



Progressive American Flat Track – Summary of 2025 Rulebook Changes

To: Progressive American Flat Track Competitors
Date: 11/18/2024
Subject: Progressive American Flat Track – Summary of 2025 Rulebook Changes

The following **redline** summary identifies changes and additions to the 2025 Progressive American Flat Track rulebook.

SECTION 1 – SPORTING REGULATIONS

1.8.1 Event Overview

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

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

b. Events featuring the **AFT AdventureTrackers class** will include the following sessions:

AFT AdventureTrackers
<p>Practice 1 – All riders, 4-6 laps Qualifying 1 – All riders, 4-6 laps Qualifying 2 – All riders, 4-6 laps Heat 1 – 16 riders, 6 laps (Top 8 to the Main) Heat 2 – 16 riders, 6 laps (Top 8 to the Main) Main Event – 16 riders, timed race + 2 laps</p>

c. Main events will be timed plus 2 laps with a duration based on class and track type:

Track Type	AFT SuperTwins	AFT Singles	AFT Adventure Trackers
Short Track	8-10 minutes + 2 laps	6 minutes + 2 laps	6 minutes + 2 laps
TT	10 minutes + 2 laps	8 minutes + 2 laps	8 minutes + 2 laps
Half-Mile	10 minutes + 2 laps	8 minutes + 2 laps	8 minutes + 2 laps
Mile	14 minutes + 2 laps	10 minutes + 2 laps	



d. Events featuring the **Triple Challenge** format will include the following classes and sessions:

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

1.8.5 THE RACING PROGRAM – STANDARD FORMAT

a. Heats

1. The fastest 32 Riders from combined qualifying will transfer to the Racing Program under the Standard Format.
2. Starting positions for the Heats will be determined by combining the times from all timed qualifying sessions for the class.
3. The fastest rider from combined qualifying will start from pole position in the first Heat.
4. 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.
5. Each Heat will begin with a standing start featuring 16 riders.
6. The top 6 finishers in each Heat will transfer to the Main and positions 7 – 16 will transfer to the LCQ.

b. Challenge Race

1. The Event may also include a Challenge Race for one or more classes.
2. The Challenge Race will begin with a standing start featuring 4 Riders seeded from the top 2 finishers in each Heat.
3. 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.
4. 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

1. The top 4 finishers in the LCQ will transfer to the Main.

d. Main Event

1. 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.
2. The Main Event will be a timed race plus two (2) laps.
3. Championship Points will be awarded based on Main Event finishing positions.

1.8.6 THE RACING PROGRAM – TRIPLE CHALLENGE FORMAT

a. Practice

4. Practice sessions will be timed.

b. Qualifying

5. Lap times from all qualifying sessions will be combined to determine an overall qualifying order.



6. 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

- 7. Triple Challenge Race #1 will feature the top 16 Riders seeded from combined qualifying and will begin with a standing start.
- 8. If an eligible, non-qualifying rider submits a provisional start card and is approved by the Race Director, they will be added to the back of the grid as the 17th starter for Race #1.
- 9. 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

- 10. The grid for Race #2 will be set based on the finishing position of each Rider in Race #1.
- 11. 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

- 12. The grid for Race #3 will be set based on the finishing position of each Rider in Race #2.
- 13. 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

14. 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:

<i>Finishing Position</i>	<i>Triple Challenge Race #1</i>	<i>Triple Challenge Race #2</i>	<i>Triple Challenge Race #3</i>
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

15. The Overall Results for each class will be determined by combining the total Triple Challenge Points earned by each Rider in the three Races.
16. Riders will then be ranked according to their combined Triple Challenge Points from Race #1 + Race #2 + Race #3.
17. The Rider earning the most Triple Challenge Points will be declared the Overall Winner for the Event.
18. 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

19. 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.

1.8.7 PROVISIONAL STARTS

- a. Riders **that scored Championship Points in the same Class during the previous season** will receive one Provisional Start per their primary class, which may be used to advance a rider into a Main or Triple Challenge Race #1 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 #1**. 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 #1**.
- d. In the case where Qualifying, Heats and LCQs cannot be run and the Main **or Triple Challenge Race #1** is gridded based on practice times or point standings, an unused Provisional Start may be requested.
- e. Procedures for Using a Provisional Start:
 1. 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.
 2. 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.
 3. Riders using Provisional Starts will start from the Penalty Row.

1.8.10 STARTING POSITIONS

- a. Heats, **LCQs and Challenge Races**:
 1. The Rider who earns the pole position for a Heat, **LCQ or 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:
 1. 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.
 2. Riders will pick their starting spot on the grid according to their starting lineup positions using the alternating grid position system:
 - (a) 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.
 - (b) Triple Challenge Races: The fastest qualifying Rider will select the first starting position, followed by the second fastest qualifying Rider, etc.**
 - (c) 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.
 3. 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 Races**.



1.8.11 RACE START PROCEDURES

- 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:*
 - 1. *They will have until the completion of the leader's second lap to join the field.*
 - 2. *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.*

1.9.3 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*
 - 1. *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.*
 - 2. *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.

1.9.7 CHAMPIONSHIP POINTS DISTRIBUTION TABLE

- 2. 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		

SECTION 2 - TECHNICAL REGULATIONS

2.2 GENERAL EQUIPMENT STANDARDS

2.2.5 NUMBER FONTS AND SIZES

f. Front and left side numbers must have the following dimensions:

1. National Number 1:
 - i. Height: **6** inches (min)
 - ii. Width: **4** inches (max)
 - iii. Stroke: 1 inch (min) up to 3 inches (max)
2. 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
3. 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)

2.3 MOTORCYCLE SPECIFICATIONS

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).

2.4 AFT SUPERTWINS TECHNICAL RULES

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

- e. Cylinder Head, Valves, Springs and Retainers
 4. *Valves must remain in the same location and at the same angle as the homologated model.*

2.4.4 ELECTRONICS AND TRACTION CONTROL

- 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.*

2.4.14 WHEELS

- b. *Carbon fiber wheels are prohibited in AFT SuperTwins.*

2.4.17 FRONT NUMBER PLATES

- a. Plate Size: Must be 12" wide, *and between 10" and 12"* in height.

2.5 AFT SINGLES TECHNICAL RULES**2.5.3 ENGINES**

- m. Clutch
 - 2. *Back torque limiting clutches (slipper style) are strongly recommended.*

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:
 - 5. *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.*

2.5.18 SIDE NUMBER PLATES

- a. *Plate Size: Must closely resemble OE parts from the same model, year and manufacturer as the frame.*