

A. General

1. Flat Track races are run on specially prepared flat or banked oval tracks more than 2,250-feet in circumference (measured 18 inches from the pole).
2. A short track course is less than 2,250-feet in circumference. Scratch-type events may be included in a short track meet.
3. A TT is held on an unpaved, prepared course. The course must be less than 2 miles long and include left and right turns. Hills, jumps and natural terrain are permitted. The course must be at least 20 feet wide and include wide turns or escape routes at the end of a fast straightaway.
4. American Flat Track Licensed Riders
 - a. Any rider holding an American Flat Track professional racing license must compete in the highest-level class or classes offered.
 - b. Riders holding an American Flat Track professional racing license shall not compete in any age classes, shall not receive district points, shall not receive yearend district awards, and shall not participate in any amateur classes at the Amateur Nationals.
 - c. Any racer holding an American Flat Track professional racing license must wait one full year after their professional license expires to be eligible for AMA Grand Championship competition.
5. Any member subject to disciplinary action by American Flat Track, including a permanent revocation and loss of license to engage in professional competition, shall be ineligible to participate in any AMA-sanctioned amateur competition.

B. Equipment and Approval of Motorcycles/Minicycles

1. Equipment
 - a. The use of knobby or motocross tires is at the organizer's option and must be advertised in advance.
 - b. A steering damper may be added for safety. This includes all Production machines.
2. Motorcycles used in Production class competition must be approved by the AMA. Modified classes will run as indicated in the General Equipment Standards Section.
3. For a motorcycle to be approved, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs and prove that 100 identical, completed machines of the same model are available for sale to the general public at multiple dealer showrooms

throughout all six AMA regions. AMA staff will verify production requirements. Application forms for motorcycle approval are available from the AMA. The approval procedure for the following model year will open Aug. 15 and must be completed no later than the following March 15.

a. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer's demand for a minimum of the current model year being approved. Any parts determined to be inadequate in design or construction may be upgraded by the OEM approval process, as defined by the AMA staff, and must be submitted no later than June 15 of the model year. The AMA may require one unit of each approved model and/or upgraded part(s) to be provided for long-term parts comparison.

4. A list of currently approved models is available at www.AmericanMotorcyclist.com > Racing.

C. Production Class Additional Equipment Standards

1. All motorcycles/minicycles must be approved by the AMA for Production competition.

2. The frame must be the same make and model as the engine.

3. The front brake must be used for TT events but must be disabled or removed for dirt-track events.

4. Any standard production tire that is available through normal commercial channels will be accepted. Knobby tires are organizer's option.

5. Cylinder re-plating is allowed but must retain OEM bore.

6. OEM front and rear suspension may be altered with internal modifications only. Springs and linkage may be replaced with aftermarket parts.

7. For Production classes that use oil injection systems, only oil may be put in the reservoir. Injection pumps must be working at all times. Pre-mix gasoline isn't allowed in the oil injection system or fuel tank.

8. Seat height will be measured at the lowest part of the top of the seat. See wheelbase measurements as shown in Section 3.5.

9. For electric motorcycles, the following cannot be changed or modified:

- a. Battery Pack (Electric Motorcycle)
- b. Internal Gear Reduction (Electric Motorcycle)
- c. Motor (Electric Motorcycle)

d. Motor Controller (Electric Motorcycle)

10. For electric motorcycles, programming or mapping changes to the stock Motor Controller unit are only permitted using the OEM supplied system.

11. Production classes are subject to inspection. Any deviation, other than approved modifications, will result in the machine being assigned to another category or disqualification.

12. Violations of the Production class rules as determined by the protest process or by the referee of the event may result in a disqualification from the event. A second violation of the Production class rules may result in a disqualification from the event and a suspension from the AMA competition for one year.

13. The following changes/modifications are NOT PERMITTED on Flat Track, TT and Ice Race Production Class machines:

Air Box

Air Box Vent Tube

Air Filter Screen

Air Intake Boot

Axles

Body Work

Brake Reservoir Cap

Brake Rotor Size (thickness/diameter)

Brake Master Cylinder

Carburetor (including any parts with exception to jets)

Clutch (any part including clutch cover) 2

Crankshaft Stroke Length

Cylinder Bore Size¹

EFI Throttle Body⁵

Electronics⁵

Engine Components (any part)

Exhaust Control Valve (ECV)

Exhaust Pipe (any part)

Frame³

Front Fender⁷

Front Forks⁴

Front Fork Caps

Hydraulic Clutch

Intake Diameter

Intake Spacer

Internal Engine Components (blue printing is not permitted)²

Lower Triple Clamp

Oil Injection System (only oil may be in system)⁶

Rear Brake Clevis
Rear Shock4
Reed Valve Assembly (any part)
Silencer (tip may be modified to accept spark arrestor)
Subframe3

Swing Arm3
Throttle Body
Transmission (any internal part)
Water Pump Assembly (any part except the cover)
Yamaha PW50 Ring and Pinion Gear
Yamaha PW50 Start/Run/Off Switch

14. Clarifications:

a. 1

Cylinder re-plating is allowed. The original manufacturer's bore must be retained.

b. 2

Clutch plates, pistons, and piston rings may be aftermarket as long as they maintain the stock shape, design, and material of the OEM parts. High compression pistons are not permitted.

c. 3

Material may be added to the production frame or swing arm for strength, including welding. These changes shall not affect frame geometry.

d. 4

OEM front and rear suspension can be altered with internal modifications only. Aftermarket shock preload adjusters may be added. Shock linkage and suspension spring rates may be changed to any commercially available part.

e. 5

Programming or mapping changes to the stock OEM ECU unit are allowed.

f. 6

For engines with oil injection systems, the system must be fully functional and only oil may be put in the reservoir. Pre-mix gasoline is not permitted in the oil injection system.

g. 7

The front fender must be OEM or OEM replacement. It may be removed. Supermoto style fenders are permitted.

15. The following additions are NOT PERMITTED on Flat Track, TT, and Ice Race Production Class machines:

Adjustable Leak Jet
Bark Busters (closed end or wrap-around metal hand guards)
Fork Brace
Radiator Fan

16. The following additions, changes, or modifications ARE ALLOWED on Flat Track, TT, and Ice Race Production Class machines:

Air Filter
Anodizing (may be added to any external aluminum part)
Brake Lever and Perch
Brake Line
Brake Pads
Brake Pedal (Mini bikes that are only equipped with hand brakes may not add a foot brake)
Brake Snake
Chain, Chain Rollers, and Chain Guard
Clutch Lever and Perch
Cosmetic Items (provided that there is no performance advantage)
Counter Shaft Cover (may be removed)
Foam (may be added to any part)
Foot Pegs
Fork Bleeders
Frame Guard
Fuel Screw (adjustable)
Fuel Tank (Carbon Fiber or carbon composite fuel tanks are not permitted unless homologated)
Fuel Tank Thermal Cover (including heat tape)
Gripper Tape
Hand Guard (plastic open ended only)
Holeshoot Device
In-line Water Cooler
Ignition Cover
Number Plates
Oil Cooler
Power Valve Actuator Hose Kit
Radiator Side Shrouds
Radiator and Radiator Hoses
Radiator Guard and/or Brace
Rims
Rim Locks (may add, remove, or change)
Seat (cover or foam)

Shifter Lever
Shock Linkage (commercially available parts)
Skid Plate
Slipper Clutch or Back Torque Limiter
Spokes
Sprockets
Steering Stabilizer/Damper
Throttle Tube
Triple Clamp Upper/Top
Water Pump Cover
Wheel Hubs

D. Race Rules

1. Starting methods for Flat Track, Short Track and TT:
 - a. Any race stopped with two laps or fewer completed will require a complete restart in the original positions (see d. above).
 - b. A rider who was determined by the referee of the event to be the primary cause for the event being stopped will be required to restart from the penalty line.

If an event is stopped after at least 60 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their position on the lap preceding the one during which they were red flagged. At the referee's discretion, if the race must be resumed the riders will be started in a staggered start position in the order they held on the lap before the event was stopped. At the organizer's option, the referee may use a rolling single file restart. If doing so the following procedure must be followed:

The riders will be positioned in their restart order and instructed to do at least one pace lap. If all is in order (per starter) the field will be given the green flag. The referee will designate a point on the track that the riders may start to accelerate to race speed and a restart line. The riders **MAY NOT PASS** before getting to the restart line and the starter is waving the green flag.

DOUBLE RED FLAG RULE: In short track events, one quarter (1/4) mile or shorter, a rider causing two red flags in a single race without making an attempt to re-enter the race, can be disqualified at the discretion of the referee.

c. Should a race be stopped but not completed, riders must return their motorcycle to the designated work area only to make repairs. Any rider returning a motorcycle to the paddock will be disqualified.

(1) Work periods last two minutes at the red flag/light, except in final events where they may be 10 minutes. If the referee deems the red flag situation to be cleared up, and all riders are ready to resume the race, the referee may call for the race to resume immediately.

(2) Riders continuing to have work performed on their motorcycles past the allotted time period will be placed at the back of the lineup for the restart. There will be no two-minute allowances given for further work.

d. If a race was stopped because riders were down, the first rider down is placed last in the restart, etc., with the last rider down behind the last rider who didn't fall.

If for any reason a rider doesn't complete the redflagged lap, they too will be placed in the rear of the

restart in a position respective of their stoppage. If the race is called complete the riders will be scored in the position in which they would have restarted.

2. Staggered Start Procedure

a. When called to the starting line, the leader will pick their starting position.

(1) For heat races, the leader may only choose the inside or outside positions.

(2) For semis and main events, the leader may choose to start in any position within the designated starting area.

b. The next rider in line will start to the leaders outside, if possible. If not possible, that rider will be moved to the inside of the rider who has the first pick. That rider will line up approximately 3 feet over with their front wheel in a horizontal line approximately 1 foot behind the rear wheel of the first rider.

c. This procedure will follow suit until all starting positions are utilized.

E. Race Starts

1. Starting Line Area

a. Two starting lines, spaced 2 feet (24 inches) apart, are marked for each row.

b. If more than one starting row is used, each row shall be

8 yards (24 feet / 7.3 meters) behind the preceding row.

c. The penalty line shall be 8 yards (24 feet / 7.3 meters) behind the last starting line that is in use.

d. The number of participants placed on each starting row shall take into account any and all safety concerns.

(1) Each full-sized machine shall have no less than 39 inches (one meter) of space on each starting row to minimize starting line or first-corner congestion.

e. At all meets, the referee shall determine the number of riders allowed to start any event, which shall take into account the width and length of the course, run-off room available, the ability of all riders to negotiate the first corner without incident, and the speed and skill level of the class(es) being run.

f. A rider must be ready when called to the starting area. If not ready, he/she or their representative is allowed to request two minutes after the starters call to make minor repairs. Afterward, if he/she still isn't ready, he/she is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he/she won't be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter.

Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time won't prevent the disqualification of another rider who has used the two-minute limit

2. Starting Position Selection

a. All racers in all events shall select their positions on their assigned starting line based on the posted order. The two methods explained below are common for picking positions on the starting line, but others may be used. The style of pick may be the same for all rounds, or it may vary from round to round.

b. Gate Pick

(1) The first racer listed on the posted order for the front row picks any spot on the front row.

(2) The remaining racers on the front row, in the posted order, each pick any unoccupied spot on that row.

(3) The first racer listed on the posted order for the second row picks any spot on the second row.

(4) The remaining racers on the second row each

pick any unoccupied spot on that row, in the posted order.

(5) The process continues for all other starting rows.

c. Ordered Pick

(1) The first racer listed on the posted order for the front row is given the inside pole unless he/she requests the outside pole.

(2) The second racer listed on the posted order for the front row shall line up immediately outside of the first racer (if the first racer picked the inside pole), or immediately inside of the first racer (if the first racer picked the outside pole).

(3) All other racers on the front row shall line up alongside, in order, of the racer before them in the order.

(4) The first racer listed on the second row, or any later row, does not get a choice – they must line up directly behind the first racer listed on the front row. All other racers on each row line up in the same fashion as the racers on the front row.

d. Deferred Pick

(1) Any racer may defer his/her pick on their assigned row and instead take the next available pick on the next row. All following racers move up one pick until all available spots on the earlier rows are filled.

3. Starting Methods

a. The starter may use starting lights, rubber band, gate, flags, or speedway- type starting gate to start any event.

b. With the exception of time trials, practice, and timed practice, all event starts shall be standing starts with both wheels on the ground.

c. Once all event participants are in their starting positions and the designated official ensures that all participants are ready, the starting procedure that was explained in the racer briefing meeting may begin.

d. Once the starting procedure begins but before the start signal is given, any racer whose front wheel touches the start line shall be penalized.

(1) Possible penalties include but are not limited to: relocation to the penalty line, deduction of their finish position, or a black flag disqualification from the event while the event continues.

F. On Track Regulations

1. All Flat Track (Dirt Track and Short Track) meets shall run in a counterclockwise direction. TT meets may run in either direction.
2. Any rider passing on the inside is responsible for any foul that results.
 - a. If passing on the outside, a rider shall not move to the inside unless there is adequate space to complete the pass without interfering with the passed rider.
 - b. The penalty for interfering with another rider during a pass may be disqualification.