS

- a. AMAP may determine, in the interest of maintaining the integrity of the sport, that it is necessary or appropriate to analyze components to ensure compliance with technical regulations. In such a case, Race Officials may impound components for up to 45 days following an event in which such components were utilized in competition, to allow AMAP to perform detailed inspections and testing.
- b. The Competitor shall take whatever steps are requested by AMAP for this purpose.
- c. AMAP also may seal or impound race equipment for this purpose.
- d. AMAP is not responsible for payment, reimbursement, damage, or loss to the Competitor as a result of such analysis, sealing, or impounding.
- e. In the case of an appeal, AMAP may retain custody of impounded equipment until the appeal process has been completed.
- f. If, in the judgment of AMAP, any race equipment has been altered or modified or any actions or procedures were conducted to compromise the results of the technical analysis, AMAP may assess penalties in accordance with [Section 3.1: Violations and Disciplinary Action](#).
- g. If, in the judgment of AMAP, any actions or procedures were conducted with the intent to alter or compromise the results of the technical analysis, AMAP may assess penalties in accordance with [Section 3.1: Violations and Disciplinary Action](#).

2.9.8 EQUIPMENT VIOLATIONS AND PENALTIES

- a. Race Officials may confiscate any race equipment, without obligation for payment or reimbursement, which fails to meet applicable AMAP specifications during an Event or that is used or altered in violation of the AMAP Rules, in AMAP's sole discretion.
- b. In any case where a part has been determined to be in violation of AMAP rules, that part may be held indefinitely by AMAP, to prevent the use of that part in future AMAP competitions. Entrants may submit requests in writing to AMAP for the return of illegal parts which will be addressed on a case-by-case basis. Any parts found to be illegal will be held by AMAP at least until the completion of the competition season.
- c. If Race Officials determine that any race equipment used by a Competitor does not meet AMAP specifications or is used or altered in violation of the AMAP Rules, AMAP may issue any or all of the following penalties:
 - i. Warning
 - ii. Fine
 - iii. Declare the motorcycle and/or race equipment ineligible for the Event
 - iv. Disallow the Competitor's Qualifying time(s)
 - v. Loss of finishing positions
 - vi. Total or partial loss of points or laps
 - vii. Total or partial loss of prize money
 - viii. Disqualification
 - ix. Any other such determination as may be appropriate in the interest of competition.
- d. The above actions are in addition to all remedies available to AMAP in accordance with [Section 3.1: Violations and Disciplinary Action](#), will not be deemed or construed to be a penalty within the meaning of [Section 3.1: Violations and Disciplinary Action](#) and are not appealable under that Section.

2.9.9 FINALITY OF INSPECTION/ELIGIBILITY DECISIONS

- a. Inspection and/or eligibility decisions, including any decisions regarding a Competitor's compliance with equipment-related procedures set forth in the AMAP Rules, are final, non-appealable and non-reviewable except as provided in [Section 1.1.7: Finality of Interpretation and Application](#).

b.

2.10 FUEL TESTING PROCEDURES

2.10.1 FUEL TESTING

- a. AMAP may carry out fuel tests at any time during the course of any Event.
- b. AMAP has sole authority to direct the administration of fuel tests during the course of any Event.
- c. AMAP has sole authority to designate the official laboratory for testing fuels and may designate more than one official laboratory.
- d. The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of AMAP.
- e. The motorcycles selected for fuel sampling and testing will be placed in the impound area.
- f. The Chief Technical Inspector will supervise the collection of the test samples.
- g. Only Race Officials under the supervision of the Chief Technical Inspector may take fuel test samples.

2.10.2 CONTAINERS FOR HOLDING SAMPLES

- a. Will be provided by AMAP.
- b. Must be clean and constructed of robust, fuel non-reactive, impermeable material.
- c. Must be sealable.
- d. Must have provision for identification.

2.10.3 FUEL TEST PROCEDURES

- a. The extraction of fuel from machines must be directly from the fuel tank.
- b. Three (3) test samples will be collected from each selected motorcycle.
- c. The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.
- d. This information must be entered on the Fuel Sample Certificate, which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken, and the identity of its Rider.
- e. The samples (A, B and C) must remain in the control of the Chief Technical Inspector. The Rider or a representative of the Rider/team must sign the Fuel Sample Certificate acknowledging that a sample was taken, and the Rider or representative will receive a copy of the certificate.
- f. The Chief Technical Inspector will arrange to deliver the samples (A, B and C) along with the Fuel Sample Certificates to an express service for transportation within 48 hours of the samples having been taken.

2.10.4 SHIPPING TO OFFICIAL TESTING LABORATORY

- a. Sample A and Sample B, along with their individual certificates, will be sent by express service to the official testing laboratory. Sample A will be tested for compliance with the fuel specifications in accordance with standard scientific procedures. Sample B will be safeguarded at the official testing laboratory, if Sample A is found to be in non-compliance with the fuel specifications, Sample B will be tested for verification.
- b. Sample C will be safeguarded at the AMAP office for future testing if necessary.
- c. The results obtained from such testing will be attached to the laboratory's copy of the fuel sample certificate and delivered to AMAP as soon as practicable after the results have been obtained.
- d. Upon receiving the report from the laboratory that a fuel sample or samples are not in compliance with the rules, AMAP will inform the Rider and Entrant prior to assessing a penalty.
- e. The Entrant may request to carry out a test of the B sample to verify the results. The testing of the B sample will be at the Entrant's expense.
- f. AMAP will receive the testing results of Sample B and compare it with the testing result of Sample A.
- g. Of these two testing results, the more favorable testing result (whether it be the A or B sample) will be used to determine compliance.
- h. The independent testing laboratory in issuing the results of the test must also verify that the samples were received in good condition and with the seal intact.

2.11 SOUND TESTING PROCEDURES

2.11.1 SOUND TEST EQUIPMENT

- a. The following instrumentation shall be used: a sound-level meter meeting the Type 1, Type S1A, Type 2, or Type S2A requirements of ANSI S1.4-198 or the international standard IEC 651, Type 1 or Type 2.
- b. The sound-level meter must include a compatible calibrator, which must be used immediately before the testing session begins and always just prior to a re-test if a disciplinary sanction may be imposed.
- c. A 20-inch string may be attached to the front of the sound-level meter for the stationary sound test.
- d. It is recommended that the sound meter be attached to a tripod and then placed into position for the test.
- e. Allow the sound meter to come to the same temperature as the surroundings.
- f. Set the sound meter to slow dynamic response and A-weighting.
- g. An electric tachometer or vibrating reed tachometer shall be used to determine RPM.

2.11.2 TEST SITE

- a. No one should be within 10 feet (3 meters) of the machine other than the rider, the sound meter operator, an assistant to balance the motorcycle and one other person directly behind the sound meter operator.
- b. The test area should be a flat, open surface free of large sound-reflecting surfaces, such as a parked vehicle, buildings, signs, and hillsides, within 16 feet of the motorcycle being tested.
- c. The surface should be free of loose soil, snow or grass higher than 6 inches.
- d. The surrounding sound should not exceed 90 dB/A within a 16-foot radius from the motorcycle during the test.
- e. Always use a windscreens under windy conditions. The stationary test procedure should not be conducted if the wind speed is 20 mph or higher.
- f. If wind is present, the motorcycle should be positioned so the wind blows back to front. This allows mechanical sound to blow forward, away from the microphone.
- g. Tests should not take place in rain, snow or excessively damp conditions.

2.11.3 GUIDELINES FOR MEASURING SOUND

- a. For initial sound control and technical inspection, only one spare silencer shall be presented per motorcycle.
- b. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.
- c. During the sound test, only the AMAP official may conduct the sound test. No team personnel may influence the sound test.
- d. The sound reading should be taken with the microphone placed at 20 inches from the exhaust pipe at an angle of 45 degrees measured from the centerline of the exhaust end and at the height of the exhaust pipe, but at least 8 inches above the ground. If this is not possible, the measurement can be taken at 45 degrees upward.
- e. Attach an electric tachometer or set the vibrating reed tachometer to the test RPM.
- f. Make sure the engine is warmed up and the transmission is in neutral.
- g. Have the vehicle operator slowly increase the engine speed to the test RPM.
- h. Have the vehicle operator or assistant read the meter of the electric tachometer, or have the vehicle operator or assistant hold the vibrating reed tachometer against any solid part of the vehicle.
- i. Have the vehicle operator or assistant signal when the correct RPM is held (e.g., by tapping his foot).
- j. Read the sound level meter when the correct RPM is held.
- k. All silencers will be marked once they have passed the sound test. The silencer shall not be modified after it has been marked.
- l. Silencers fitted with removable end cap/adapters aimed to reduce the sound levels shall be marked and securely mounted to the silencer. If the removable end cap/adapter becomes separated from the silencer during any practice/qualifying or race, the silencer will be deemed modified, and the rider will be penalized.
- m. The silencer may only be exchanged with a spare that has also been checked and marked for that motorcycle.

2.11.4 SOUND TESTING CORRECTIONS

- a. Always round down the meter reading; that is: $100.9 \text{ dB/A} = 100 \text{ dB/A}$.
- b. Type 1 Meter: deduct 1 dB/A
- c. Type 2 Meter: deduct 2 dB/A
- d. Below 50 degrees Fahrenheit: deduct 1 dB/A
- e. Below 32 degrees Fahrenheit: deduct 2 dB/A

2.12 **WEIGHT TESTING PROCEDURES**

2.12.1 OFFICIAL SCALE

- a. The official AMAP scale used on race day will be the only scale used for weight verification and official weights will be deemed final.
- b. The official AMAP scale will be available for weight checking before qualifying and final races.
- c. If the official AMAP scale is not available for weight checking prior to the final races, then post-race weighing will not take place.

2.12.2 MOTORCYCLE WEIGHT TESTING PROCEDURES

- a. Minimum motorcycle weight must be met after qualifying and races in the condition the motorcycle finishes the session. Race Officials may require that motorcycles be cleaned of excess mud or dirt before weighing.
- b. A motorcycle must be taken directly from the track to the scale and weighed with remaining fuel in the fuel tank. No additional fluids may be added.
- c. If the weight displayed on the scales after the momentary stabilization period oscillates between two numbers, the higher number will be used.
- d. Additional weight requirements for a class may be listed under the technical regulations.

2.12.3 WHEEL WEIGHT TESTING PROCEDURES

- a. Wheels will be weighed as they come off the racetrack. Removal of dirt and track debris is permitted.
- b. Rear wheel assemblies will be weighed. A wheel assembly consists of:
 - i. Tire
 - ii. ***Single inner tube solely designed and intended to act as an air bladder***
 - iii. Approved rim tape or tube protector (located between rim and tube)
 - iv. Rim
 - v. Spokes
 - vi. Hub
 - vii. Wheel Spacers
 - viii. Rotor
 - ix. Sprocket (and associated fasteners)
 - x. Only the minimum amount of balancing wheels weight required to balance the wheel assembly

2.13 TIRE TESTING PROCEDURES

2.13.1 TIRE TESTING PROCEDURES

- a. Tire testing will be done at the discretion of the AMAP officials. Refusal to allow testing to be completed will result in disqualification without exceptions.
- b. Testing may be conducted on tires which are used by or in the possession of any credentialed participant at an AMAP-sanctioned event.
- c. In the case where AMAP performs post-race tire testing, AMAP shall have sole discretion as to which competitors and which tires are selected for testing.
- d. AMAP reserves the right to test any tire of any rider at the expense of AMAP.
- e. Any rider that is found to have used a tire that did not conform will be disqualified and fined.

2.13.2 PROCESS FOR TAKING TIRE SAMPLES

- a. Tire testing may include use of a durometer, sniffer and sample evaluation by Blue Ridge Labs.
- b. Prior to removal of a tire sample for testing by Blue Ridge Labs the competitor will sign a release stating their understanding of the following:
 - i. The test will be performed by Blue Ridge Laboratory and if the sample is found to not conform to the benchmark tire specifications the rider will be disqualified.
 - ii. Additionally, AMAP cannot be sued, litigated, or challenged based on the findings of the lab test.
 - iii. The lab test will prevail as the final ruling in the tire inspection process.
- c. If the competitor chooses not to sign the waiver they will be disqualified for refusing inspection.
- d. When samples are to be sent to Blue Ridge Labs, an AMAP tech official will remove four (4) sample strips from the tread of the tire that measure 1 – 2" long.
- e. The samples will be placed into a vial by the competitor and then the vial will be sealed.
- f. The sealed vial will be placed into an evidence bag and signed, dated and numbered by the competitor and inspector.
- g. The witnessing AMAP official will send the sample to Blue Ridge Labs for testing.
- h. Blue Ridge Labs will test the sample in comparison to a sample provided to them by the tire manufacturer.
- i. Blue Ridge Labs will declare the tire to conform or not conform to the benchmark sample from the manufacturer.
- j. If the sample conforms to the benchmark the competitor will be declared within the rules.
- k. If the sample does not conform to the benchmark, the competitor will be found in violation of the rules and will be disqualified.

2.13.3 PROTESTS INVOLVING TIRE TESTING

- a. A rider participating in the event may request tire testing for any bike using the tire in question by submitting a written protest to an AMAP official within thirty (30) minutes of the first bike's arrival at the tech tent.
- b. A protest may only be filed against competitors who finish the Main Event.
- c. The individual making the protest must include the following:
 - i. Event
 - ii. Date and time of the protest
 - iii. Bike # and rider being protested
 - iv. Bike # and rider filing the protest
- d. The individual making the protest must include \$1,000 cash per tire being protested along with the protest.
- e. If the protested tire is determined to conform to the sample, the protesting rider will not receive his \$1,000 back and the rider that was protested will not be disqualified.
- f. If it is determined that the protested tire did not conform to the sample, the \$1,000 cash will be returned to the rider filing the protest.

2.13.4 DESIGNATED TESTING FACILITY

- a. Samples can be sent to Blue Ridge Labs for testing along with a phone number and return address where results should be sent:

BLUE RIDGE LABS

522 PINE MTN. RD

HUDSON, NC 28638

SECTION 3 - ADMINISTRATIVE REGULATIONS

3.1 VIOLATIONS AND DISCIPLINARY ACTION

3.1.1 GENERAL SCOPE OF THE PENALTIES (THE VIOLATION DETERRENCE SYSTEM)

- a. AMAP may issue Penalties as it deems fit to provide for the orderly conduct of the sport. Such determinations may be made by AMAP before, during, or after the Event, and may consider, to the extent deemed reasonable by AMAP in the interests of racing competition and fairness, any modifications caused or required as a result of damage caused by In-Race accidents.
- b. The Violation Deterrence System exists to help maintain the integrity of the sport, maintain fair competition for stakeholders, send a clear message to the teams and the industry that Rules violations will not be tolerated, address safety for all involved, and provide for the best possible motorsports experience for fans, sponsors, supporters, and participants.
- c. Penalties are designed primarily to deter AMAP Rules violations. At each level of the Violation Deterrence System, the magnitude of the Penalty is structured to be appropriate for the magnitude of the Rules violation. However, Penalties are not designed at any level simply to serve as an offset for whatever alleged benefit the infraction may have resulted in. As with every professional sport, Penalties must serve as both a deterrent and a punishment.
- d. When AMAP determines that it must issue a Penalty, it will refer to the guidelines described in this Section. When determining a specific Penalty for a specific Rules violation, AMAP may adjust any standard Penalty in this Section if, in its sole judgment, the circumstances warrant. Additionally, if AMAP determines that a Rules infraction "trend" (i.e. the same or similar Rules infractions recurring, even if amongst different teams) is developing in a given Discipline or area of the sport, then it may reassign a given type of infraction to a higher Penalty Level or escalated Penalty within the same Penalty Level than it had been assigned to previously before issuing a subsequent Penalty.

3.1.2 THE VIOLATION DETERRENCE SYSTEM

- a. To treat all Credentialed Participants fairly and equitably, among other things, the Violation Deterrence System provides for Penalties:
 - i. Without regard to intent or lack of intent in the case of technical infractions.
 - ii. Without attempting to determine if any perceived advantage or disadvantage may have resulted from a technical infraction.
 - iii. Without attempting to determine who was actually a party to whatever led to the violation, except in the case of behavioral infractions, and then only to the extent reasonable and practical for a sporting authority.
 - iv. Without regard to a Rider or team's current position in the Points standings.
 - v. Without regard to a Credentialed Participant or team's financial means or current manpower resources.
 - vi. Without regard to the manufacturer, sponsor, supplier, vendor, or any third-party affiliates.
- b. AMAP has elected to use common terminology throughout this Section, rather than legalese and/or technical language, to convey the meaning in a form that should be easily understood by all participants in the sport, and also by fans, the media, sponsors, third-party vendors, and all followers of the sport. Furthermore, this Section, in some cases, cites examples to better illustrate the types of infractions of the Violation Deterrence System, but does not attempt to cover every potential type of violation or Penalty.
- c. If the meaning or intention of any portion of the Violation Deterrence System is unclear to a Credentialed Participant, then it is the Credentialed Participant's responsibility to inquire about it to AMAP. However, the Credentialed Participant need not inquire in advance about where a hypothetical infraction might fall, since that infraction should not occur in the first place, nor should any Credentialed Participant be considering violating the Rules.

3.1.3 GENERAL PROCEDURE

- a. If a Race Official observes or is made aware of an act or omission by a Credentialed Participant that constitutes a violation of the Rules or that is detrimental to motorcycle racing, the sanctioning bodies or promoters, and if the Official determines that the act or omission is sufficiently serious to warrant the imposition of a Penalty, the Official shall report the violation to the Race Director as soon as practicable. Actions detrimental to motorcycle racing, the sanctioning bodies or promoters is a subjective determination made by AMAP and includes in part the Participant's actions that reflect upon the sport as a whole and upon other Credentialed Participants.
- b. The Race Director shall consider the report and shall conduct whatever additional inquiry he or she deems appropriate under the circumstances.

- c. After concluding the inquiry, the Race Director shall review the matter with AMAP personnel from relevant areas to determine whether disciplinary action is appropriate, and if so, what disciplinary action should be taken.
- d. The Credentialed Participant shall be informed of the determination by the Race Director or by AMAP for Level 1, Level 2, Level 3, and Safety violations; and by AMAP for Code of Conduct violations. If disciplinary action is imposed, AMAP shall cause a Penalty Notice to be issued to the subject Credentialed Participant specifying the violation, a brief statement of the time and circumstances of the violation, and the Penalty imposed. A Penalty Notice will only be issued for Race Disqualification, Level 1, Level 2, Level 3, Safety, and Code of Conduct violations. The Race Director will communicate any At-Track penalties to the Entrant or Team Manager as well as the Rider.
- e. AMAP may publicly announce or publish any At-Track penalties or Penalty Notices.
- f. The subject Credentialed Participant referenced in the Penalty shall have no claim or cause of action of any kind against AMAP, its Credentialed Participants, employees, agents, assignees and affiliates, or any individual publishing such Penalty or announcing the violation.
- g. If the Credentialed Participant wishes to appeal the Race Disqualification, Level 1, Level 2, Level 3, Safety, or Code of Conduct Penalty Notice, the Credentialed Participant shall make a written request for a hearing to the National Appeals Panel within three business days of the issuance of the Penalty Notice (except as otherwise required for an Expedited Appeal Procedure), as outlined in [Section 3.2: Protests and Appeals](#). **At-Track penalties are non-appealable.**

3.1.4 EMERGENCY ACTION

- a. If the act or omission of a Credentialed Participant is determined by Race Officials to constitute a threat to the orderly conduct of the Event, the Race Director or AMAP Supervisory Officials may take temporary emergency action against the Credentialed Participant. Such emergency action may include ejection from the racing premises, suspension of Credential and/or License, or any other action designed to remove the threat created by the Credentialed Participant.
- b. If a Team Manager is ejected from an Event, the team must designate a new Team Manager and communicate the change to the Race Director.
- c. Examples of conduct warranting such emergency action include, but are not limited to, the consumption of alcoholic beverages, stimulants, depressants, tranquilizers or other drugs before or during an Event, the use of illegal drugs at any time, fighting, reckless endangerment, Rules violations, Race procedure violations, or any other directive of a Race Official.
- d. That Race Official shall report the Credentialed Participant's conduct, and the emergency action taken, to the Race Director as soon as practicable, and thereafter the procedure set forth in [Section 3.1: Violations and Disciplinary Action: General Procedure](#) shall apply.
- e. The emergency action shall remain in effect until the decision of the Race Director is made, except that **an ejection is final, non-appealable, and non-reviewable** in accordance with [Section 1.2.14: Ejection](#).

3.1.5 PAYMENT OF FINES

- a. Fines shall be paid to AMAP Headquarters (AMA Pro Racing, 525 Fentress Blvd., Suite B, Daytona Beach, FL 32114) upon receipt of a Penalty Notice.
- b. Failure to pay any outstanding fines in a timely manner may result in suspension.
- c. All unpaid fines of a Credentialed Participant may be collected by AMAP by deducting the amount from the Event Purse or Point Fund earnings of the Rider and/or Entrant with whom the Credentialed Participant was associated at the time of the conduct that gave rise to the Penalty Notice.
- d. Any fines left unpaid at the end of the racing season shall be considered grounds for refusal to approve that Credentialed Participant's application for the next applicable year of the Credentialed Participant against whom the unpaid fine has been assessed.

3.1.6 GUIDING PRINCIPLES RELATIVE TO PENALTIES

- a. Unless otherwise specifically provided for in these rules, AMAP may disqualify any entrant, Rider, Credentialed Participant or motorcycle from the balance of a race event for violation of these rules, insubordination or other actions deemed in the sole discretion of AMAP to be detrimental to the race event and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in ejection from the event venue.
- b. Unless otherwise specifically provided for in these rules, AMAP is empowered to suspend from competition any entrant, Rider, crew member or motorcycle for a period of one event up to an indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole discretion of AMAP, to be detrimental to the sport of motorcycle racing.

- c. AMAP is also empowered to, in addition to or in lieu of a suspension from competition, suspend an Entrant's or Rider's eligibility to earn points for one or more events including, but not limited to, the event in which the rules violation took place. The beginning and ending dates of any such suspension will be as determined by AMAP.
- d. AMAP reserves the right to carry over any and all penalties, fines and suspensions incurred by a Rider at any AMA amateur and/or premier sanctioned event. Unacceptable behavior by a Rider on the racetrack or in the paddock at any AMA sanctioned event is detrimental to the sport as a whole and will be treated as such by AMAP.
- e. Some guiding principles relative to Penalties that are issued for technical infractions include:
 - i. Any infraction that was undetected during any prior inspection(s) is still an infraction regardless. In most cases, however, AMAP will not retroactively issue a separate Penalty for previous Events that occurred prior to the Competition in which the infraction was detected, except in circumstances such as where components may have been sealed, etc.
 - ii. The responsibility for full compliance with the Rules on or of any and all elements provided by, leased, purchased, etc. by third-party suppliers, and/or from other teams or former teams lies solely with the team that has entered the motorcycle in the Event.
 - iii. Any element(s) that constitute Rules infractions may be confiscated by AMAP. AMAP will address requests for the return of confiscated elements on a case-by-case basis.
- f. The issuance of a Penalty by AMAP is not a reflection on any sponsor affiliated with an affected team, Rider, or Credentialed Participant, nor on the racing organization that fielded the motorcycle, nor on any of the individuals employed by that organization, nor on the manufacturer, nor on those who were specifically named in the Penalty.
- g. A Race Disqualification, Level 1, Level 2, Level 3, Safety, or Code of Conduct Penalty Notice issued under the scope of this Section may be appealed as outlined in [Section 3.2: Protests and Appeals](#). The National Appeals Panel is empowered to modify a specific Penalty Notice that was issued under this Section if they determine that the specific circumstances of the infraction(s) under their review warrant such modification. However, the National Appeals Panel is not empowered to re-run any Event, or to re-write any Rules in this Rule Book, or to re-write this general scope of Penalties. Only AMAP has the authority to re-write the Rules in the Rule Book. Accordingly, if the National Appeals Panel determines that the specific circumstances surrounding a specific infraction(s) warrants the modification of that specific Penalty Notice, such modification on their part will have no bearing on this Section, or on any future Penalties AMAP may issue under the scope of this Section, even if for the same type of infraction(s).
- h. The Violation Deterrence System is an evolution of a system that has been developed over many years. Accordingly, Penalties that were issued in the past have factored into the evolution of the current Violation Deterrence System. Be advised however that, if AMAP determines that a Penalty should be issued for an infraction, it will use the current General Scope of Penalties (the Violation Deterrence System) as outlined in this Rule Book, or as amended from time to time, as the guide.
- i. AMAP will review the Violation Deterrence System from time to time and make adjustments as needed. AMAP welcomes relevant input from any Credentialed Participant in this regard. However, any decision to adjust this System will be made solely by AMAP. If adjustments are made, AMAP will notify the Credentialed Participant in a timely manner and will not retroactively adjust any Penalties that have already been issued.

3.1.7 DETERMINATION OF PENALTIES

- a. The following structure generally describes the Violation Deterrence System that AMAP uses as a guideline when determining Penalties. The descriptions outlined in this Section are not meant to be all-encompassing, or to represent an exhaustive list of every imaginable infraction. Rather, they are meant to clearly explain the general levels of Penalties that will be issued for the general levels of infractions, should AMAP determine that a Penalty will be issued.

3.1.8 AT-TRACK AND ON-TRACK VIOLATIONS

- a. At-Track and On-Track Violations are subject to the assessment of Penalties for violations of the rules in [Section 1.6: Race Rules and Procedures](#) or [Section 1.8: American Flat Track Championship Rules](#) which occur during the course of an Event. The severity of infractions, the timing of when infractions are detected, and the reoccurrence of infractions will determine the penalty to be assessed.
- b. On-Track Violations are related to infractions which occur while a Rider is participating in a competition session. At-Track Violations are related to infractions which occur at all other times.
- c. Penalty options listed in the At-Track Violations and Penalty Table and the On-Track Violations and Penalty Table will be issued and enforced at the Race Director's sole discretion. Additional penalties may be issued as circumstances warrant. Subsequent offenses by the same Credentialed Participant may result in escalating penalties. At-Track and On-Track Penalties are final and not appealable.

d. At-Track Violations and Penalty Table

- i. The At-Track Violations and Penalty Table provides guidelines for violations of the rules in [Section 1.6: Race Rules and Procedures](#) or [Section 1.8: American Flat Track Championship Rules](#) which occur while a rider is not actively participating in a competition session on the racetrack, including but not limited to:
 - i. [Section 1.6 Race Rules and Procedures](#)
 - a) Missing a Rider's Briefing
 - b) Failing to participate in pre-race promoter activities
 - c) Refusing a broadcaster interview
 - d) Skipping post-race promoter & media activities
 - e) Failure to utilize appropriate restroom facilities
 - f) Failure to comply with direction of Race Officials
 - ii. [Section 1.8 American Flat Track Championship Rules](#)
 - a) Technical Inspections

e. On-Track Violations and Penalty Table

- i. On-Track Penalties may be imposed for violations which occur during any on-track session. Penalties may be applied while the session is still active or after a session is complete.
- ii. The On-Track Violations and Penalty Table provides guidelines for violations of rules which occur while a rider is participating in any given competition session, including but not limited to violations related to:
 - i. [Section 1.6 Race Rules and Procedures](#)
 - a) Flags and Lights
 - b) General Safety and On-Track Regulations
 - c) Qualifying & Eligibility
 - d) Outside Assistance
 - e) Track Access
 - f) Passing
 - g) On-Track Incidents and Mechanicals
 - h) Track Cuts/Unfair Advantage
 - i) Victory Laps
 - ii. [Section 1.8 American Flat Track Championship Rules](#)
 - a) Motorcycle Usage / Backup Bikes
 - b) Timed Practice and Qualifying Procedures
 - c) Staging Procedures
 - d) Starting Positions
 - e) Race Start Procedures
 - f) Red Flag Procedures
 - g) Race Restart Procedures

f. At-Track and On-Track Penalty Options

- i. Not all potential violations are covered in the tables above. Race Officials may impose one or more of the following penalties for violations of other rules at-track and on-track procedural rules which are not listed in the tables:
 - i. Warning
 - ii. Fine
 - iii. Loss of fastest qualifying lap time
 - iv. Starting from the Penalty Row
 - v. Loss of finishing positions
 - vi. Total or partial loss of Laps, time or points
 - vii. Total or partial loss of prize money
 - viii. Black Flag
 - ix. Disqualification

- x. Ejection
- xi. Suspension

g. Post-Race Penalties

- i. A Competitor may receive a lap, time, position, points or purse penalty or a race disqualification after the completion of the Event if a Competitor is deemed by AMAP to have violated:
 - i. An AMAP Rule or a directive from Race Officials
 - ii. A known Race, Event or Paddock procedure
- ii. If a Post-Race penalty is imposed which affects the results of a competition session, a scoring correction reflecting the penalty will be permitted prior to the posting of Final Race results.

h. Application of Penalties

- i. Penalties will be applied according to their penalty category in the following order:
 - i. On-Track Penalties
 - ii. At-Track Penalties
 - iii. Post-Race Penalties
- ii. If multiple penalties are imposed which affect the results of a competition session:
 - i. The penalty categories will be applied sequentially, starting with On-Track Penalties, then At-Track Penalties and ending with Post-Race Penalties.
 - ii. All penalties within each category will be applied before applying penalties from subsequent categories.
 - iii. Penalties within each category will be applied in sequential order starting from the bottom of the running order and results will be recalculated following the application of each penalty.
 - iv. Penalties will be imposed on the violating rider with the lowest finishing position, followed by the violating rider with the next highest finishing position, until all penalties within the category have been applied.

3.1.9 RACE DISQUALIFICATION PENALTIES

- a. Penalties for Race Disqualification will result in the re-ordering of the Race results in addition to the following:
 - i. Loss of Points.
 - ii. Loss of Finishing Position.
 - iii. Loss of Prize Money.

3.1.10 TECHNICAL VIOLATIONS AND PENALTY LEVELS

- a. Infractions resulting in Level 1, Level 2 or Level 3 Penalties may be found Pre-Race or during Post-Race Technical Inspection.
- b. All Level 1, Level 2 or Level 3 Penalties found during Post-Race Technical Inspection shall result in a Race Disqualification. In addition to the Race Disqualification, the infraction may result in one or more additional Penalties as listed in the Level 1, Level 2 or Level 3 Minimum Penalty Options Table.
- c. Penalty Levels for failing Post-Qualifying or Post-Race Technical Inspection are outlined in the following table:

Technical Violations	Post-Qualifying	Post-Race
Maximum Sound	Fast Time Disallowed	Loss of 3 Points
Minimum Weight	Times Disallowed	Level 1
Modified Parts	Level 2	Level 2
Tire Specifications	Level 2	Level 2
Fuel Specifications	Level 2	Level 2
Engine Seal	Level 2	Level 2
Engine Components	Level 2	Level 2
Two-Way Communication	Level 2	Level 2
Displacement Limit	Level 2	Level 2
Superseded Parts	Level 3	Level 3
Homologation Failure	Level 3	Level 3

- d. **Level 1 (L1) Technical Violations** may include, but are not limited to:

- i. Failure to meet minimum weight after a Race Event.
- ii. Failure to meet fuel specification requirements.

- e. **Level 2 (L2) Technical Violations** may include, but are not limited to:
 - i. Failure to meet the engine seal requirements.
 - ii. Utilizing non-homologated parts and/or assemblies.
 - iii. Modifications to homologated parts and/or assemblies not rising to an L3 Penalty.
 - iv. Modification, adulteration or failure to adhere to mandatory Tire or Fuel specifications
 - v. Engine infractions (e.g. displacement and/or internal parts) not meeting the Rules.
 - vi. Onboard electronics, telemetry or two-way communication not approved in advance by AMAP.
- f. **Level 3 (L3) Technical Violations** may include, but are not limited to:
 - i. Failure to submit and receive approval for the use of superseded homologation parts.
 - ii. Failure on the part of a manufacturer to fulfill the homologation requirements.
- g. **Level 1, Level 2 and Level 3 Minimum Penalty Options**
 - i. All L1, L2 or L3 Penalties may result in one or more additional Penalties based off the minimum listed in the Minimum Penalty Options Table and Finishing Positions may not count towards eligibility for the Playoffs, advancement in the Playoffs, eligibility for non-Points Events and tie breakers.
 - ii. The following L1, L2, L3 Minimum Penalty Options Table includes the range of available L1, L2 and L3 Penalties which may be issued for Technical Violations:

L1, L2, L3 Minimum Penalty Options	Level 1 Penalty	Level 2 Penalty	Level 3 Penalty
<i>Championship Points</i>	3	6	25
<i>Team Member Suspension</i>	-	Optional	Optional
<i>Rider Suspension</i>	-	-	Optional
<i>Team Suspension</i>	-	-	Optional
<i>Manufacturer Suspension</i>	-	-	Optional
<i>Regular Season Fine</i>	\$1,000	\$5,000	\$125,000

3.1.11 SAFETY PENALTIES AND PENALTY OPTIONS

- a. Safety is a top priority for AMAP. Any violations deemed to compromise the safety of an Event or otherwise pose a dangerous risk to the safety of Competitors, Officials, Promoter Staff, Media, spectators, or others are treated with the highest degree of seriousness. Safety violations will be handled on a case-by-case basis.
- b. Safety violations may include, but are not limited to:
 - i. Failure to comply with the rules in Rider Apparel and Protective Equipment related to personal safety clothing/equipment or Rider protective clothing/equipment.
 - ii. Loss or separation of improperly secured components and/or added ballast to the motorcycle.

3.1.12 OTHER PENALTIES

- a. For non-Championship Events, AMAP, in its sole discretion, may issue a Penalty Notice that varies from the guidelines in the Rule Book.
- b. Code of Conduct violations, including the AMAP Substance Abuse Policy, Gambling Policy, and Participant Conduct will be subject to a Penalty as outlined in [Section 1.4: Code of Conduct Policies](#).
- c. AMAP may also issue other types of Penalties as it deems fit for the orderly conduct of the sport that fall outside the scope of this Section. **Penalties in these areas are not appealable in any case.** Those include areas such as, but not limited to:
 - i. Event Procedure penalties issued during the running of an Event (paddock speed violation, etc.)
 - ii. Other Race-related penalties listed elsewhere in the Rules (failing to return a transponder, etc.)
 - iii. Administrative penalties (insufficient funds, invalid credit card information, etc.)
 - iv. Penalties issued relative to the Appeals Process (Credentialed Participant held "in contempt", failure to appear and/or testify, etc.)
 - v. Emergency actions described in [Section 3.1.4: Emergency Action](#).

3.1.13 PENALTY NOTICE

- a. The Penalty Notice will state which Credentialed Participant(s) receives which portion of a given Penalty relative to a given competition number for infractions in Race Disqualification, L1, L2, L3, Safety and Code of Conduct.
- b. In cases where the period of suspension spans across two or more consecutive seasons, and the Credentialed Participant elects not to renew his/her annual Credential during that ensuing time period, then the remaining

unserved period of suspension will be applied if and when the Credentialed Participant is accepted by AMAP for Credential in the future.

3.1.14 SUSPENSION

- a. A suspension may be total or it may be limited to a suspension of Credential and/or License privileges at a particular racetrack or racetracks, and/or for a particular series of Events, and/or for one or more sanctioned Discipline, and/or for a specified or indefinite period of time, and/or as otherwise determined by AMAP.
- b. Any special conditions for the suspension will be stated on the Penalty Notice.
- c. All suspensions are with immediate effect.
- d. In general, a Credentialed Participant who is suspended is not eligible to participate in person in any sanctioned activity, nor to enter restricted areas of an Event (e.g. paddock, pits, media center, victory podium, etc.) in which sanctioned Competition or related activities take place.
- e. If the Credentialed Participant holds a current Annual Credential/License, that Credential/License shall not be valid during the period of suspension.
- f. Other sanctioning body privileges will be suspended during the period of suspension. However, during the period of suspension, the Credentialed Participant is still bound by and subject to this Rule Book and all the obligations of a Licensed/Credentialed Participant.
- g. If the Penalty Notice states that a Credentialed Participant is "suspended from AMAP" or "suspended from AMA" for a specified or indefinite period of time, then the suspension shall apply to all AMAP-sanctioned Events and all AMA-sanctioned Events at all levels of the sport.

3.2 **PROTESTS AND APPEALS**

3.2.1 SANCTIONING BODY RESPONSIBILITY

- a. Participation in the sport of professional motorcycle racing as sanctioned by AMAP is a privilege for all Credentialled Participants.
- b. Through this Rule Book, as well as Supplemental Regulations, Bulletins, and/or any applicable agreements to which AMAP is a party, AMAP promulgates Rules that create safer, fair and orderly motorsports events. During the course of these events, AMAP's responsibility as the Sanctioning Body is to ensure that the Rules are enforced in a fair, but decisive manner, and when warranted, to penalize those who violate the Rules.

3.2.2 PROTESTS

- a. Unless specifically excluded herein, Riders and Entrants may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine with these rules or the eligibility of a Rider.
- b. There are two types of protests: technical and administrative. Technical protests relate to the legality of motorcycles and components used in competition. All other protests will be defined as administrative.
- c. Protests must be made within 30 minutes of the posting of provisional results. Final determination of the timeliness of the protest will rest with AMAP and such decision will be final to all concerned.
- d. Every protest must be made separately and in writing. Each protest must specify the violation of AMAP rules or procedures which is alleged and must be accompanied by a filing fee. For a technical protest the filing fee is \$1,500, and for all other protests the filing fee is \$800. AMAP will not accept verbal protests or protests which are not accompanied by the required fee.
- e. Protests entailing a fuel control must be accompanied by an additional deposit of U.S. \$1,000.
- f. Protests will not be accepted which concern the decision of AMAP Timing & Scoring.
- g. Protests will not be accepted on decisions of Race Officials, Supervisory Officials or AMAP with respect to the interpretation of AMAP rules as they pertain to race procedures or AMAP office policies. Such decisions include, but are not limited to, establishment of grids and assignment of starting positions; the start of the race; the control of the motorcycles; the decision to delay, stop or shorten a race; establishment of restart grids; **Black Flag or** the display of other flags; the assessment of finishing position, lap or time penalties; and disqualifications, whether from a single event or the entire race event.
- h. If the matter at hand is a dispute between two participants, AMAP may mediate the matter in an effort to reach an agreement between the parties; but failing to do so, may convene an appeal board to hear the matter. For these purposes, a dispute between two entrants or Riders is deemed to exist only if one party or the other has filed a formal protest against the other.
- i. AMAP will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, AMAP may permit a protested Rider to compete under protest. In such cases, payment will be withheld of all affected points and monies pending a decision on the protest.
- j. Once made, a protest cannot be withdrawn without the permission of AMAP.
- k. Any legitimate expense that AMAP may incur as the result of a protest must be paid by the protesting party, and AMAP may require in advance a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, such costs must be reimbursed by the protested party.
- l. If AMAP decides a protest in favor of the protesting party, the protest fee will be refunded to the protesting party. A written report detailing the protest action will be forwarded by AMAP.
- m. If AMAP decides a protest in favor of the protested party, AMAP will keep the protest fee and produce a written report. However, in the case of a technical protest which involves the teardown or measurement of an engine, the protested party will be entitled to the protest fee.

3.2.3 APPEALS

- a. An appeal may be lodged by a party which loses a protest and desires further review of the issue. In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to re-run the event.)
- b. AMAP also recognizes the right of a Credentialled Participant to appeal a Penalty Notice issued for violations of these Rules or a revocation of an AMAP License or Credential, unless otherwise provided in these Rules.
- c. If a Credentialled Participant wishes to appeal a Penalty Notice or Credential Revocation issued to the Credentialled Participant, that Credentialled Participant must file an appeal to the National Appeals Panel ("Appeals Panel") in accordance with these Rules.

3.2.4 SCOPE AND JURISDICTION

- a. The participants to the appeal agree that the determination of AMAP in the event the appeal is determined to be without merit or the appeal board is final, binding and shall not be appealable to AMAP, any court, or any other tribunal. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the AMAP Rulebook are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the AMAP Rulebook. Any attempt to do so shall result in disciplinary action being imposed by AMAP in its sole and absolute discretion. Said disciplinary action may include the permanent suspension of the entrant, Rider, crewmember, other individual or motorcycle from participation in AMAP sanctioned competition or any lesser disciplinary action deemed warranted by AMAP.
- b. The participants in the appeal agree that the publication of protests, appeals and the interim and final results of said protests and appeals may at the sole discretion of AMAP be released to the public in any media deemed appropriate by AMAP. The participants agree that they shall not bring a cause of action against AMAP, or its respective directors, trustees, officers, employees, agents and assigns as a result of such publication.
- c. A specific denial, suspension, or revocation of Credential may be appealed only once and it may only be appealed in accordance with the same filing deadline and other stipulations in this Section that pertain to appealing a Penalty Notice. If a subsequent request for Credential or reinstatement of Credential for the same matter is again denied by AMAP, such subsequent denial is not grounds for further appeal.
- d. The scope of an appeal is limited to the facts and circumstances surrounding the violation and the proper application of the AMAP Rules as they relate to the facts. Any speculation as to the impact of a Penalty Notice and/or of an Appeals Panel on AMAP or a Credentialled Participant or team (e.g. economic hardships, contractual obligations, etc.) is outside the scope of the Appeals Panel's authority and is not to be considered as part of the appeal. A Penalty Notice may consist of several separate Rules that may be cited in the Penalty Notice as well as multiple elements (e.g. fine, Points deductions, suspensions, etc.). For example, the overall Penalty may consist of separate elements that are issued as one Penalty Notice to the Rider regarding Rider Points, another to the Entrant regarding one or more Crew Members, etc. However, they all pertain to the accountability for the same conduct leading to those infractions and overall Penalty; therefore, all the infractions and multiple elements would all fall within the scope of the same Appeal. In cases where there are multiple elements to the Penalty, the Appellant(s) may elect to appeal all or some of the elements of the Penalty.

3.2.5 FILING AN APPEAL

- a. Appeals may be lodged by Riders and Entrants to initiate AMAP's administrative review process.
- b. An appeal must be in writing, signed by the appealing Rider or Entrant, and must state specifically the elements of the protest, fine, suspension, or technical disqualification being appealed and the grounds for the appeal. The written request must:
 - i. Identify the applicable Protest, Penalty Notice or Credential Revocation correspondence and state the reason for the appeal.
 - ii. If available at the time, include a list of any and all intended or potential witnesses who agree in advance to testify on your behalf and potentially be called to testify at the hearing; the Appellant may submit and/or update the witness list at any time up to 24 hours in advance of the hearing by notifying the Administrator; all witnesses must be identified on the witness list by name and affiliation or title. Witnesses who do not meet the criteria (i.e. who have not agreed in advance to testify on your behalf) will not be accepted and cannot serve as witnesses on your behalf during the hearing.
 - iii. Include any request for temporary deferral of the Penalty or portions of the Penalty pending an Appeals Hearing. Deferral of the Penalty request must be for a Penalty that is, in fact, allowed to be temporarily deferred under the AMAP Rules, since some Penalties may not be deferred, such as substance abuse Penalties. In general, but without limitation, Penalties related to charges of violent crime, trafficking, endangerment, and the like will not be deferred. Deferral is not automatic and is not considered unless requested at the time of filing for the Appeal.
 - iv. Be received at AMAP's Florida headquarters by 5:00 p.m. ET on the second business day after notification to the participant of the ruling or incident in question. The filing period expires at 5:00PM (ET) on the second business day. Once the period for filing has expired, there is no right to appeal and any request for an appeal filed after that time will be rejected.
 - v. Include a two thousand five hundred dollar (\$2500.00) non-refundable appeal filing fee payable to AMAP. For Race Disqualification appeals, include a five thousand dollar (\$5000.00) non-refundable appeal filing fee payable to AMAP (See [Section 3.2.20: Race Disqualification Appeal Procedures](#)). The deadline for paying the appeal filing fee is the same as the deadline for filing the appeal in all cases, whether or not the appeal is expedited.

- c. The written request must either be filed at the event or submitted to:

AMA Pro Racing
525 Fentress Blvd. Suite B
Daytona Beach, FL 32114
Phone: (386) 492-1014
Fax: (386) 274-2335

- d. The request submission will not be treated as accepted until the appeal filing fee is received at AMAP. Any required laboratory fees must be paid by appealing party and are non-refundable.
- e. Appeal requests submitted by any other means will not be accepted. If the request does not comply with the requirements in this Section, it will be treated as incomplete and void.
- f. The appealing party will be responsible for producing the following within five days of notification of the decision/incident being appealed:
- Copies of all written statements which will be offered as evidence at an appeal hearing.
 - A complete list of witnesses to appear at the appeal hearing. Attorneys are not permitted at appeal hearings.

3.2.6 DETERMINATION OF MERIT

- a. AMAP will review all materials submitted by the appealing party and will, in the interest of deterring unsubstantiated appeals, determine whether, in its sole and absolute discretion, the circumstances of the appeal warrant the convening of an appeal board.
- b. Following the submission of an appeal, AMAP shall take one of three initial actions:
- Rule in favor of the appealing party and take appropriate remedial action.
 - Convene an appeal board.
 - Determine the appeal to be without merit.
- c. If the appeal is determined to be without merit, an amount in addition to the filing fee may be assessed against the appealing party. This amount will be equal to the actual costs incurred by AMAP in making the initial determination and shall be considered a fine under these rules such that all applicable rules regarding fines will apply.

3.2.7 CONVENING OF AN APPEAL BOARD

- a. An Appeal Board will only be convened if AMAP, in its sole discretion, determines that the circumstances of the appeal warrant such an action.
- b. Each appeal board will consist of three Panelists with no material interest in the matter at hand. Selection of the appeal board Panelists shall be at the sole discretion of AMAP, which will make every effort to assure a fair and impartial hearing.
- c. In seating an appeal board, AMAP shall take into consideration the Panelists' availability, background, professional experience and knowledge. If a named Panelist becomes unavailable to serve after being named, AMAP will name another Panelist to serve on the hearing instead.
- d. AMAP will designate an individual who shall serve as non-voting Appeals Administrator of the appeal hearing. No other member of the appeal board will be an employee of AMAP.

3.2.8 SCHEDULING OF APPEAL BOARD HEARINGS

- a. The time and place of the appeal hearing will be determined by AMAP. The appeal hearing will be convened as soon as practical and barring delays will be held no more than 30 days after the ruling/incident being appealed.
- b. In scheduling a hearing, AMAP will contact both parties in advance of scheduling to determine the earliest practical date, time, and location for the hearing, but the decision of where and when to conduct the hearing is solely at the discretion of AMAP. If ongoing conflicts or postponements delay the ability to schedule a hearing in a timely fashion, AMAP may make any adjustments necessary in accordance with the Rule Book to convene the hearing and resolve the matter. Such adjustments may include, but are not limited to, changing the location, changing the format to a videoconference, teleconference, or partial conference, changing the named Panelist(s), and/or changing planned testimony from one or more witnesses to written or video statement in lieu of personal appearances.

3.2.9 DEFERRAL OF PENALTY

- a. After reviewing the written request for penalty deferral, the Administrator may determine whether the Penalty or elements of the Penalty shall be temporarily deferred until the Appeals Hearing has been conducted.
- b. Points penalties may not be deferred, and if the appealing party prevails in the appeal, the practice is to restore Points unless otherwise determined by the Appeals Panel.

- c. The Administrator shall have no authority to defer penalties for violations in which the AMAP Rules expressly exclude eligibility to deferral pending appeal (e.g. fighting or other destructive behavior, an offense under AMAP Substance Abuse Policy or for operating a motorcycle or any motor vehicle in such a manner as to endanger the life or limb of other Riders, officials or the public).
- d. If the Administrator temporarily defers the Penalty or portions of the Penalty, but later the Appeals Panel upholds the original penalty in whole or in part, it may reinstate the original Penalty from the date of the appeal decision, or take such other action as it deems appropriate to effectuate in whole or in part the penalty, including without limitation, dis-allowance of finishing position, Points and/or prize money otherwise earned in any Event during the period of temporary deferral of the penalty. For example, if the deferral included a suspension which was upheld by the Panel, then the suspension would normally commence from the conclusion of the hearing. If portions of a multiple Race suspension have already been served prior to the hearing, or if a deferral had been granted after part of the suspension had already been served, the balance of the suspension would normally commence immediately after a Panel upholds the Penalty.
- e. All temporary penalty deferral decisions are in the sole discretion of AMAP. A deferral issued under this Section expires upon the conclusion of the Appeals Hearing.

3.2.10 PRESUMPTION OF INNOCENCE

- a. When an appeal is before an Appeals Panel, the burden of proof for the appeals proceeding is on AMAP to show that it is more likely than not that:
 - i. A violation occurred.
 - ii. The Penalty assessed is within the scope of the Rules.

3.2.11 COST BOND

- a. AMAP may require Appellants to post an adequate bond to cover the costs of the appeal or any reasonably foreseeable economic harm to the Appeals Panel, AMAP or other Credentialed Participants that might be caused by the appeal.
- b. Failure to post a required bond prior to the commencement of the hearing may invalidate the Appellant's request to appeal.

3.2.12 APPEAL SUMMARIES

- a. In order to assist Appeals Panelists to have a better understanding of the issues to be addressed at a hearing, both parties must file with AMAP a brief written summary presenting their case in the appeal ("Appeal Summary").
- b. Summaries shall be sent to AMAP electronically by email and must meet the following requirements:
 - i. May not be longer than two pages (standard-size letter paper, Times New Roman size 12 font, single spaced).
 - ii. Any attachments or appendices which either side intends to present during the hearing must be included with the Appeal Summary when submitted to AMAP. Attachments or appendices may include, but are not limited to, video, written statements, diagrams, photographs, charts, etc., in addition to the maximum two-page summary.
- c. Appeal Summaries must be filed with AMAP by the deadline of 5:00PM (ET) two business days immediately preceding the beginning of the hearing, unless AMAP determines that the scheduled time of the hearing necessitates an adjusted deadline.
- d. During expedited or Race Disqualification appeal proceedings, and due to the time requirements associated with these types of proceedings, Appeal Summaries must be submitted by 5:00PM (ET) the day before the hearing date.
- e. Appeal Summaries must honor the spirit of the AMAP Appeals process, in that the summary will be a precise and fact-based description of the party's perception of the facts and does not resemble a formal legal document. The summary may not contain any misrepresentations or personal attacks on any individuals involved in the matter.
- f. AMAP shall distribute Appeals Summaries to the Appeals Panelists and shall also provide a copy to the other party not less than 24 hours in advance of a hearing, unless it is an expedited or Race Disqualification appeal.
- g. Appeals Summaries shall be confidential and not released to the public by either party, or shared or discussed via social media in any manner, whether in whole or in part. Release to the public may result in a penalty.

3.2.13 APPEARANCE OF PARTIES AT AN APPEALS PANEL HEARING

- a. Appearance at the hearing will be the responsibility of the involved parties. If the appealing party fails to appear, the appeal board may go forward with the hearing. In the event of a documented emergency on the part of the appealing Rider, the hearing may be delayed.

- b. Credentialed Participants, whether a party to the appeal or a witness to the incident in question, may appear in person, by telephone (non-speaker phone, except in the hearing room), or by videoconference in hearings before the Appeals Panelists, subject to approval by AMAP, or may provide written, oral, or video testimony. However, a witness for either party may also be a non-Credentialed Participant.
- c. The Appellant(s) may not appear through legal counsel or have legal counsel present during any portion of the hearing or testimony.
- d. Race Officials in the hearing may not be represented by legal counsel or have legal counsel present during any testimony.
- e. Both parties may be in the hearing room to hear both sides present evidence and during rebuttals. A party to the hearing is defined as:
 - i. The individual(s) named in the Penalty Notice(s) and/or one representative of the organization named in the Penalty Notice(s) as approved by AMAP. If more than one individual is named in the Penalty Notice then not all named individuals must attend, but at least one party named in the Penalty Notice must attend and present the appealing party's side of the appeal.
 - ii. Race Officials, Event Workers and/or Promoter Staff, as approved by AMAP.
- f. If appearance by telephone (non-speaker phone, except in the hearing room) or video conference is approved by the Administrator, the party or parties (but not witnesses) appearing by telephone shall be permitted full access to the hearing, in its entirety, except the private deliberations of the Panelists.
- g. Recording of the proceedings by any party, AMAP, and/or witnesses, is prohibited whether appearing in person or via telephone or videoconference.

3.2.14 AUTHORITY TO SUMMON TO TESTIFY

- a. The Appeals Panel may direct the Administrator to summon any Credentialed Participant to testify during a hearing. However, neither AMAP nor the Appealing party shall request the Panel or the Administrator to summon any Credentialed Participant.
- b. In the discretion of the Panel, the summons may be for a Credentialed Participant to appear in person or via phone per the Rules in this Section.
- c. Any Credentialed Participant who is summoned to testify and refuses or fails to appear and/or testify may be subject to disciplinary actions as deemed appropriate by AMAP, including indefinite suspension or termination of their AMAP Credential.
- d. If the Appeals Panel finds a Credentialed Participant, the Appealing party, and/or the Race Officials to be "in contempt" during a hearing, which may be the result from, but is not limited to, such Credentialed Participant's unwillingness to cooperate by providing complete and truthful testimony to the best of his or her knowledge, failing to follow procedures, and/or being disruptive or threatening then that person may be subject to disciplinary action as deemed appropriate by AMAP.

3.2.15 ORDER OF PROCEEDINGS DURING AN APPEALS PANEL HEARING

- a. The Administrator will ensure that the proceedings are executed in a timely and appropriate manner. Unless otherwise set forth by the Administrator, the hearing shall proceed in the following manner:
 - i. Administrator calls proceedings to order;
 - ii. Witness may be present in the hearing room and/or on teleconference and/or on video conference during the opening instructions;
 - iii. As part of the opening instructions, the Administrator reads the penalty and basic facts of the violation and provides a brief explanation about how the hearing will be conducted;
 - iv. At the conclusion of the opening instructions, all witnesses are dismissed until called upon to individually testify.
- b. The Appeals Administrator may choose to invoke the witness rule if special circumstances warrant. Unless invoked, all witnesses not a party to the proceeding must remain outside the hearing room until individually called to testify and not discuss their testimony with anyone. Following a witness's testimony, that witness leaves the hearing room prior to the next witness being called. In either case, parties to the hearing may remain in the hearing room to hear both sides present evidence and rebuttal.
- c. If, during the hearing, AMAP or the appealing party distribute handouts, project slides, graphs, presentations, or the like on a screen, then they should bring a sufficient number of hard copies of the same so that each party to the hearing receives a copy while the distribution or presentation is being made. Such material is confidential and not to be shared with anyone outside of the hearing.

- d. Since AMAP has the burden of proving its case, AMAP presents evidence, witnesses, etc. first. Such presentation is not to be interrupted by the appealing party; conversely, AMAP cannot ask questions directly of the appealing party.
- e. At the conclusion of AMAP's presentation, the Appealing party presents evidence, witnesses, etc. Such presentation is not to be interrupted by AMAP; conversely, the Appealing party cannot ask questions directly of AMAP.
- f. After both sides have made their presentations, a brief huddle period will be permitted during which the hearing is paused and both parties may leave the room to coordinate with their respective sides in preparation for rebuttals. The Administrator will determine the time allotted for the huddle period, but it will generally be 15 minutes in duration. Following the huddle period, the hearing will reconvene and move into the optional rebuttals as follows.
- g. At the conclusion of the Appealing party presentation, AMAP, at its discretion, is permitted an opportunity for rebuttal. Such rebuttal may also include recalling any of AMAP's witnesses or providing information that clarifies evidence that AMAP had previously presented. Such rebuttal is not to be interrupted by the Appealing party; conversely, AMAP cannot ask questions directly of the Appealing party during rebuttal. Subject to the Appeal Panel's discretion, new evidence or unscheduled witnesses may be permitted only to directly rebut assertions or evidence arising from the Appealing party presentation.
- h. At the conclusion of AMAP's rebuttal, the Appealing party, at its discretion, is permitted an opportunity for rebuttal. Such rebuttal may also include recalling any of the Appealing party's witnesses or providing information that clarifies evidence that the Appealing party had previously presented. Such rebuttal is not to be interrupted by AMAP; conversely, the Appealing party cannot ask questions directly of AMAP during rebuttal. Subject to the Appeal Panel's discretion, new evidence or unscheduled witnesses may be permitted only to directly rebut assertions or evidence arising from AMAP's rebuttal.
- i. Since AMAP carries the burden of proof, then at the conclusion of the Appealing party rebuttal if the Appealing party offers one, AMAP shall be permitted as the last to argue, explain, or present rebuttal on the facts and violation to the Appeals Panel, without interruption by the Appealing party and without the ability of AMAP to ask questions directly of the Appealing party.
- j. Appeals Panelists may ask questions of either party or any witnesses at any time during the presentations, rebuttals, or AMAP's final presentation.
- k. During the hearing, the Appealing party and the Race Official presenting AMAP's case may text or email questions back and forth with others on their side; however, not with third parties or in any fashion that would violate the confidentiality of the hearing.
- l. Before moving to the Deliberation phase of the hearing, the Administrator will provide a brief overview and explanation of the deliberation process as it is stipulated in the Rule Book to the Appeals Panelist(s) and to both parties, and provide a blank Decision Form to the Appeals Panelists.
- m. Both parties and the Administrator will then leave the hearing room to allow the Panelists to deliberate in private.
- n. The Deliberation Process is private to the Appeals Panel, and the Appeals Panel is expected to not discuss their deliberations regarding the appeal with others. If Panelists have questions during deliberations, they may ask the Administrator procedural questions or pass questions through the Administrator to the parties.
- o. Upon reaching a decision, the Appeals Panel will notify the Administrator who will call the parties back into the hearing room and then receive the Decision Form from the Appeals Panel.
- p. The decision will be announced to the parties by the Administrator who will then advise the parties of any additional applicable information and then formally close the proceedings.

3.2.16 THE DELIBERATION PHASE

- a. Upon the presentation of all evidence and testimony by both parties, the Appeals Panel shall deliberate in private and then issue a decision, or retire for further private deliberation at its sole discretion.
- b. Upon reaching a decision on the matter, the Appeals Panel as a group shall complete the Decision Form provided by the Administrator.

3.2.17 FINDING OF FACT/PENALTY REVIEW

- a. Appeals Panel decisions shall be made in a two-step process.
 - i. Step One: The Appeals Panel is to first make a decision on whether AMAP has shown that it is more likely than not that there has been a violation of the AMAP Rule Book, Supplementary Regulations, Bulletins or any applicable agreements, which are cited in the Penalty Notice. If the Appeals Panel determines that any of the Rules that were cited in the Penalty Notice have been violated, then the Appeals Panel will state this on the Decision Form. If the Appeals Panel determines that one or more of the Rules cited were violated, but not all Rules that were cited, then the Panel will state this on the Decision Form. If the Appeals Panel

determines a violation has not occurred, then the Appeals Panel may decide to rescind the Penalty. If the Penalty is rescinded then, if applicable, any Points that were deducted in the Penalty Notice will be reinstated by AMAP.

- ii. Step Two: If a violation is found, the Appeals Panel may then proceed to the Penalty Review phase, in which the original Penalty issued by AMAP is reviewed in light of the Rule Book and the information presented during the hearing. If the Panel determines that the original Penalty is correct, then it may uphold the original Penalty. If the Appeals Panel determines that the Penalty should be modified, then the Panel will state the reason on the Decision Form and modify the Penalty accordingly. If a Penalty is modified, it may be increased or decreased within the minimum and maximum Penalty ranges prescribed for the violation level. If the Panel decides to increase or decrease the Penalty, it may request additional information from the Administrator regarding the Rule Book and the Violation Deterrence System, in general, and/or with other provisions. The Appeals Panel may not completely remove any element of the originally assessed Penalty provided in the Penalty Notice; modifications to a Penalty are limited to the minimum and maximum ranges, as listed in the Rule Book. By way of example, if AMAP assessed a Penalty that consisted of Points reductions, monetary fines, and suspensions, all three elements of the originally assessed Penalty must remain, but the amount of each element could be adjusted within the minimum and maximum Penalty ranges.
- b. If the Decision Form is incomplete (e.g. one of the Panelists did not sign), and/or comments/notes added by the Appeals Panel are unclear in some fashion, and/or the decision contradicts the Rule Book as outlined in the section herein without explanation, then the Administrator shall call this to the attention of the Appeals Panel upon receiving the Decision Form. The Appeals Panelists can clarify and/or rectify the matter at that time or elect to continue private deliberations to amend any comments/notes or resolve any contradictions.

3.2.18 VOTING

- a. NOTE: This Section does not apply to Race Disqualification Appeals.
- b. In order for the Appeals Panel to issue a binding decision, at least a majority of the voting Panelists must concur on the decision. Decisions do not have to be unanimous. The Decision Form will not indicate each Panelist's individual vote. Instead, it will state the decision of the majority.
- c. If the appeal board members do not feel they can make a decision based on the evidence made available to them at the appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no formal decision has been reached within seven days of the appeal hearing, the appeal board will be dismissed. At that point the AMAP must either mediate a resolution to the appeal or convene a new appeal board.
- d. The Administrator will not have any authority to vote on or determine the resolution of an appeal.
- e. If the Appeals Panel determines that the proceedings with respect to any appeal have been instituted or continued by any Credentialled Participant for frivolous purposes and/or without merit, the reasonable cost of such proceedings shall be assessed against the Credentialled Participant who instituted or continued such proceedings.

3.2.19 EXECUTION OF DECISION

- a. Upon completion of the Decision Form by the Appeals Panel, the Panel will alert the Administrator who will then bring the parties into the hearing room, receive the Decision Form from the Panel, announce the decision to the parties, notify the Appealing party of any subsequent appeal options, if relevant, and formally close the hearing. Once the Deliberation Phase has begun, the parties and/or witnesses are not required to remain at the location of the hearing.
- b. If the Penalty is upheld and a deferral had previously been issued, the Administrator will instruct AMAP to make any normal adjustments to the original Penalty Notice to account for the deferral (e.g. adjusting the start date for suspensions to the date of the Appeals Hearing, reinstating the fine, etc.) unless the Appeals Panel indicates that further adjustments to the original Penalty Notice are required.

3.2.20 RACE DISQUALIFICATION APPEAL PROCEDURES

- a. Due to the exigent nature and ramifications, all Race Disqualification Penalties will be subject to the procedures outlined herein if appealed.
- b. AMAP must make a request to the Administrator for the appeals process to be handled using the procedures outlined in this Section.
- c. If the Administrator grants the request, the Administrator shall send both the Credentialled Participant and AMAP a Race Disqualification Appeal Notice containing the following information:
 - i. The expedited deadline the Credentialled Participant must file for an appeal.

- ii. If filed, the date the hearing would tentatively be held in the week following the date listed on the Penalty Notice.
- iii. Instructions stating that both parties are to inform the Administrator in advance of the hearing of what witnesses will potentially be called to testify on their behalf.
- d. To file an appeal, the appealing party must meet the deadline for appeals provided herein as well as include a non-refundable five thousand dollar (\$5000.00) expedited appeal filing fee payable to AMAP.

3.2.21 CONFLICT OF INTEREST

- a. AMAP recognizes that for Panelists to be knowledgeable about motorsports that they may be part of the racing community and may have a variety of relationships throughout the industry. Yet, it is of extreme importance to AMAP that its Credentialed Participants and the public have confidence in the integrity and impartiality of AMAP's appeal process, and each Panelist considered for an appeal is asked to discuss any potential conflict they perceive, regarding their service during an appeal, with the Administrator.
- b. If the Panelist concludes that a conflict exists or there is an appearance of a conflict, the Panelist will notify the Administrator and be replaced by the Administrator with another Panelist, and all parties will be notified.
- c. A conflict of interest may consist of, but is not limited to, financial relationships with any of the parties, and a current or historical working or business relationship with any one of the parties, or anything that may otherwise lead to the appearance of impropriety or impairs the integrity of the hearing or decision.
- d. A conflict or the appearance of a conflict does not exist simply because the Panelist and parties know each other and have worked together; rather, the relationship must be of a nature that makes it difficult for the Panelist to render an impartial decision.

3.2.22 NO COMMUNICATION WITH APPEALS PANEL OUTSIDE OF HEARING

- a. No Credentialed Participant, Competitor, Entrant, motorcycle sponsor, or other representatives of the appealing party, or the Race Officials involved, may contact or discuss the subject matter of the appeal with any Appeals Panelists outside of the hearing; this includes prior to, during, and after the hearing.
- b. Any effort by any party to unfairly influence a Panelist of an appeal board may result in disciplinary action. For these purposes any effort to discuss the matter under appeal prior to the hearing will be considered an attempt at influencing the appeal board member.

3.2.23 PUBLIC STATEMENTS

- a. AMAP shall be permitted to publicly disclose or announce scheduling details or pre-hearing decisions of the Administrator.
- b. After the hearing has begun, the proceedings shall be treated as confidential, and all parties are prohibited from releasing public statements about the proceedings.
- c. This prohibition ends after the Administrator has announced the decision of the Appeals Panel to the parties and the decision is then subsequently sent to the parties as outlined below.
- d. The purpose of this Rule is to ensure the fairness of the proceedings and allow the Appeals Panel to make its determination based only on evidence provided at the hearing.
- e. Only after a decision is reached and published by AMAP can parties make such statement(s) they deem appropriate. The written decision will be emailed by the Administrator to the parties electronically as soon as possible after the hearing is formally closed, and prior to AMAP publication.
- f. Under no circumstances will Appeals Panelists be permitted to discuss publicly the details of the appeals hearing and/or their deliberations.

3.2.24 PUBLICATION OF DECISION

- a. AMAP shall have the right to publish any decision of the Appeals Panel, including without limitation, the names of the parties involved and the Appeals Panel justification for modifying or rescinding a Penalty.
- b. A Credentialed Participant or other witness involved in an Appeals hearing before the Appeals Panel shall have no claim or cause of action of any kind against AMAP, its Credentialed Participants, employees, affiliates, the Appeals Panel, the Promoters or any publisher of any information relating to the final decision, including but not limited to, claims of defamation, slander, and/or libel, since any such claim(s) shall be deemed to have been waived by the appeal.

3.3 GLOSSARY

3.3.1 TERMINOLOGY

- a. **Aftermarket.** *Produced by a manufacturer or fabricator other than the original equipment manufacturer and is available to the general public*
- b. **Backup bike.** An additional motorcycle used for the purpose of practice, qualifying and racing by the same rider in the same class during the same event
- c. **Bodywork.** Bodywork, seat, radiator shrouds, side plates and fenders
- d. **cc.** (acronym) Cubic centimeters
- e. **CMO.** (acronym) Chief Medical Officer
- f. **Chief Technical Inspector.** Race Official responsible for the inspection of motorcycles and equipment compliance before, during and after an event, as well as other technical and equipment procedures.
- g. **Commercially Available.** Produced by a manufacturer or fabricator other than the original equipment manufacturer and is available to the general public
- h. **Discipline.** The official sanctioning designation for a distinct category of professional motorcycle racing, which requires the development of a specific set of rules, regulations and procedures to govern the competition
- i. **Displacement.** The volume swept by the piston(s) in each stroke
- j. **Disqualification.** The forfeiture of all awards, prizes and points earned in all races during that event
- k. **DOT.** (acronym) United States Department of Transportation
- l. **DNF.** Did Not Finish. Riders who took the start of a race but were unable to finish due to mechanical incidents or crashes
- m. **DNS.** Did Not Start. Riders who qualified for a race but were unable to take the start
- n. **ECU.** (acronym) Electronic Control Unit
- o. **Entrant.** The entity responsible for the entry of a participating Rider, e.g., Manufacturer, Team Corporate Entity, or the Rider themselves
- p. **Event.** An AMAP-sanctioned competition at which one or more races are held which is scheduled at a facility for one or multiple days and includes all associated on-track and off-track activity
- q. **Field.** All the Riders that compete in a race
- r. **Grid.** Starting area of a race
- s. **Heat Race** - A qualifying race that determines which Riders advance to the Last Chance Qualifier or Main Event.
- t. **Homologation.** AMAP approval process initiated by manufacturers or distributors of motorcycles. Only approved motorcycles and/or engines may be utilized in competition
- u. **Last Chance Qualifier (LCQ)** - A final qualifying race for those Riders who did not qualify from a previous session.
- v. **Manufacturer.** The original manufacturer of a motorcycle (not the distributor)
- w. **Mechanics Area.** Restricted area for mechanics to signal Riders and/or perform mechanical assistance
- x. **Model.** A reference to a particular year and name assigned by manufacturers to certain motorcycles
- y. **Motorcycle.** A rear-wheel driven, two-wheeled vehicle that is powered by a single engine for the purpose of racing
- z. **OEM.** (acronym) Original Equipment Manufacturer, see Manufacturer
- aa. **Official Results.** A listing of the final finishing order of an event issued by scoring after the 30-minute protest period has expired
- bb. **Paddock.** Designated area primarily used for maintenance of event-entered competition motorcycles. May also include parking area for motorcycle transport and support vehicles
- cc. **Participant.** Every Rider, mechanic, crew member, club, association, company, promoter and all other persons participating or in any way connected with an AMAP race event
- dd. **Pit Crew.** Mechanics and/or assistants
- ee. **Pits.** Designated area directly adjacent to the racetrack that may include staging and signal zones. Access is limited to mechanics, Race Officials or those with appropriate track pass credentials
- ff. **Pole Position.** The top qualifying Rider for the race able to pick the inside, outside or best starting position

- gg. **Provisional Results.** An initial listing of the finishing order of an event issued by scoring immediately following the race finish
- hh. **Promoter.** Any person or number of persons, company, corporation or club hosting, producing or organizing an event
- ii. **Qualify.** To advance to a final event by timed qualifying or qualifying race finish position
- jj. **Qualifying Race.** A preliminary race that may be used for elimination or to determine race starting positions
- kk. **Race** - Competition session in which two or more Riders compete against each other.
- ll. **Race Director.** Race Official responsible for the overall management and direction of all racing competition and activities, rule interpretations, event entries, protests and penalties
- mm. **Race Position.** A Rider's position based on the distance covered relative to the race leader
- nn. **Racetrack.** The actual racing surface and runoff areas, plus the pit road, grid and a test track (when provided), along with any other area where the riding of competition motorcycles is permitted
- oo. **Rider.** Any person who competes on the racetrack during an event
- pp. **Scoring.** Officials who provide all official timing information and race results
- qq. **Staging or Starting Area** - The location where Riders and machines are assembled prior to the start of an event.
- rr. ~~Starting Gate. Any of various types of movable barriers for lining up and giving an equal start to the Riders~~
- ss. **Stock.** Parts manufactured and delivered by the OEM, which are identical to the parts installed on the motorcycle by the OEM before retail sale
- tt. **Superseded.** This term refers to new OEM parts that replace old parts for increased safety or durability but not to improve performance
- uu. **Suspension** (with reference to penalties). The loss of all rights to compete as a Rider or participate as a member of a pit crew for a stated period
- vv. **Technical Inspector.** Technician who inspects motorcycles and equipment of Riders participating in an event.
- ww. **Timed Qualifying.** A timed session using electronic timing and scoring to determine qualifying order based on each Rider's fastest laps
- xx. **Transponders.** The official electronic scoring device for events. Devices are mounted to motorcycles by race officials during Technical Inspection. The devices send electronic signals to the scoring office enabling the capture of accurate timing information by which race results are determined.

SECTION 4 - SUBSTANCE ABUSE POLICY

4.1 ADMINISTRATION OF THIS POLICY

4.1.1 PREAMBLE

- a. The safety and integrity of professional motorcycle racing are of paramount concern to AMAP. Substance abuse is fundamentally inconsistent with safety and with the integrity of motorcycle sport. Accordingly, AMAP has established this Substance Abuse Policy, which is a supplement to AMAP's Rules for Competition, and which is binding upon all Licensed participants in the same manner and to the same extent as AMAP Rules for Competition. All participants applying for any AMAP membership must agree to the following:
- b. "I recognize the importance of maintaining the safety and integrity of professional motorcycle racing. Accordingly, I agree to strictly comply with AMAP's Rules for Professional Competition and AMAP's Substance Abuse Policy. I understand that my agreement to comply with the Substance Abuse Policy is an essential precondition to the issuance of a professional License and that I must abide by the Substance Abuse Policy and submit to such testing procedures as may be conducted from time to time at the sole discretion of AMAP as a condition of continued licensure. I further understand that any violation of the Substance Abuse Policy, or failure or refusal to submit to testing and honestly participate in any testing procedure, will result in immediate disciplinary action which may include the suspension of my AMAP competition License or membership and the denial of my privilege to participate in any AMAP sanctioned events."
- c. The AMAP Substance Abuse Policy is provided to AMAP Licensed participants in accordance with the AMAP License agreement. Compliance with the AMAP Substance Abuse Policy, and participation in its testing program, is mandatory for all credentialed participants and is essential to the safety of professional motorcycling activity.

4.1.2 AMAP SUBSTANCE ABUSE POLICY

- a. Through a comprehensive testing program, AMAP's Substance Abuse Policy rules are designed to keep Events safe for everyone and provide a level playing field. Strong testing programs save lives, prevent injury, gives AMAP Participants additional reasons to say no to illegal drugs and help identify people with substance abuse issues and facilitate their treatment. To those ends, AMAP prohibits the misuse of alcohol, prescription drugs, and any other substance used in a manner that affects safety or impacts the integrity of the competition, including –but not limited to-- illegal or performance enhancing substances. All AMAP Participants are responsible for whatever goes into their body.
- b. This policy is a supplement to AMAP's Rules for Competition which is binding upon all credentialed Participants in the same manner and to the same extent as AMAP Rules for Competition.

4.1.3 ADMINISTRATION OF THE POLICY

- a. The Policy of this program is governed by AMAP, but it is administered and implemented through a program administrator, testing laboratories, medical review officers, and substance abuse professionals.

4.1.4 PROGRAM ADMINISTRATOR (PA)

- a. AMAP has designated Dr. Mindy Shelby, Ph.D., Aegis Sciences Corporation ("Aegis") as the program administrator (PA).
- b. The PA is responsible for, among other things, administering collection of samples/collections under this Policy, coordinating secure shipment of specimens to the testing facility, ensuring thorough and accurate scientific testing of specimens, determining whether any AMAP credentialed Participant has tested positive for ingestion of drugs, alcohol or prohibited substances or otherwise violated this Policy, and informing AMAP and the AMAP Participant of any such violation. In making this determination, the PA shall consider all information derived from the testing process, as well as all information derived from the independent investigation of the Medical Review Officer (MRO).
- c. The PA will also facilitate evaluations for AMAP Participants for the Return to Competition Program by coordinating evaluations with the appropriate substance abuse professional for advising on the creation of a Return to Competition Program that may include substance abuse counseling, treatment or rehabilitation.

4.1.5 TESTING LABORATORY

- a. All testing pursuant to this Policy will be done at the AMAP designated Testing Laboratory.
- b. AMAP has designated Aegis Sciences Corporation (Aegis) of Nashville, TN to administer the collection, transport, and testing of urine, blood and/or saliva specimens pursuant to this Policy and to communicate the results to the PA and MRO as needed.
- c. AMAP reserves the right to designate other appropriately qualified testing facilities, as needed to facilitate this Policy, throughout the year.

4.1.6 THE MEDICAL REVIEW OFFICER (MRO)

- a. AMAP, in its sole discretion, shall designate a Medical Doctor as the independent MRO of this Policy. AMAP has designated Douglas Aukerman, MD as the Medical Review Officer.
- b. The MRO is an independent and impartial physician responsible for receiving and reviewing laboratory results generated pursuant to this Policy and determining whether there is a legitimate medical explanation for a positive drug test or refusal to test because of adulteration, substitution, or other non-negative test.
- c. The MRO designated by AMAP shall be a board-certified Sports Medicine physician and a medical review officer certified by the American Association of Medical Review Officers (AAMRO).
- d. AMAP reserves the right to designate other MROs, as needed, to facilitate this Policy throughout the year.

4.1.7 THE EVENT PARTICIPANT ADVOCATE (EPA)

- a. AMAP, in its sole discretion, may designate an Event Participant Advocate (EPA).
- b. The EPA is an impartial member of the administrative team that is responsible for assisting the Participant with any questions or concerns throughout the program process.
- c. It is recommended but not mandatory that the Participant contact the EPA as soon as they are notified of the initial test results.

4.2 AMAP PARTICIPANTS SUBJECT TO TESTING

- a. This policy is provided to AMAP credentialed Participants in accordance with the AMAP License agreement. Compliance with the AMAP Substance Abuse Policy, and participation in its testing program, is mandatory for all credentialed Participants and is essential to the safety of professional motorcycling activity.

4.2.1 DRUG TESTING

- AMAP will regularly test any credentialed Participant whose performance at an AMAP Event potentially affects the safety of themselves, other AMAP Participants, spectators and guests.

4.2.2 PERFORMANCE ENHANCING DRUG TESTING

- a. AMAP reserves the right to test any credentialed Participant, whose use of illegal or performance enhancing drugs (PED) or substances could alter or enhance their performance at an AMAP Event to create an unfair advantage or impact the integrity of competition.

4.3 PROHIBITED SUBSTANCES AND ACTS**4.3.1 PROHIBITED SUBSTANCES**

- a. For the purpose of this Policy, prohibited substances are those substances that, in the PA's and the MRO's determination, in consultation with AMAP, may adversely affect the safety and well-being and performance of an AMAP Participant at an AMAP Event, including without limitation illegal drugs such as marijuana (THC) and cocaine.
- b. The PA and the MRO, in consultation with AMAP, may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of the substance following a drug test.
- c. For the purposes of these rules, federal bans and definitions of illegal substances supersede any state and/or local ordinance, regulation or law allowing use of a substance.
- d. AMAP Credentialed Participants are prohibited from using, having in their system, possessing, purchasing, selling and/or participating in the distribution of any drug that is illegal to possess, use, and/or distribute by the laws of the United States of America and/or any of its 50 states, regardless of the amount, at any time.
- e. Illegal acquisition and/or illegal distribution of any prescription or over-the-counter medication are strictly prohibited at any time.

f. STIMULANTS

- i. Including without limitation:
 - i. Cocaine
 - ii. Amphetamine
 - iii. Methamphetamine
 - iv. Ecstasy (MDMA)
 - v. Eve (MDEA)
 - vi. MDA
 - vii. PMA

- viii. Phentermine, and other amphetamine derivatives and related compounds
- g. NARCOTIC ANALGESICS
 - i. Including without limitation:
 - i. Fentanyl
 - ii. Hydromorphone
 - iii. Meperidine
 - iv. Methadone
 - v. Morphine
 - vi. Oxycodone
 - vii. Oxymorphone
 - viii. Heroin and/or their chemical and pharmacological analogs and related compounds
 - ix. Codeine, dihydrocodeine, hydrocodone, and codeine analogs and related compounds (including those available over the counter in some countries if taken for a non-medical use)
- h. EPHEDRINE CLASS
 - i. Ephedrine, pseudoephedrine, and phenylpropanolamine and/or their chemical and pharmacological analogs and related compound as well as pseudoephedrine (even if purchased as an over-the-counter medication without a prescription) if used:
 - i. in a manner that is inconsistent with the instructions provided by the drug manufacturer (e.g., use in concentrations or amounts in excess of the manufacturer's recommended dose); or
 - ii. in a manner or an amount that may cause an increased risk to health, safety, or an impairment of ability to perform his/her duties in relation to an AMAP Event.
- i. BENZODIAZEPINES
 - i. Including without limitation:
 - i. Alprazolam
 - ii. Diazepam
 - iii. Lorazepam (Ativan)
 - iv. Oxazepam (Serax)
 - v. Temazepam (Restoril)
 - vi. Alpha-hydroxy-alprazolam (Xanax)
 - vii. Nordiazepam (Valium) and/or their chemical and pharmacological analogs and related compounds
- j. BARBITURATES
 - i. Including without limitation:
 - i. Amobarbital (Amytal)
 - ii. Butalbital (Anolor 300, Esgic, Fioricet, Fiorinal)
 - iii. Phenobarbital (Luminol, Solfoton)
 - iv. Pentobarbital (Nembutal, Nembutal Sodium)
 - v. Secobarbital (Seconal) and/or their chemical and pharmacological analogs and related compounds
- k. PERFORMANCE ENHANCING DRUGS
 - i. Including without limitation: Human Growth Hormone (hGH), Human Chorionic Gonadotropin (hCG), Luetenizing Hormone (LH) and Insulin-like Growth Factor (IGF-1), clenbuterol, anabolic androgenic steroids ("AAS"), including without limitation:
 - i. Androstenediol
 - ii. Androstendione
 - iii. Bolasterone
 - iv. Boldenone
 - v. Chloroxomesterone (dehydrochlormethyltestosterone)
 - vi. Clostebol
 - vii. Dehydroepiandrosterone
 - viii. Dihydrotestosterone
 - ix. Dromostanolone

- x. Epitestosterone
- xi. 4-Chlortestosterone
- xii. Fluoxymesterone
- xiii. Formebolone
- xiv. Furazabol
- xv. Mesterolone
- xvi. Methandienone (Methadrostenolone)
- xvii. Methandriol
- xviii. Methenolone
- xix. Methylclostebol
- xx. Methyltestosterone
- xxi. Methyltrienolone
- xxii. Mibolerone
- xxiii. Nandrolone
- xxiv. Norandrostendione
- xxv. Norethandrolone
- xxvi. Norethindrone
- xxvii. Oxabolone
- xxviii. Oxandrolone
- xxix. Oxymesterone
- xxx. Oxymetholone
- xxxi. Stanazolol
- xxxii. Stenbolone
- xxxiii. Testosterone
- xxxiv. Trenbolone

I. MUSCLE RELAXERS

- i. Including without limitation, carisoprodol (Soma) and meprobamate (Miltown, Meprospan).

m. SLEEP AIDS

- i. Including without limitation, zolpidem (Ambien).

n. BETA BLOCKERS

- i. Including without limitation, the following drugs and related compounds:

- ii. Acebutolol
- ii. Alprenolol
- iii. Amosulalol
- iv. Atenolol
- v. Betaxolol
- vi. Bisoprolol
- vii. Carteolol
- viii. Esmolol
- ix. Landiolol
- x. Levobunolol
- xi. Mepindolol
- xii. Metipranolol
- xiii. Metoprolol
- xiv. Nadolol
- xv. Nebivolol
- xvi. Oxprenolol
- xvii. Penbutolol

- xviii. Pindolol
- ix. Propranolol
- xx. Sotalol
- xi. Tilisolol
- xxii. Timolol

4.3.2 MEDICAL AND NON-MEDICAL USE OF PRESCRIPTION AND OVER-THE-COUNTER MEDICATIONS

- a. AMAP recognizes that there are many prescription and over-the-counter medications that serve essential or beneficial purposes for the health and well-being of AMAP Participants, and nothing in this Policy is intended to discourage the proper use of these medications.
- b. Some medications, even when properly used, may adversely affect the safety and integrity of competition for motorsports events.
- c. For example, many types of cough medicines contain codeine, which is a potent narcotic that may result in drowsiness or diminished alertness.
- d. Misuse or non-medical use of a prohibited, prescription, or over-the-counter medication by an AMAP credentialed Participant is prohibited, and the MRO will examine whether:
 - i. the medication was used in a manner inconsistent with the instructions provided by the manufacturer, pharmacist and/or the prescribing physician;
 - ii. the medication causes a competitive advantage, or a diminished or impaired ability to perform duties on the day of an Event;
 - iii. the medication was used without a valid prescription for an appropriate medical indication from a credentialed and treating physician;
 - iv. the AMAP Participant failed to advise the issuing physician that another physician was prescribing the same and/or similar medication; and/or
 - v. the medication was prescribed more than 6 months prior to an AMAP Event.
- e. For the purposes of these rules, federal bans and definitions of illegal substances supersede any state and/or local ordinance, regulation or law permitting the use of a substance.

4.3.3 ALCOHOL

- a. An AMAP credentialed Participant is prohibited from consuming any alcohol 12 hours prior to or during any AMAP on-track activity or Event.
- b. An AMAP credentialed Participant with breath, urine, saliva, or blood alcohol level above 20mg per 100ml (.02%) at the time of testing is deemed unfit for racing, participating or officiating in an AMAP Event.
- c. Nothing in this paragraph shall preclude a Race Official from determining that a Credentialed Participant with a breath, urine, saliva, or blood alcohol test level below 20mg per 100ml (.02%) is physically unfit for competing, participating or officiating in an AMAP Event and taking such disciplinary action as the Race Official may deem appropriate under the AMAP Substance Abuse Policy.

4.3.4 DIETARY SUPPLEMENTS

- a. Dietary supplements may contain (either purposefully or through contamination) a prohibited substance under this Policy.
- b. Any product sold with a warning advising non-use if the purchaser is subject to a drug testing program should be avoided even though such product may be available without a prescription.
- c. AMAP Participants may use a variety of apps or internet sources to become more educated about the contents of a supplement, but regardless of that information, the AMAP Participant is responsible for any substance found in their system. For more information, members are encouraged to review the AegisShield website containing information on over 75,000 nutritional supplements (www.aegisshield.com).

4.3.5 MASKING AGENTS

- a. The use or attempted use of any agent or technique that is designed to avoid detection of a prohibited substance and/or falsify, alter, compromise, or otherwise tamper with the integrity of a specimen or test under this Policy is prohibited. This includes:
 - i. Providing false urine samples (e.g., urine substitution or synthetic urine)
 - ii. Contaminating the urine sample with chemicals or chemical products
 - iii. Using pharmaceutical diuretics to purposefully dilute the urine sample
 - iv. Using masking agents

- v. Using Aromatase inhibitors that may be used to biologically manipulate the testosterone/epitestosterone ratio, and/or using epitestosterone to artificially alter the testosterone/epitestosterone ratio.

4.3.6 SUBSTANCES THAT MIMIC THE EFFECT OF BANNED SUBSTANCES

- a. AMAP credentialed Participants are prohibited from using any legal or illegal substance, or combination of substances, including but not limited to synthetics, analogues and/or derivatives of a banned substance.

4.3.7 MANNER OF USE

a. SAFETY

- i. The use of any legal or illegal substance, or combination of substances, which when taken into the human body, can impair the ability of the person to perform safely is prohibited.
- ii. Under this Policy, any substance or combination of substances used in an unsafe manner is a violation.
- iii. For example, a combination of drinking 10 cups of espresso, taking cold medicine and using prescribed sleep medication will cause a safety risk, although each substance in small amounts by themselves may not necessarily result in a violation of the SAP.

b. INTEGRITY OF COMPETITION

- i. The use of any legal or illegal substance, or combination of substances, which when taken into the human body, can alter or enhance a person's ability to compete in a manner unfair to other Participant is a violation.
- ii. For example, a legal substance may be substantially similar to an illegal drug –i.e., synthetics, analogues and/or derivatives of an illegal substance –use of that substance will result in a violation of the SAP.

4.3.8 PRESCRIPTION DOCUMENTATION FOR PROHIBITED SUBSTANCES TO THE MRO

- a. Participants in AMAP are required to notify and provide proof of prescriptions to the MRO upon receipt of such a prescription from his/her treating physician. The method to provide this information to the MRO shall be:
 1. Participant name and Date of birth (DOB)
 2. Participant mailing address and email address
 3. Participant cell phone number
 4. Name of medication and date of prescription
 5. Name and phone number of the prescribing physician
 6. Attach a copy of the prescription providing the dosage and duration instructions for proper use
- b. Email the information along with scanned copies of the documents to mro@aukmed.net or fax to (888) 595-4949. Include "AMA Pro Racing Participant Proof of Prescription" in the Subject line.
- c. The MRO may contact the prescribing physician to confirm the prescription, the prognosis, expected length of treatment and corresponding duration of the prescription.

4.4 TESTING FOR PROHIBITED SUBSTANCES

- a. Under this Policy, all AMAP credentialed Participants will be tested on the following basis:

4.4.1 REASONABLE SUSPICION

- AMAP reserves the right to require an AMAP Credentialed Participant to submit to a test or tests if an AMAP Official has reasonable suspicion that the AMAP Credentialed Participant has violated any part of this Policy or has a competitive advantage or diminished ability to perform as a result of using any substance in violation with this Policy. Some of the conditions, observations and/or reports that may cause a Race Official to have such a reasonable suspicion are, without limitation, as follows:
 - i. When an AMAP credentialed Participant is found or observed in possession of illegal substances or illegal drug paraphernalia at any time.
 - ii. Observation of signs, symptoms, and/or behaviors generally understood to accompany the use of prohibited substances or alcohol use or intoxication including, without limitation:
 - i. Physical signs of red or droopy eyes, dilated or constricted pupils;
 - ii. Slurred speech, stumbling, or hyperactivity;
 - iii. Needle marks;
 - iv. Repeated unexplained disappearances from an Event;
 - v. Constantly running nose, red appearance in the face, or persistent sniffing;
 - vi. Time distortion, including repeated tardiness and missed appointments;
 - vii. Chronic forgetfulness or broken promises;
 - viii. Accidents during Events;

- ix. Inability to concentrate or to maintain attention;
 - x. Mental confusion, paranoia, or presence of abnormal thoughts or ideas;
 - xi. Violent tendencies, loss of temper, or irritability;
 - xii. Extreme personality change or mood swings; or
 - xiii. Deteriorating personal hygiene or appearance.
- iii. An arrest or conviction for driving while under the influence of alcohol or drugs, or an alcohol or drug related conviction.
 - iv. Receipt of a report from a reliable source that an AMAP credentialed Participant is under the influence of substances prohibited under this Policy on the day of an AMAP Event, or, at any time, is using, possessing or selling illegal drugs or substance.
 - v. The results of an examination or test, as provided by the AMAP Rules, which shows evidence of use of a prohibited substance or alcohol abuse or of adulteration or manipulation of the specimen.
 - vi. The odor or aroma of an alcoholic beverage on or about the breath or body of an AMAP credentialed Participant consistent with use of such a substance or alcoholic beverage on the day of an AMAP Event.
 - vii. Violation of AMAP safety precautions resulting in an incident or accident involving injury, death or property damage.

4.4.2 RANDOM TESTING

- a. AMAP may also require Credentialed Participants to submit to unannounced random testing at any time during an Event to ensure compliance with this Policy. This may include, but is not limited to, random testing before or after practice, qualifying, or the Race itself.
 - i. RANDOM TESTING RATES
 - i. Random testing rates will be set by the Program Administrator or designee prior to the start of each season.
 - ii. The rates may either increase or decrease based on program test results of the previous year and substance abuse trends impacting professional sports and the public.
 - iii. Random testing rates set by AMAP are an annual minimum requirement.
 - iv. Selection will be made at random, with all credentialed participants having an equal chance of selection.
 - ii. RANDOM SELECTION
 - i. Random selection of participants for testing will be conducted by the PA through a computer-based random number generator.
 - ii. The testing pool will have the names of all credentialed participants at the event. Names will be selected at random until the predetermined number of Participants has been achieved.
 - iii. Participants taking part in more than one class of competition shall be eligible for random selection in each class entered.
 - iii. OBSERVED SPECIMEN COLLECTIONS
 - i. All eligible credentialed participant's specimens may be collected in direct observation of a qualified collector in order to maintain the integrity of the specimen.

4.4.3 FOLLOW-UP TESTING

- a. AMAP Participants may be required to undergo follow-up testing as requested by the PA, MRO or AMAP. Tests may be:
 - b. ADMINISTRATIVE REQUESTED
 - i. The PA may request follow-up testing for administrative issues.
 - c. MRO REQUESTED
 - i. The MRO may request follow-up testing for variety of reasons, including but not limited to:
 - i. If the MRO finds that test results are invalid, the MRO may request a follow up test to assist in analysis.
 - ii. Monitor or determine appropriate therapeutic levels of prescription drug use.
 - iii. Determine whether an AMAP Participant is "cycling" or "stacking" performance enhancing substances.
 - iv. Assist in the investigative process to determine if there is a legitimate medical reason for test results.
- d. AMAP REQUESTED
 - i. In its discretion, AMAP may decide to include drug and/or alcohol testing as a condition of probation.

- ii. In the rare instances when that occurs, AMAP will review the situation and determine how many times, for how long, in what circumstances and for what substances a Participant will be tested as part of probation and whether collections are to be observed.

4.4.4 THE RETURN TO COMPETITION PROGRAM

- a. AMAP Participants who violate this Policy are required to be evaluated and tested before reinstatement to AMAP can be considered.
- b. In conjunction with the terms and condition of reinstatement of an AMAP License, the PA will provide for an evaluation with an appropriate substance abuse professional for the purpose of advising on the creation of the Return to Competition Program, which may include substance abuse counseling, treatment or rehabilitation.
- c. The PA will determine how many times the AMAP Participant will be tested, for how long, and for what substances.
- d. The PA may also require that collections be under direct observation.

4.4.5 SPECIMENS FOR TESTING

- a. AMAP may require an AMAP credentialed Participant to submit to a test or tests, including without limitation urine, blood, saliva, hair, and/or breath tests.
- b. At the time of testing, the choice of specimen for a particular test is at the discretion of the PA, MRO and AMAP.
- c. Also, the type of test performed is at the discretion of the PA, MRO and AMAP.
- d. In the event of disagreement, AMAP shall make the determination of the specimen for a particular test.

4.4.6 AUTHORIZATION FOR TESTING AND RELEASE

- a. If an AMAP Participant refuses to execute or who falsifies any authorization for the release of that AMAP Participant's medical records, as deemed relevant in the PA, MRO or AMAP's discretion, or withdraws such authorization for testing and release pursuant to this Policy, AMAP credentialed Participant will not be issued a AMAP License and, if already issued, the AMAP License will be suspended from any participation in sanctioned activities for an indefinite period.
- b. If an AMAP Credentialed Participant attempt to falsify or otherwise tamper with a urine, blood, saliva, hair and/or breath test as provided by this Policy, that AMAP Participant will be suspended from any participation in AMAP sanctioned activities for an indefinite period.

4.4.7 REFUSAL TO TEST

- a. Refusing to submit to testing will be treated as if the test was found to be positive.
- b. For the purposes of this Policy, AMAP Participants have refused to take a test if they:
 - i. Fail to participate, authorize or cooperate for testing, including failure to follow procedures of [Section 4.4.6: Authorization for Testing and Release](#).
 - ii. Fail to appear for a test within the time period designated by the PA after being notified of the test within the time period required.
 - iii. Fail to remain for the duration of testing or until all testing requirements are completed.
 - iv. Fail to provide sufficient amount of the requested specimen, and the MRO determines that no legitimate medical reason exists for the insufficient specimen.
 - v. Fail to permit or allow an observed collection.
 - vi. Fail to take a follow up test.
 - vii. Fail to consult and/or cooperate with the MRO.
 - viii. Fail to provide an unadulterated specimen. A test is considered a refusal for any findings of specimens that are adulterated, substituted, including but not limited to a finding of synthetic urine, synthetic marijuana, adulterants, intentional dilution of specimens, etc., and where no legitimate medical explanation supports the laboratory findings.
- c. Any attempts by an AMAP Participant to mask or alter the results of the test will be considered a refusal.

4.4.8 REMOVAL FROM AMAP EVENT

- a. If a Credentialed Participant refuses to comply with procedures related to this Policy when instructed by AMAP and/or the PA; that person may be ejected from premises or other emergency action may be taken as deemed appropriate at the sole discretion of AMAP; and that person shall be suspended from participation in any AMAP competition for an indefinite period.

4.4.9 COLLECTION AND TRANSPORT OF SPECIMEN(S)

- a. AMAP will designate persons or organizations to be in charge of sample collections and/or the administration of other testing protocols and they will be responsible for duties including the following:

- i. **IDENTIFICATION & DIRECT OBSERVATION**
 - i. Once a Credentialed Participant has been selected for testing at an Event, an AMAP Official will notify and immediately escort the Participant to the testing area.
 - ii. Once in the testing area, Participants may not leave the designated area until testing is completed.
 - iii. Normally, collection shall be made within two hours or less of the notification of the AMAP Participant that testing will be conducted.
 - iv. A collector of the same gender may observe the collection of urine samples. Each collector will be trained in appropriate collection techniques by the certified laboratory. A collector may monitor the furnishing of the specimen by direct observation in order to ensure the integrity of the specimen.
- ii. **SPECIMEN QUALITY**
 - i. The PA or his/her agents will promptly measure the temperature of the specimen(s) to ensure it has not been manipulated.
 - ii. Where results indicate that the sample is inappropriate for testing, the PA and/or an AMAP Official may require the AMAP Participant to provide additional specimen(s) as necessary.
- iii. **SPECIMEN HANDLING**
 - i. The PA or his/her agents will split specimens into "A" and "B" samples (when possible), label, secure, and transport the specimen(s) to the Testing Laboratory in such a manner as to ensure that the specimen(s) are not misplaced, tampered with, or relabeled.
- iv. **SPECIMEN OWNERSHIP**
 - i. Under this policy, all specimens collected, including both "A" and "B" samples, are exclusively the property of AMAP.

4.4.10 PRESENCE OF PROHIBITED SUBSTANCES ADULTERATION SUBSTITUTION – MRO CANCELED TESTS

- a. **MRO REQUESTS FOR AN INTERVIEW AND ADDITIONAL INFORMATION**
 - i. Once the MRO notifies an AMAP Participant that they have a positive drug test or refusal to test because of adulteration or substitution, or other non-negative test, the AMAP Participant has 72 hours from the time of notification to respond to the MRO's request for an interview and additional information in accordance with the following rules:
- b. **MRO REQUESTED INFORMATION**
 - i. The MRO may request the following information, for example and without limitation: suitable proof of valid medical prescriptions given by a Licensed and treating physician, consent to review records of the prescribing physician, or any other reasonable requests that assist the MRO investigation.
- c. **MRO REQUESTED INDEPENDENT MEDICAL EXAM**
 - i. To assist the MRO's investigation, the MRO may also direct the AMAP Participant to undergo further independent medical evaluation from a professional designated by the MRO, at the Credentialed Participant's expense.
 - ii. After a medical exam is requested, AMAP Participants have 30 business days to have the test examination conducted.
 - iii. By obtaining an AMAP License or credential, AMAP Participants have consented for the MRO to contact their physician for the purposes of an MRO investigation.
 - iv. The failure to cooperate with the MRO's investigation or provide suitable proof in a timely manner shall be treated as confirmation of the positive test.
- d. **PA AND MRO NOTIFICATIONS**
 - i. When required by this policy, the PA or MRO are to make reasonable efforts to notify Participants.
 - ii. Reasonable efforts may include the PA or MRO using email, texts, phone or mail to contact the Participant via the contact information the Participant provided on the License application.
- e. **MRO REPORTING OF RESULTS**
 - i. If the MRO determines that there is no legitimate medical use or legitimate medical explanation for a positive test or refusal to test because of adulteration, substitution, the MRO is to report the results to the PA.
- f. **PA'S REPORTING OF RESULTS**
 - i. Once the MRO reports a positive test or refusal to test because of adulteration, substitution, the PA is to consider all information derived from the testing process and information derived from the independent investigation of the MRO, and then make a determination of whether the results are positive.

- ii. If in consultation with the MRO, the PA decides the results are positive, the PA shall inform AMAP of a positive result, irrespective of whether the split specimen procedures described in this Rule Book have been completed.
 - iii. Once split specimen procedures are completed, the PA shall then issue to AMAP either a confirmed negative test result or a confirmed positive test result.
 - iv. If split specimen procedures are waived or never acted upon, the PA shall issue a confirmed positive result and violation of this Policy to AMAP.
- g. **SPLIT SPECIMEN PROCEDURES**
- i. Once the PA or MRO notifies an AMAP Participant that they have a positive drug test or refusal to test because of adulteration, substitution, or other non-negative test, the AMAP Participant has 72 hours from the time of notification to request in writing a test of the split specimen or B sample in accordance with the following rules:
- h. **“B” SAMPLE TEST REQUEST**
- i. All requests to test a “B” sample must be made in writing to the Program Administrator and AMAP. Failure to request a “B” sample testing within the 72 hours appeal period shall constitute acceptance of the results.
- i. **“B” SAMPLE TEST LABORATORY**
- i. The “B” sample test shall be conducted at Aegis using the “B” specimen from the original collection. AMAP will use its best efforts to expedite the “B” sample test which will be at the expense of the License Participant who tested positive.
 - ii. The AMAP Participant may be present (either personally or be represented by a qualified toxicologist not affiliated with Aegis) during the second test at his/her own expense.
 - iii. If the AMAP Participant chooses to be present personally or represented by a qualified toxicologist during the “B” sample test, the AMAP Participant must notify the PA and MRO within the 72-hour period in writing per section Split Specimen Procedures.
- j. **“B” SAMPLE TEST PROCEDURES**
- i. The “B” sample test will be performed in accordance with the same procedures used by Aegis in the original test of the “A” specimen.
 - ii. If the “B” sample fails to confirm the original test, then the specimen and test will be recorded as negative, and there will be no violation under this Policy.
 - iii. If the “B” sample test confirms the original test, then the specimen and test will be recorded as a confirmed positive test and a violation of this Policy.
- k. **IF NO “B” SAMPLE IS AVAILABLE**
- i. If no “B” sample is available due to the nature of the collection, then the MRO and PA will act upon the procedures in section MRO Requests for an Interview and Additional Information.
 - ii. The final determination of whether there has been a violation of this Policy will be made by the PA.
- l. **PA OR MRO NOTIFICATION TO AMAP OF “A” SPECIMEN RESULTS**
- i. If in consultation with the MRO, the PA decides the results are positive, the PA shall inform AMAP of a positive result, irrespective of whether the split specimen procedures described in this Rule Book have been completed.
 - ii. If the Program Administrator or MRO is concerned about the safety and integrity of the competition or other exigent circumstances, the Program Administrator or MRO may notify AMAP of the original “A” specimen positive test prior to the verification of the results.
- m. **TEMPORARY SUSPENSION BASED ON “A” SAMPLE RESULTS**
- i. Upon notification of the original “A” specimen positive test, AMAP, in its sole discretion, may temporarily suspend an AMAP Participant’s License or credential before the “B” sample test is completed based on the following reasons:
 - i. Concerns regarding the safety of the AMAP Participant and others at the Event or on-track.
 - ii. Concerns regarding the fairness of a competition.
 - iii. Exigent circumstances,
 - iv. Undue delay to accommodate the presence of the AMAP Participant (or his/her representative) at the “B” sample test.
 - ii. AMAP Participants temporarily suspended in this section may protest their disqualification to the Race Director or his designee as provided in applicable AMAP Rules. The Race Director or his designee’s decision shall be final and disqualification from participation in the meet, if upheld by the Race Director or

his designee, shall be executed promptly and shall include the loss of any rights with regard to the even in question.

- n. SAMPLES PROPERTY OF AMAP
 - i. The "A" and "B" specimen samples remain the exclusive property of AMAP.
- o. WHEN 72 HOURS FOR "B" SAMPLE REQUEST DOES NOT APPLY
 - i. An AMAP Participant is not entitled to 72 hours to request a B sample test when no specimen was produced or tested due to refusal or when the AMAP Participant waives the 72 hours during the MRO interview.
- p. UNCOOPERATIVE PARTICIPANT
 - i. When the PA or MRO have made repeated attempts to contact the Participant regarding notification of a positive test and B bottle sample testing procedures, and the Participant has not responded to the PA or MRO, then the PA and MRO may report the test as positive after 72 hours from the findings of the test.
 - ii. Lack of cooperation with the PA or MRO by the Participant will be treated as a constructive waiver of his B bottle sample testing procedures.
- q. CANCELED AND NEGATIVE TESTS
 - i. If the PA or MRO verifies a test as cancelled or negative, the results will be reported to AMAP.
 - ii. A canceled and negative test will not be treated as a violation of this Policy.
- r. SUSPENSION OF AMAP LICENSE
 - i. Upon being notified by the PA or MRO of a verified positive or refusal or any violation of this Policy, AMAP will suspend an AMAP Participant's License for an indefinite period and/or take such other disciplinary action deemed appropriate under the circumstances pursuant to the AMAP Rule Book.
- s. PUBLICATION OF RESULTS
 - i. By seeking to participate in any AMAP Event, all AMAP credentialed Participants agree that AMAP may publish the results of any test or tests conducted pursuant to this Policy and the circumstances giving rise to such test or tests to such third parties as AMAP, in its sole discretion, deems reasonable under the circumstances.
 - ii. AMAP may also publish any and all violations to this Policy, including but not limited to conduct violations where no testing may have occurred.
 - iii. No AMAP Participant shall have any claim or cause of action of any kind against AMAP or any director, officer, employee or agent of AMAP, the PA, Testing Laboratory, or MRO with respect to such publication, and/or shall be deemed to have released any such claim or cause of action.
- t. RETURN TO COMPETITION PROGRAM
 - i. AMAP shall also send the suspended AMAP Participant a letter containing terms and conditions for consideration of reinstatement of the AMAP Participant's License.
 - ii. If the AMAP Participant wishes to have AMAP lift the suspension, the AMAP Participant must agree to AMAP's terms and conditions of reinstatement.
 - iii. In conjunction with the terms and conditions of reinstatement, the PA will also facilitate an evaluation for the Return to Competition Program by coordinating an evaluation with the appropriate substance abuse professional for advising on creation of a Return to Competition Program that may include substance abuse counseling, treatment, or rehabilitation.
 - iv. The PA will determine how many times the AMAP Participant will be tested, for how long, and for what substances.
 - v. The PA may also require that collections be under direct observation.
 - vi. Testing will be done at a time and place and under conditions specified by AMAP and/or the PA, at the AMAP Participant's expense, which will include laboratory fees and all other direct and indirect costs incurred by AMAP or the laboratory in connection with each test.
 - vii. When an AMAP Participant has, to the satisfaction of the PA, completed the requirements set forth in the letter, the AMAP Participant is eligible for reconsideration of reinstatement of an AMAP License.

4.4.11 VOLUNTARY DISCLOSURE

- a. AMAP encourages voluntary disclosure of substance abuse and supports voluntary rehabilitation efforts by persons subject to the terms of this Policy. Consequently, AMAP is agreeable to accommodating such persons during their recovery and abstinence so long as the safety and integrity of AMAP's professional racing program is not jeopardized.
- b. AMAP's primary objective with regard to voluntary disclosure is to prevent participation of individuals who are in violation of this Policy until such time as the violation is no longer a threat to the safety or integrity of the

racing program. In principle, persons who voluntarily disclose violation of this Policy, and who voluntarily withdraw from participation until their eligibility status is resolved, will receive more favorable consideration than those whose violations are discovered through testing and who have continued to knowingly participate in AMAP-Racing's program while in violation of this Policy.

- c. Participants are encouraged to contact the Program Administrator and/or Race Director to voluntarily disclose violations of the Substance Abuse Policy prior to being selected for a drug test. Persons who do not will be subject to whatever actions and controls AMAP deems necessary to protect the safety and integrity of its racing program, and such steps may include withholding of competition privileges.
- d. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy, and who cooperate with the Program Administrator in setting a plan of action for reinstatement, shall not, under normal circumstances, be charged with violation of this Policy.
- e. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy will be subject to a preliminary test to be conducted in a timely manner at the direction of AMAP and any subsequent testing as determined by the Program Administrator. Costs of such test shall be borne by the individual. Under no circumstances will the individual be permitted to participate in AMAP-sanctioned activities until they have a negative test result on a sample specifically identified as a "Consideration for Return to Competition" passed a substance abuse test.
 - i. If the results of the preliminary test reveal that the participation of the individual may jeopardize the safety or integrity of the AMAP program, as determined in the sole discretion of AMAP, then the further participation of the individual will be withheld until such time as there is evidence, acceptable to AMAP, that the individual's participation will no longer jeopardize the safety and integrity of the program.
- f. Individuals who voluntarily disclose violation(s) of the Substance Abuse Policy will be required, prior to continued participation, to enter into a Voluntary Disclosure Agreement with AMAP stipulating the conditions of their probation.
- g. Individuals who have no previous offenses of this Policy may voluntarily disclose violation(s) even at the time of selection for a random test under the provisions this Policy or at the time of notification of a test under the reasonable suspicion provisions. However, such individuals must immediately cease their participation in the day's activities and refrain from any further participation in AMAP-sanctioned activities until their eligibility status has been resolved.
- h. Individuals who have one or more previous violations of this Policy are offered no specific protection under this section of the Policy. However, voluntary disclosure of repeat violation(s), and voluntary withdrawal from participation, will be viewed as mitigating factors by AMAP in determining any penalties which might be invoked.
- i. Any violation of the Substance Abuse Policy discovered while an individual is on probation under these provisions for voluntary disclosure shall be treated as an offense under the appropriate item of this Policy.

4.4.12 APPLICABILITY OF THE AMAP RULES

- a. This Policy, as it may be amended from time to time, is a supplement to the provisions of the AMAP Rules for Competition and will be interpreted, enforced and applied by AMAP. This Policy is binding upon all AMAP Participants in the same manner and to the same extent as the AMAP Rules for Competition.