

Introduction

This book contains rules and technical requirements governing all events that make up the AMA Pro Road Racing Championship.

The rulebook is designed to provide the information needed to prepare motorcycles for competition, plus an overview of rules that apply to the racing program.

As a general rule, unless optional equipment or modifications are specifically permitted by this Rulebook they are prohibited. The intent of a specific rule will override a competitor's interpretation of a rule. The intent of a rule will be determined by AMA Pro Racing. If any rule is unclear to the entrant or competitor, the entrant or competitor is advised to get written approval prior to any modifications.

Requests for rule clarifications or interpretations must be submitted in writing by riders and teams to AMA Pro Racing. Any prior verbal approval from AMA Pro Racing without a written statement from the Technical Department regarding the interpretation of a rule or procedure will be deemed invalid.

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 manager's responsibility to make decisions regarding rules enforcement.

DISCLOSURE

AMA PRO RACING STRIVES TO REGULATE THE SPORT OF PROFESSIONAL MOTORCYCLE RACING IN THE FAIREST POSSIBLE MANNER. ALL PARTIES INVOLVED IN AMA PRO RACING SANCTIONED 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 AMA PRO RACING 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.

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For questions regarding these rules or regarding competition as affected by these rules, contact:

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Phone: (386) 492-1014
Fax: (386) 274-2335
www.amapracing.com

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2010 AMA Pro Road Racing Schedule*

www.amaproring.com

Mar 3-5	Daytona International Speedway (Daytona Beach, Florida)
Mar 26-28	Auto Club Speedway (Fontana, California)
Apr 16-18	Road Atlanta (Braselton, Georgia)
May 14-16	Infineon Raceway (Sonoma, California)
Jun 4-6	Road America (Elkhart Lake, Wisconsin)
Jul 16-18	Mid-Ohio Sports Car Course (Lexington, Ohio)
Jul 23-25	Mazda Raceway Laguna Seca (Monterey, California)
Aug 13-15	Virginia International Raceway (Alton, Virginia)
Sep 3-5	New Jersey Motorsports Park (Millville, New Jersey)
Sep 24-26	Barber Motorsports Park (Birmingham, Alabama)

*Dates and locations subject to change

Section 1 Licenses and Credentials

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1.1 Competition Licenses

- a. All riders participating in any on-track practice, qualifying or racing must have a valid AMA Pro Racing or FIM license of the appropriate classification. Licenses are not issued at the racetrack. For American SuperBike and Daytona SportBike competitors, it is recommended that processing of the license be completed through the AMA Pro Racing office 30 days before the first event you wish to participate. Additional licensing information and applications are available from the AMA Pro Racing office.

1.2 License Classifications

- a. There are three classes of rider licenses for AMA Pro Racing sanctioned road racing events – SuperBike, National Pro Expert and National Junior. For specific eligibility requirements, contact AMA Pro Racing Member Services and request an AMA Pro Racing License Application.

Road Race Class	License Requirement
American SuperBike	SuperBike only
Daytona SportBike	SuperBike or National Pro Expert
SuperSport Young Guns	National Junior
SuperSport Top Guns	Regional Expert

1.3 Entries

- a. Entries for American SuperBike, Daytona SportBike and the SuperSport Young Guns Series will be **pre-entry only**. All entries must be received no later than the published deadline.
- b. The SuperSport Top Guns Series will be post-entry only for Regional Experts and is open to all riders with a current Expert license from a recognized road racing organization. Post entries will be accepted until noon on the first day of each event's registration.
- c. In American SuperBike and Daytona SportBike, the Entrant is the individual or entity who is entitled to enter a machine for competition. Motorcycle numbers in these classes will be assigned to the machine's Entrant. Points in the Team Championship and purse awards will be paid to the machine's Entrant. Penalties for team infractions will be levied against the team's Entrant.
- d. Unless otherwise stated, in all other classes, the rider will be the designated Entrant for each machine.

1.4 Credentials

- a. All credentials provided by AMA Pro Racing are the property of AMA Pro Racing and may be revoked at any time without refund of credential fees.
- b. Credentials are issued for exclusive use by the person named on the credential. The lanyard is considered part of the credential and must be worn with the credential around the neck.
- c. Transfer, misuse of, or failure to display both the credential and specific AMA Pro Racing lanyard is cause for disciplinary action or revocation.
- d. A credentialed person without the proper issued credential in their possession will be required to pay the applicable race day rates to be issued the appropriate pass for access to the event.

1.5 Contact Information

- a. Additional information concerning licensing and credentials is available from the AMA Pro Racing Member Services Department:

Member Services
 AMA Pro Racing
 525 Fentress Blvd. Suite B
 Daytona Beach, FL 32114
 Phone: (386) 492-1014 Ext. 151
 Fax: (386) 274-2335

2.1 Participant Regulation

- a. Every club, association, company, promoter, rider and all other persons participating or in any way connected with an AMA Pro Racing race event will be deemed participants and therefore bound by the AMA Pro Racing Rulebook.

2.2 Participant Insurance

- a. AMA Pro Racing will provide participant accident insurance coverage at the AMA Pro Racing sanctioned events as follows –
 - i. Accidental Death & Dismemberment - \$10,000
 - ii. Excess Medical - \$50,000
- b. This policy should be considered as a secondary policy to the rider's own primary insurance coverage.

2.3 Substance Abuse Policy

- a. In the interest of maintaining the integrity of motorcycle sports, AMA Pro Racing has established a Substance Abuse Policy.
- b. Random tests for drugs and alcohol may be conducted at the discretion of AMA Pro Racing.
- c. Compliance with the AMA Pro Racing's Substance Abuse Policy is an essential precondition to the issuance of Professional Competition licenses and all riders will receive a copy of the AMA Pro Racing Substance Abuse Policy with their competition license.
- d. Any violation of the policy or refusal to submit to testing as requested by AMA Pro Racing will result in the immediate revocation of the competitor's license and loss of all rights to compete in AMA Pro Racing sanctioned events.

2.4 Intravenous Hydration

- a. At no time during an event may a rider receive any type of intravenous hydration unless such hydration is deemed medically necessary by appropriate medical personnel as a result of an emergency medical situation (e.g. heat stroke) encountered by a rider during or as a result of competing in any practices, qualifying sessions or races which are part of an event.
- b. Once a rider receives such hydration during an event, that rider will not be permitted to compete in any further activities including, but not limited to, practices, qualifying sessions or races comprising the event unless and until the rider is released by the medical personnel who treat the rider for the specific emergency medical situation at issue.

2.5 Track Rentals, Unofficial Practice and Testing

- a. At race facilities that are on the AMA Pro Road Racing schedule, exclusive track rentals and/or practice by participants, including manufacturers, teams or individuals, are not allowed between January 1 and the last day of the last race of the year for each specific class, without prior approval of AMA Pro Racing, and any official tests must be open to all AMA Pro Racing licensed competitors.

- b. Unless otherwise announced, regional race events, promoter/ racetrack organized open practice and recognized schools are not restricted, ~~except within 14 days of the start of a scheduled AMA Pro Racing event~~ **the week before a scheduled AMA Pro Racing event weekend, i.e., Monday- Thursday (inclusive) immediately prior to the start of official AMA Pro Racing Friday practice.**
- c. **If riders have not participated in more than two AMA Pro events in the current season AND have not competed at the upcoming track in the current year, they may petition AMA Pro Racing, via phone or email, to attend a practice day immediately prior to the event. Any riders attending a practice day without written approval may be disallowed from the upcoming race event at that track.**
- d. Media and promotional activity may be conducted with the prior approval of AMA Pro Racing. These activities will be used solely to expose media to the sport and to generate publicity for promotion of the event and the series, and will not be considered to violate the restrictions above.

2.6 Bulletins and Supplementary Regulations

- a. Competition Bulletins or Supplementary Regulations established by AMA Pro Racing for the purpose of implementing, interpreting and enforcing these competition rules will be deemed to be part of the rules. These Competition Bulletins and Supplementary Regulations are available for viewing at www.amaproracing.com.

2.7 Inclement Weather / Unacceptable Track Conditions

- a. In the event of rain or other conditions, it may be necessary for AMA Pro Racing to adjust the order of the event schedule, the length of races, practices and qualifying sessions, or to stop the program completely. Should this occur, AMA Pro Racing will make every effort to resume the schedule in a timely fashion if conditions sufficiently allow.
- b. If an event is stopped due to weather or other conditions, riders will be paid for any purse-carrying events which have been completed.

2.8 Motorcycle Usage

- a. In American SuperBike, Daytona SportBike and SuperSport, riders may practice on two motorcycles providing that all such motorcycles have been approved by Tech Inspection in the rider's name.
- b. In all other classes a rider may practice on the one motorcycle that has been approved by Tech Inspection in the rider's name, and may change to another motorcycle only in the case of irreparable damage to the principal machine, and only with the approval of AMA Pro Racing. The approval of a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of the race.

2.9 Pre- and Post-Race Technical Inspections

- a. Motorcycles must have passed pre-race technical inspection before they will be allowed on the race track. Motorcycles must be class legal and must meet all equipment requirements.

- b. Technical inspections of motorcycles, equipment and riding apparel may be held prior to and after qualifying or a race, or at other times as determined by AMA Pro Racing.
- c. In American SuperBike, Daytona SportBike and SuperSport, up to two motorcycles per class may be presented and passed through initial tech inspection. If more than one motorcycle is to be presented for initial tech inspection they will be numbered with a "1" or "2" clearly visible on the frame to identify each motorcycle.
- d. During post-race technical inspections, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area. Only AMA Pro Racing officials may inspect impounded motorcycles or equipment.
- e. Immediately following each qualifying session or race, the top three finishers plus other motorcycles chosen at random at the discretion of AMA Pro Racing will be secured for inspection by AMA Pro Racing officials.
- f. Motorcycle weights will be checked immediately following qualifying or races, in the same condition in which they finish the activity. No fluid and/or any other item(s) may be added to the motorcycle prior to the determination of weights.

2.10 Radio Communications

- a. AMA Pro Racing Race Control communicates schedule, track, rider and machine status information on frequency 461.4750203.5 throughout each race event. All teams must have at least one crew member monitor this "listen only" communications channel during all practice, qualifying and races.
- b. ~~Electronic audio communication and/or clearly audible signals from the crew chief to the rider is mandatory in American SuperBike.~~

2.11 Pit / Paddock Regulations

- a. No rider, entrant or credential holder may, at any time, operate any motorcycle or other motor vehicle while on the race course or the event venue property in such a manner as to endanger other riders, AMA Pro Racing or the public.
- b. Riding of competition motorcycles other than on the race track or pit lane is strongly **discouraged**.
- c. Operation of any vehicle in the paddock must be at a very slow, acceptable speed (15 MPH maximum). No golf carts, pit bikes or any other type of vehicle is permitted in the cold pits except for the pickup and drop off of equipment. All vehicles used in the pits and paddock must display an AMA Pro Racing Authorized Pit Vehicle sticker. Stickers may be obtained at the tech garage.
- d. Persons less than 16 years of age are not allowed in pits, grid, signal area or other restricted areas unless participating in an approved event.
- e. Smoking is not allowed in pits, grid, signal area or other restricted areas.

- f. Pets are not permitted in pits, grid, signal area or other restricted areas. Pets in the paddock must be on a leash or properly contained. Certain race tracks may not permit pets in the paddock. If pets are not permitted in the paddock it will be noted in the Supplemental Regulations.
- g. Before leaving a race facility, it is the responsibility of entrants/riders/teams to deposit all of their fuel drums, waste fuel, motor oils, coolants, tires, batteries and all other hazardous wastes in racetrack-provided proper hazardous waste locations only. Should containers not be available on-site, entrants/riders/teams must transport such items from the facility for proper disposal. All tires, batteries, fuel drums and any other materials deemed to be hazardous waste must be removed from racetrack property at the conclusion of the event.

2.12 Rider and Entrant Briefings

- a. All riders and entrants must attend the briefings as published on the event schedule and must confirm attendance with AMA Pro Racing officials.
- b. The location of the briefings will be published in the Supplementary Regulations. Failure to attend the briefings in full may result in a penalty.

2.13 On-Track Regulations

- a. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, AMA Pro Racing or the public.
- b. Riders must not intentionally stop on the race course during practice, qualifying or any race.
- c. Only officially entered riders or event staff may ride or practice on any race course during the event. Unofficial practice during the race event is not permitted.
- d. Unless directed to do so by AMA Pro Racing, no one at any time will be permitted to ride a motorcycle in the wrong direction on the track or pit lane.
- e. Any rider that is involved in an incident where the motorcycle incurs crash damage yet is still operable may re-enter the race track and continue. Any rider whose machine creates a hazardous track condition may be subject to penalties. It is the sole responsibility of the rider to determine if their motorcycle can continue to be operated on the racetrack. Riders may be shown the black flag and must report to pit lane. A rider may make repairs during a race, without assistance, in a suitable area off the race course.
- f. Any form of outside assistance to riders on the course is forbidden except when the assistance is given by corner marshals or officials placed by AMA Pro Racing for the purpose of control with the following exceptions:
 - i. Assistance by crew members is allowed during practice and qualifying.

- ii. Assistance by crew members is allowed in the starting grid area for the sighting and warm-up laps. Immediately following the start of a race, when the grid is clear, assistance by crewmembers is allowed only to restart stalled motorcycles. See Procedures for Starts.
- g. A rider leaving the course may only continue the race by properly re-entering the course from the closest point to where that rider left the course without gaining an advantage.
 - i. The rider must re-enter the course under the direction of the turn marshals if they are present in the area where the run-off occurred.
 - ii. AMA Pro Racing will make the determination as to whether a rider gained any advantage by leaving the race course and re-entering. A rider may be determined to have gained an advantage without gaining race position.
- h. 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 the race unless the rider is determined to be a hazard by AMA Pro Racing.

2.14 Pit Lane Speed

- a. Pit lane maximum speed is 50 mph at all times. Any rider found to have exceeded the limit during practice, qualifying or competition may be subject to a fine.

2.15 Practice Starts

- a. Starts must be practiced in the designated practice start area.

2.16 Flags / Lights

a. Operational Flags / Lights

- i. **Green Flag/Light:** Indicates the start of a race or clear track conditions.
- ii. **Checkered Flag:** Indicates the end of a race or practice session. Proceed around the course to the designated track exit.
- iii. **Red Flag:**
 - 1. When on-track activity is interrupted the red flag will be waved at the finish line and designated flag marshal post(s). Riders must signal to riders behind them and return slowly to the pits.
 - 2. When the pit-lane exit is closed, this flag will be displayed at the pit-lane exit. Riders are not allowed to exit the pit lane.
 - 3. The red flag will be shown motionless on the starting grid at the end of the warm-up lap.

- iv. **Black Flag with 12-inch Orange Center:** Indicates a ride through penalty. A number board displayed with the flag indicates the rider being signaled. When this flag is displayed to a rider, they must proceed through the pit lane at the posted speed. Riders must complete their ride through penalty within two (2) laps of notification or a time penalty may be assessed. If the number of laps remaining does not permit a two (2) lap notice, a time penalty will be assessed.
- v. **Black Flag:** Indicates a problem with a motorcycle or a rider disqualification. A number board displayed with the flag indicates the rider being signaled. Riders must carefully reduce speed and stop at the first suitable location off the course.
- vi. **Blue Flag:** 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. If the blue flag is waved, the rider to whom it is displayed must give way to the rider trying to pass. 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. Riders disregarding this flag may be subject to a penalty.

b. Warning Flags / Lights

- i. **Yellow Flag with Red Stripes:** Indicates debris, fluid or a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.
- ii. **Lime Green with Black Stripes:** Indicates the possibility of oil on the track. Passing is allowed. Exercise caution.
- iii. **Yellow Flag / Light**
 - 1. **Stationary Yellow Flag:** Indicates a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.
 - 2. **Waving Yellow Flag/Flashing Yellow Light:** Indicates serious hazards on or near the track. Proceed with caution. Passing is not allowed from the flag stations displaying the waving yellow flag until the rider is beyond the incident. Violations will be determined from corner worker reports or other evidence deemed appropriate by AMA Pro Racing.
- iv. **White Flag with Red Cross:** Indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise caution.
- c. **Courtesy Flags**
 - i. **White Flag:** Indicates the final lap of a race.
 - ii. **White and Green Flags Crossed:** Indicates 1/2 total race distance.

2.17 Practice Procedures

- a. Riders will begin practice from pit lane when the green flag is displayed at the exit of pit lane.
- b. A countdown clock will display the minutes of practice remaining.

- c. The end of practice will be displayed by a waving checkered flag at which time the pit exit will be closed. A rider's lap time will continue to be recorded until he passes the finish line after the practice time has elapsed. After the checkered flag, riders must return to pit lane.
- d. Should a practice session stop with less than 50% of the designated time remaining, the session may be considered complete at the discretion of AMA Pro Racing.
- e. Any practice session stopped with five minutes or less remaining will be considered complete.

2.18 Timed Qualifying Procedures

- a. Qualifying for the Race:
 - i. Timed qualifying shall be used to determine which riders are eligible to start final events, and the starting positions of those riders.
 - ii. For American SuperBike, a rider's best lap time must be within 107% of the fastest qualifying rider's best lap time in order to qualify for one of the available grid positions in the race.
 - iii. For all other classes, a rider's best lap time must be within 110% of the fastest qualifying rider's best lap time in order to qualify for one of the available grid positions in the race.
 - iv. A rider who fails to set a qualifying time within the proper percentage will be permitted to take part in the race provided that in any of the practice sessions they set a time at least equal to the qualifying percentage in their class of the fastest rider in the same session.
 - v. Any rider who has not qualified at the end of the last qualifying session cannot take any further part in the event. At the discretion of AMA Pro Racing, the qualifying percentage regulation may be waived due to special circumstances such as track delays resulting in an extreme reduction in qualifying time, significant changes in weather conditions, etc. Individual rider circumstances will not be considered as sufficient reason to waive this requirement.
 - vi. The schedule of timed qualifying sessions will be listed in the race schedule and the maximum number of qualified riders allowed to participate in final events will be listed in the Supplementary Regulations.
- b. Timed Qualifying Procedures:
 - i. The fastest lap time of each rider will be posted after every timed qualifying session.
 - ii. The qualifying results will be based on the fastest time recorded by the riders in all qualifying sessions to determine grid positions.
 - iii. Ties in qualifying times will be broken based on the riders' second and subsequent best times.
 - iv. Should a qualifying session be stopped with less than 50% of the designated time remaining, the session may be considered complete at the discretion of AMA Pro Racing.

- v. Any qualifying session stopped with five minutes or less remaining will be considered complete.
- vi. Should circumstances prevent all scheduled timed qualifying for a particular class from being run, and no further timed practice sessions of suitable duration are scheduled before the final race for that class, the grid will be based upon timed practice session(s) previously completed during the event. No pole position point will be awarded in this circumstance.
- vii. If no timed sessions are available to set the grid for a class, riders will be placed in order on the final race grid based upon point standings for the current season and order of entry. No pole position point will be awarded in this circumstance. For the first race of the season the final point standings from the previous season will be used. Priority for grid positions will be determined as follows:
 1. Rider point standings.
 2. Riders without points in the class being raced by order of signup.
- viii. The official timing point may not be the finish line at all racetracks, and will be listed in the Supplementary Regulations.
- c. Timed Qualifying Procedures for Group A and B Sessions
 - i. The fastest time for each rider from the first day of official practice will determine placement for the rider.
 - ii. Group A will be the faster half and group B the slower half. If groups cannot be divided equally, the extra rider will be placed in group B.
 - iii. A list of riders in each group will be posted following practice. It is the responsibility of each rider to qualify with the correct group. Riders that qualify in the wrong group will be placed (if qualified) at the back of the grid for the race. Any rider not listed in either group will qualify in group B.
 - iv. If AMA Pro Racing determines that track conditions have changed significantly between the two qualifying sessions, group A riders will be placed on the grid in front of group B riders. Each group will be sorted by times from their respective sessions. A point for earning pole position will be awarded.

2.19 Provisional Starts

- a. To be eligible for a provisional start, a rider must be either:
 - i. Among the top 10 riders in the current point standings for the class in which they are requesting a provisional start.
 - ii. Among the top 10 riders in the previous season's final point standings for the class in which they are requesting a provisional start.
- b. Riders will only be granted one provisional start per season per class. Riders granted provisional starts will be placed on the back row of the grid for the final race order by points, which may increase the number of riders for that race.

- c. Riders eligible for a provisional start must notify AMA Pro Racing in writing of their request for a provisional start within 30 minutes of the conclusion of qualifying for the class the request is made for.
- d. At the discretion of AMA Pro Racing, past AMA champions and/or riders from the FIM World Superbike, MotoGP and other prestigious international or national motorcycle racing series may be added to the last row of the final race if they qualify. This may increase the number of riders for that race.

2.20 Gridding Procedures

- a. Grid sheets will be posted indicating row and rider. Any rider challenging their position on the grid must notify AMA Pro Racing within 30 minutes of posting.
- b. The official starting line for each starting row will be plainly marked with approximately 30 feet between each row to form a grid.
 - i. The starting positions will be staggered backward from the pole side resulting in slightly diagonal starting rows. Approximate stagger from position to position will be three feet. Pole position for each track is noted in the Supplementary Regulations.
 - ii. Each starting position will be marked by a grid box approximately 12 inches square, representing the area where the front tire contact patch must be located to be properly staged.
 - iii. Riders who are not properly staged may be assessed a penalty.

2.21 Wet Start Events

- a. AMA Pro Racing will determine whether a pending race will be designated as a wet start if conditions are threatening or if the track is wet.
- b. Should rain begin during a race not originally designated as a wet start race, AMA Pro Racing may stop the race, if track conditions warrant, and designate the restart as a wet start. Any race begun or restarted as a wet start race will not be stopped solely because of drying track conditions.
- c. Should a race be designated as wet for any class that did not have any wet practice sessions, a brief wet practice may be organized prior to the race. The sighting lap prior to the warm-up lap may be eliminated depending on the available time.

2.22 Race Start Procedures

- a. All classes will be given a sighting lap and a warm-up lap prior to the start of races. A schedule with the timing of the start procedure will be posted.
- b. Motorcycles are prohibited from entering the pit lane for staging until 80% of the previous race is complete.
- c. Machines on the pre-grid may make adjustments or change tires to suit track conditions.
- d. Riders may use a generator to power tire warmers on the pre-grid. Only one generator per machine may be used. The generator must be of the "hand-carried" type and have a maximum capacity of two kilowatts. No generator use is allowed after the sighting lap.

- e. One air blower for each motorcycle is allowed on pit lane only.
- f. Starting lights will be displayed in front of the first row of the grid and in view of each rider.
- g. **Sighting lap procedure:**
 - i. Two-minute board and horn. Generators must be unplugged and cleared to the cold pit. All personnel except two crew and one umbrella holder must clear the area. Riders must put helmets on.
 - ii. One-minute board and horn. Tire warmers must be removed and bikes must be started. Crew must clear to the sides of the pre-grid.
 - iii. Thirty-second board and horn.
 - iv. Pit lane opens for sighting lap. Pit lane exit closed after one minute.
 - v. Only riders who have completed the sighting lap will be permitted to start the race from their position on the grid. Under no circumstances may they push their machine onto the grid from the pit lane.
 - vi. Riders in American SuperBike, Daytona SportBike or SuperSport who do not join the grid following the sighting lap may change to another motorcycle that has been approved by Tech Inspection in the rider's name, and must start the warm-up lap from the pit lane.
 - vii. Tire warmers are allowed on back up motorcycles provided they are unplugged from the start of the sighting lap to the start of the race.
 - viii. Refueling is allowed only after the sighting lap in a designated area behind the last row of the grid. Riders must be off the bike during refueling. The ignition must be off and the motorcycle must be on a rear stand before refueling is permitted to start. A crew member must be standing by with a fire extinguisher with the pin pulled and the nozzle aimed at the motorcycle.
 - ix. During the sighting lap, only two crew members and one umbrella holder are allowed on the grid until all riders have returned from the sighting lap. AMA Pro Racing will indicate when it is safe for non-crew to enter the grid.
- h. **Warm-up lap procedure:**
 - i. Three-minute board and horn.
 - ii. Two-minute board and horn: All but two team personnel and one umbrella holder must leave the grid. All adjustments and/or repairs must be completed at this time. Teams that wish to continue making adjustments or repairs must remove the bike from the grid.
 - iii. One-minute board and horn: Tire warmers and stands must immediately be removed. Team personnel and umbrella holders must clear the grid. Motorcycles requiring assistance with starting must return to their grid position prior to the 30-second board being displayed.

- iv. Thirty-second board and horn: Engines must be running and all personnel must immediately be clear of the grid.
- v. The warm up lap starts at row one on a row-by-row basis. Riders on each row must be prepared to start when signaled by AMA Pro Racing grid officials. Team personnel are not permitted back onto the grid unless directed to do so by AMA Pro Racing grid officials.
- vi. The riders will make one lap, at unrestricted speed. As soon as the riders have passed the pit lane exit, any rider waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the pit lane will be closed and AMA Pro Racing officials will display a red flag closing the pit lane exit. A safety vehicle will follow the pack.
- vii. Riders starting the warm up lap from pit lane must start the race from the back of the grid.

i. Race Start Procedure

- i. Upon returning to the grid, the riders must take their assigned grid positions with the front wheel of their motorcycles located within the assigned grid box and keep their engines running.
- ii. An official will stand at the front of the grid holding a red flag. Any rider who arrives back at the grid after the arrival of the safety vehicle will be directed into pit lane and may start the race from there.
- iii. Any rider who encounters a problem with their machine on the warm up lap may return to the pit lane and make repairs or change machines if allowable (American SuperBike, Daytona SportBike and SuperSport only). Machine changes can only be made in the pit lane. The rider may start the race from pit lane after the field has passed the exit under the direction of the AMA Pro Racing officials.
- iv. As each row of the grid is set, AMA Pro Racing officials will raise a board indicating that the row is complete. Boards will not be raised when a rider in that row has indicated that they have stalled their motorcycle or have other difficulties. When all boards have been raised the starter will then instruct the official at the front of the grid displaying the red flag to walk to the side of the track.
- v. At this time, any rider who stalls their engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm.
- vi. A red light will be displayed for between two and five seconds. The red light will go out to start the race.
- vii. Any rider who anticipates the start will be assessed a penalty.
- viii. Anticipation of the start is defined by the motorcycle moving forward and continuing to move forward while the red lights are on. AMA Pro Racing will decide if a penalty will be imposed.

- ix. Should there be a problem, the starter will display a "Start Delayed" board. Should the delay be short, the start procedure will begin with the official displaying the red flag at the front of the grid.
- x. Should the delay prove lengthy, refueling will be allowed and the countdown will be restarted at the three-minute board and horn and the riders will complete an additional warm-up lap.
- xi. Starts may be divided and started in separate groups or waves. Time interval between waves will be determined by conditions at each racetrack.
 - 1. The light will be activated separately for each wave.
 - 2. Once the first group has started, if it is necessary to abort the start of the remaining groups, the red flag will be displayed immediately and there will be a restart in accordance with the Procedures for Red Flag Stops and Restarts.
- xii. Riders who are present on the grid but are unable to start may join the race from the pit lane or starting grid until the time the race leader completes the first lap.

2.23 Red Flag Stops and Restart Procedures

- a. In circumstances where a local caution flag is not sufficient to ensure safe and orderly continuation of competition, the red flag will be displayed at all flagging stations.
 - i. All riders will stop racing (no overtaking), safely reduce speed and proceed with caution while maintaining their current running order to the pit lane.
- b. When a race is stopped with two laps or less completed by the leader, it will be restarted for the original race distance using original starting positions. Riders must return safely to pit lane and park in their original pre-grid location on pit lane.
 - i. At this time two mechanics for each motorcycle may assist the rider with the following:
 - 1. Engines must be shut off.
 - 2. Bikes may be raised on support stands.
 - 3. Tires may be wrapped with tire warmers but not changed. One generator per motorcycle is allowed.
 - 4. Refueling is permitted. Three people will be permitted to refuel the machine. One person must man the fire extinguisher at all times. See 2.22x for more information.
 - 5. One air blower per motorcycle is allowed. Tank covers and umbrellas are allowed, but must be affixed to the motorcycle and not hand held.
 - 6. All riders and crew must return to their pit boxes until further instructions from AMA Pro Racing staff.
 - 7. No adjustments of any kind are allowed and nothing may be attached to the machine except the items outlined above.

- ii. A rider who was present at the starting grid, but was unable to start or dropped out after the start, is permitted to restart on a second motorcycle (American SuperBike, Daytona SportBike and SuperSport) until two laps have been officially completed, (leader has crossed the finish line to begin the third lap), using the following procedure:
 - 1. All second motorcycles must be staged on pit lane or in a designated area and identified to AMA Pro Racing officials.
 - 2. Riders restarting on a second motorcycle must restart the race from the back of the grid behind any rider who serviced their motorcycle.
 - 3. Riders who are unable to join the race by this procedure are barred from any subsequent restarts occurring with more than two laps completed by the leader.
- iii. The restart procedure will begin from the three-minute board with a single warm-up lap, with riders returning to their original grid positions. See Section 2.22h for detailed information. Riders restarting on a back-up bike will start the race from the back of the grid.
- c. When a race is stopped with three or more laps completed by the leader, riders' re-grid positions will be determined by their race positions in the lap preceding the red-flagged lap.
 - i. Scenarios:
 - 1. If a Red Flag is shown when the leaders are on their 10th lap, after completing their 9th lap, and all other riders have not completed the 9th lap, then the re-grid positions will be determined from the 8th lap.
 - 2. If a Red Flag is shown when the leader and all other riders are on the 10th lap after completing the 9th lap then the re-grid positions will be determined from the 9th lap.
 - ii. Upon entering pit lane, riders must maintain current running order and take a position to the rear of the preceding motorcycle and adjacent to the pit wall on the opposite side of the pit lane from the pit boxes. Riders may not approach or ride to their pit box unless specifically directed to do so by an AMA Pro Racing official.
 - iii. At this time two mechanics for each motorcycle may assist the rider with the following:
 - 1. Engines must be shut off.
 - 2. Bikes may be raised on support stands.
 - 3. Tires may be wrapped with tire warmers but not changed. One generator per motorcycle is allowed.
 - 4. One air blower per motorcycle is allowed. Tank covers and umbrellas are allowed, but must be affixed to the motorcycle and not hand held.
 - 5. All riders and crew must return to their pit boxes until further instructions from AMA Pro Racing officials.
- 6. No adjustments of any kind are allowed and nothing may be attached to the machine except the items outlined above.
- d. No motorcycles may be serviced or fueled without permission and supervision from AMA Pro Racing technical officials.
- e. If a motorcycle is approved for service, the bike must be rolled to the rider's pit box, where mechanics may visually inspect the motorcycle for safety issues. All safety issues must be brought to the attention of AMA Pro Racing technical officials. Mechanics will be directed as to how to proceed by AMA Pro Racing technical officials.
- f. All machines brought to a pit box for service and approved for the restart will start at the back of the grid behind all other machines that did not require service. These riders re-grid positions will be determined by their race position the lap preceding the red-flagged lap and will be gridded in that order at the back of the field.
- g. If repairs are not completed in time for the machines to be placed in their assigned restart positions, these machines will start the race from the pit lane exit under the direction of AMA Pro Racing officials.
- h. Any machine taken off pit lane without supervision by AMA Pro Racing official will be disqualified from the race.
- i. Any race 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 and any action requiring a penalty will be considered to have taken place during competition.
- j. In the case of a restart, any rider that did not complete an assessed penalty will still be required to comply with the penalty after the restart.
- k. Riders unable to restart will be listed in the results relative to the order in which they dropped out.
- l. A rider(s) determined to have caused the red flag will restart from the back of the field. If a clear determination cannot be made all riders involved will be gridded at the back of the field based on their position prior to the red flagged lap.
- m. Riders determined by AMA Pro Racing to be intentionally responsible for stopping a race will be subject to penalty.
- n. Should a race be stopped in which 50% or more of the total laps have been completed by the leader, the race may be considered complete at the discretion of AMA Pro Racing.
- o. Should a race be stopped in which 80% or more of the total laps have been completed by the leader, the race will be considered complete and there will be no restart.
- p. The restart procedure will begin from the three-minute board with a single warm-up lap, with riders returning to their re-grid positions. See Section 2.22h for detailed information.

2.24 Scheduled Pit Stops During a Race

- a. Regulations regarding scheduled pit stops during a race will be listed in the Supplementary Regulations for the specific event.

2.25 Race Finishes

- a. Races are officially ended for all competitors at the completion of the lap on which the checkered flag is displayed to the winner. Riders will be credited with all laps they complete during a race unless a penalty has been assessed.
- b. Should the checkered flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance. Under any other circumstances, the winner is the leader at the time the checkered flag is displayed.
- c. Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider will be scored as having completed the race in the race position in which the rider was running at that time.
- d. Should a race not be restarted after a red flag, riders' final positions will be determined by their race positions (not track positions) in the lap preceding the red-flagged lap.
- e. A video camera may be utilized at the finish line to aid the scorekeepers in determining the finishing order of a close race. Should video footage from an AMA Pro Racing designated camera be unavailable or inconclusive for any reason, the scoring of the finish will be based solely on the scorekeepers' decision.
- f. Any riders who do not complete the checkered flag lap will be scored in order of finish and laps completed. Riders dropping out of a race on the same lap will be scored in the order that they last crossed the finish line.

2.26 Official Race Results

- a. Provisional race results will be posted and then become official if a review is not requested within 30 minutes after the posting of those results.
- b. If any reviews are requested within the time limit, a new posting time limit of 30 minutes will be provided if changes are made to the previously posted results.
- c. The issuing of official results does not exempt riders who competed in the event from penalties for rules violations determined by AMA Pro Racing investigations following the protest period.

2.27 Championship Points

- a. When the results of Championship races are declared official, points will be awarded to the top 20 finishing riders according to the following schedule:

Finish Position	Points		Finish Position	Points
1	30		11	10
2	25		12	9
3	21		13	8
4	18		14	7
5	16		15	6
6	15		16	5
7	14		17	4
8	13		18	3
9	12		19	2
10	11		20	1

- b. A bonus point will be paid to the fastest qualifier (pole position) in all classes.
- c. One bonus point will be paid to the rider leading the most laps in each final race. In the event of a tie for most laps led, the last rider in the lead position will be awarded the bonus point.
- d. In the event that there is a tie for a championship, that tie will be broken based on the number of wins in the series. If that does not break a tie, the number of second-place finishes will be compared, then thirds, fourths, etc. until the tie is broken. If a tie remains, the best finish in the last race will determine the champion. Ties will be broken as they occur.
- e. Riders must complete a minimum of 50% of the race laps run in order to receive championship points. Riders will not be credited for partial laps; only completed laps will count towards the minimum requirement. However, riders will receive purse money for their earned grid positions if there are purse-paying positions beyond the number of riders listed in the results.

2.28 Manufacturer Points

- a. To establish a manufacturer champion, points will be awarded to each manufacturer for its highest-placed finisher in races. The same 20-position points schedule will be used.

2.29 Entrant Points

- a. To establish an entrant champion, points will be awarded to each entrant for its highest-placed finisher in races. The same 20-position points schedule will be used.

3.1 Special Technical Requirements

- a. Where the rules permit or require components or equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the entrant to select components, materials and/or fabricate the same so that the motorcycle components will perform in competition properly.
- b. Any component of a motorcycle, deemed by AMA Pro Racing as necessary for acceptable operation must be in place, securely mounted, in proper working order and structurally sound.
- c. Superseded parts controlled by these rules must be submitted to AMA Pro Racing 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 AMA Pro Racing and must be available to all entrants.
- d. Regardless of previous approval, the use of specific components or equipment, including tires and fuel, may be withdrawn for any reason the AMA Pro Racing deems is in the best interest of professional competition.

3.2 Homologation of Motorcycles

- a. Only motorcycles homologated by AMA Pro Racing may be used in AMA Pro Racing-sanctioned road racing competition.
- b. Homologation procedure information and applications are available from the AMA Pro Racing office.
- c. Once a motorcycle has been approved, it may be used until such time that the homologated motorcycle no longer complies with the technical rules.
- d. Compliance with homologation requirements will not guarantee AMA Pro Racing approval. Homologation may be withheld or withdrawn for any reason AMA Pro Racing deems is in the best interest of competition.
- e. A list of eligible motorcycle models for each racing class is available from the AMA Pro Racing office.
- f. Additional homologation requirements for each class are listed in the associated class standards section. Each motorcycle will have a Technical Information Form (henceforth known as TIF).

3.3 Motorcycle Identification Number

- a. All machines must have a 17 digit Vehicle Identification Number (VIN) that was assigned to it in production. If a frame is damaged, the replacement frame can carry the original VIN in its entirety.

3.4 Scoring Transponders

- a. All machines must have an AMB TranX-260 or TranX-Pro scoring transponder properly mounted before leaving Technical Inspection, and it must be functional at all times when on track. The transponder must be mounted vertically on the left fork leg between the two triple clamps, so that the charge status indicator light is visible to an AMA Pro Racing official standing next to the machine without removal of any covering or mounting piece, and the appropriate AMB mounting bracket should be used. Hard-wired transponders must be properly connected to power at all times during the event whether the engine is running or not. Riders will be responsible for the loss of, or damage to, transponders.

3.5 Street Equipment

- a. Turn signals, mirrors, and headlight glass parts must be removed.
- b. Tail light/brake light must be removed except where provided in specific class equipment standards.
- c. Horn must be removed.
- d. Drive sprockets and chains may be replaced with approved items appearing on the Eligible Equipment List

3.6 Engines

- a. Engine displacements are listed under various class requirements. The displacement capacities must remain at the homologated size. Stock bore and stroke must be maintained.
- b. Changes to engine type, configuration, stroke and any modifications of engine components to alter the stock OEM firing order of the cylinders are not permitted.
- c. Supercharging and turbocharging are not permitted.
- d. Safety wire used to secure required items must be a minimum diameter of 0.024 inches.
- e. Coolant must not be glycol based.
- f. All motorcycles must be driven by rear wheel transmitted power only.
- g. Original equipment engine side covers on certain models must be replaced with covers or a case guard designed specifically to improve resistance to breaking and grind-through in the event of a crash. Replacement covers must be made of cast or machined aluminum. Guards must be listed on the eligible equipment list. If a case guard is used it must mount over the original case cover using a minimum of two of the original case bolt locations. AMA Pro Racing will make the final determination if a cover/guard meets the requirements.
 - i. If covers for a particular brand/model are unavailable, riders presenting such models at tech inspection will be placed on the technical trouble log. Such riders will then have until the next event to comply with the regulation.
 - ii. A list of specific models and covers that must be replaced will be available by contacting the Technical Manager at AMA Pro Racing and will be updated on a regular basis.

3.7 Transmissions

- a. Primary drive must be completely enclosed by a cover or guard.
- b. A maximum of six gearbox speeds is permitted.

3.8 Exhaust System

- a. Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame. Mufflers must have internal mechanical or packed baffling.
- b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire when the tire is in its forward-most position. For safety reasons, the exposed edge(s) of the exhaust pipe outlet(s) must be rounded to avoid 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 being trapped.
- d. Catalytic converters must be removed.

3.9 Sound Requirements

- a. All motorcycles must meet sound limits of 105 dB/A measured on the "A" scale at 0.5 meters (20 inches). Test procedure will be prescribed by AMA Pro Racing, in accordance with SAEJ1287.
- b. Certain race tracks may require lower limits. Where specific maximum noise levels are required, those limits will be noted in the Supplemental Regulations.

3.10 Frame

- a. Cracked or broken frames are not permitted.
- b. All street-type stands must be removed.
- c. Crash bars/frame sliders may be installed.

3.11 Footrests

- a. Footrests may be of rigid or folding construction and must present no cutting hazard. The end of the footrest must not have sharp edges or unacceptable protrusions.
- b. Footrests must not be mounted higher than a line drawn four inches above the axles and must not be located behind the rear axle.
- c. Footrest length must not exceed six inches, measured from tip to frame.
- d. Footrests must have a non-slip surface (knurled, rubber-covered, etc.).

3.12 Handlebars and Controls

- a. Cracked or broken handlebars are not permitted.
- b. Control levers must have minimum half-inch diameter ball ends.
- c. All motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar within reach while the rider's hand is on the grip.

- d. All motorcycles must be equipped with a self-closing throttle mechanism.
- e. All handle bars must have round bar ends.

3.13 Suspension

- a. Fork stops must be installed of sufficient size and strength to prevent fork tubes from contacting the fuel tank in a crash.
- b. Steering stabilizers may be added or replaced with an aftermarket damper.
- c. Additional fork and shock requirements for each class are listed in the associated class standards section.

3.14 Brakes

- a. All motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- b. Carbon fiber or carbon composite brake discs and/or carriers are not permitted. Aluminum or titanium brake discs are not permitted.

3.15 Wheels

- a. Wheels constructed of carbon fiber or carbon composite are not permitted.

3.16 Tires

- a. Tire Regulations
 - i. Dunlop is the Official Tire of AMA Pro Road Racing and only tires produced by Dunlop and mounted at the current event may be used in competition.
 - ii. Dunlop will provide AMA Pro Racing a list of sizes, types and compounds for tires available to the competitors at the beginning of each event. Dunlop will provide AMA Pro Racing with sample sets of available tires at each event.
 - iii. During practice, qualifying, warm up and race, no motorcycle is allowed on the race course with tires that are not properly tagged. Penalties for violation of this policy may be assessed by AMA Pro Racing. In the case of a dispute AMA Pro Racing may exchange a competitor's tire or tires with a tire sample under AMA Pro Racing's control. The exchanged tires will remain under technical control and may be exchanged for the tires of another competitor.
 - iv. No tire changes will be allowed during a red flag situation.
 - v. All motorcycles must prominently display the appropriate unmodified official Dunlop decal(s) on the motorcycle at all times. See Appendix E for logo placement requirements.

b. Tire Allocations

		Slicks	D.O.T. (ASB Int.)	Full Wet*
American SuperBike	S	5 front 7 rear	3 front 4 rear	3 front 4 rear
	D	7 front 9 rear	4 front 5 rear	4 front 5 rear
Daytona SportBike	S		5 front 7 rear	3 front 4 rear
	D		7 front 9 rear	4 front 5 rear
SuperSport	S		3 front 4 rear	2 front 2 rear
	D		5 front 7 rear	3 front 3 rear
Support Classes	S		3 front 3 rear	2 front 2 rear

* Does not count against event allocation

S = Single event

D = Double header

c. Tire Control

- i. All tires used in official practice sessions, qualifying sessions and races must be marked with an assigned adhesive backed sticker on the tire sidewall nearest the cold side of pit lane. There will be designated areas that all competitors must ride through to have their stickers monitored.
- ii. At the beginning of each race weekend each entrant will be given their sticker allocation for the weekend by the technical inspector during technical inspection.
- iii. It is the responsibility of the entrant to maintain control of the stickers and to make sure they are properly located on the tire before the bike goes on track. At the end of the weekend all unused stickers must be returned to race tech or a penalty may be assessed.
- iv. If a sticker is damaged upon installation or a new or near new tire is damaged, a competitor can request a replacement sticker or replacement tire from AMA Pro Racing. Dunlop and AMA Pro Racing will make the final determination on damaged tire or sticker replacement.
- v. No additional tires will be allocated for a red flag situation.

3.17 Fuel Tanks

- a. All motorcycles may be equipped with only one fuel tank.
- b. Fuel tank vent lines must have a device which prevents the escape of gasoline.
- c. Modified plastic fuel tanks are not permitted.

3.18 Fuel Regulations

- a. Sunoco 260GTX (98 octane unleaded) is the Official Fuel of AMA Pro Road Racing and only fuel produced by Sunoco and dispensed at the current event may be used in competition.
- b. Only air may be mixed with the fuel as an oxidant, and no other substances, chemicals and/or liquids whatsoever shall be added, combined, mixed and/or introduced to the official fuel whether intentionally or unintentionally unless approved in advance in writing by AMA Pro Racing for use by all competitors.
- c. 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. Competitors are responsible for properly disposing of all unused fuel.
- d. All motorcycles must prominently display the appropriate unmodified official Sunoco decal(s) on the motorcycle at all times. See Appendix E for logo placement requirements.

3.19 Fluid Containment

- a. All drain plugs, sump screen plugs and/or bolts and filler caps (except radiator and fuel caps) must be safety wired.
- b. Oil filter bolts must be secured with safety wire. Oil filter cans must be secured with metal clamps and safety wire or arranged so the clamp cannot turn.
- c. 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 350cc.
- d. All air injection type valves on cylinder heads may be blocked. Crankcase breathers must vent into the air box only. Crankcase breathers may not be attached to a vacuum pump.
- e. Oil lines containing positive pressure, if altered, must be of steel braided construction with properly attached end fittings (crimped OEM type or threaded aircraft type). Hose clamps, tie wraps or safety wire are unacceptable for this application.
- f. Other fluid or breather tubes must be securely attached by utilizing wire clips, hose clamps, etc.
- g. Oil coolers must be securely mounted in a protected area.
- h. See additional requirements in Fairings and Bodywork – Section 3.22.

3.20 Weight and Weighing Procedures

- a. Weight limits must be met, after qualifying or a race, in the condition the motorcycle finishes the event as determined by the official AMA Pro Racing scale at the event.
- b. The official AMA Pro Racing scale will be available for weight checking before qualifying and final races.
- c. If the weight displayed on the scales, after the momentary stabilization period, oscillates between two numbers, the higher number will be used.

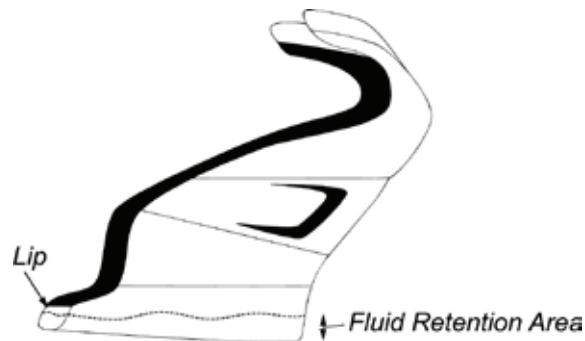
- d. No fluids may be added to the motorcycle.
- e. Minimum weight requirements are listed in specific class rules.
- f. A motorcycle must be taken directly from the track to the scale and weighed with the remaining fuel in the tank. No additional fuel may be added.

3.21 Telemetry, Traction Control and Video

- a. For SuperSport and other support classes, any form of engine control system that can actively change the performance/acceleration of the engine using input from any sensors, that are not homologated with the motorcycle, to create a situation of better traction at the rear wheel at any time while the motorcycle is being ridden is not permitted.
- b. Electronic transmitting of information to or from a moving motorcycle is not permitted with the following exceptions:
 - i. Mandatory scoring equipment provided by AMA Pro Racing.
 - ii. Data or video transmitted for the sole use by AMA Pro Racing approved event television production (mandatory equipment assigned by AMA Pro Racing).
 - iii. Radio communication.
 - iv. Automatic lap timing devices.
- c. Selected teams in all classes may be required to carry either an assigned camera or equivalent weight package on the motorcycle. No other cameras are permitted on the motorcycle at any time without prior approval and inspection by AMA Pro Racing.

3.22 Fairings and Bodywork

- a. No bodywork, other than a seat/tail section or 10-inch high by 12-inch wide number plate displays, is permitted to the rear of a plane drawn vertically through the axle of the rear wheel. The seat/tail section cannot be wider than 450mm, and cannot extend further to the rear than a vertical line at the rear edge of the rear tire. The seat/tail section cannot be more than 200mm in height, measured from the base of the seat.
- b. The front wheel must be clearly visible from both sides except for the portion covered by the front fender. It must be possible to see the rider completely, in the normal riding position, from either side and from above. It is forbidden to use transparent material to avoid application of this rule.
- c. The fairing must be mounted at a minimum of three separate points.



- d. On all motorcycles, the fairing bottom section must be constructed in such a fashion as to form a fluid catch pan capable of retaining a minimum of 3 quarts of liquid.
 - i. Enlargement of the lower fairing and the fabrication of a lip in the rear lower section may be necessary to achieve proper fluid retention.
 - ii. Motorcycles originally manufactured without a lower fairing must be equipped with a fluid catch pan. The installation of an additional lower fairing will be permitted in such a case.
 - iii. A maximum of two holes, 25mm in diameter (maximum) and 19mm in diameter (minimum), must be drilled in the lower fairing. These holes must be plugged during dry track conditions, but must be opened when AMA Pro Racing designates wet race conditions.

3.23 Fenders

- a. Fenders must provide adequate tire clearance.

3.24 Numbers and Number Plates

- a. Each competitor's assigned competition number for all classes must be correctly displayed at all times when on track. Numbers must be affixed to the front and the rear of the motorcycle so that they are clearly visible to the spectators and AMA Pro Racing.
- b. General Requirements:
 - i. Three placement options are permitted for the rear and side number display. See Appendix E illustrations for interpretation and clarification.
 1. Numbers mounted on both sides of the rear tail section.
 2. Numbers mounted on top of the rear tail section with the number oriented to be viewed from the rear of the motorcycle.
 3. Numbers mounted on the side of the main fairing. Rider may not block side numbers when upright on the motorcycle.
 - ii. In addition to one of the above number plate locations, numbers may be mounted on the underside of the rear tail section with the number oriented to be viewed from the rear of the motorcycle.

- iii. Appropriate AMA Pro Racing class logos must be displayed in the upper left corner of the number area on all motorcycles. Only approved numbers and the appropriate AMA Pro Racing class logos can be displayed on number plates/display areas. Please refer to Appendix E for logo placement requirements.
- iv. Final placement of class decals and legibility of numbers will be at the sole discretion of AMA Pro Racing.
- c. American SuperBike Numbers:
 - i. Stylized numbers and number plates are permitted in the American SuperBike class.
 - ii. Numbers must be a minimum height of five inches and must be affixed to the front and the rear of the motorcycle so that they are clearly visible to the spectators and AMA Pro Racing.
 - iii. Numbers must be of a contrasting color that is clearly visible and distinctive when viewed against the background color.
 - iv. Backgrounds must be of one single color over an area large enough to provide a minimum clear area of one inch around the numbers.
 - v. If any rider's stylized numbers are not approved by AMA Pro Racing, then the Daytona SportBike, SuperSport and support class numbers and number plate rules will apply.
 - vi. Stylized numbers may not be offensive in nature or otherwise inappropriate.
 - vii. All stylized numbers must be submitted to AMA Pro Racing Technical Department for approval by AMA Pro Racing no later than 10 business days prior to the first event in which they will be used.
- d. Daytona SportBike, SuperSport and support classes:
 - i. Number plates or number display areas must provide a minimum of .75-inch or 20mm around and between numbers.



- ii. On motorcycles with the intake duct located in the center of the front display area the numbers must be displayed on riders left side of the intake duct.
- iii.

Daytona SportBike	White Background	Black Numbers
SuperSport	White Background	Black Numbers
Support classes	White Background	Black Numbers

- iv. Front, side and rear numbers must be a minimum of five inches high. Minimum stroke width is 0.75 inches. Maximum width is two inches except for current class champions' number ones, which may be up to three inches.
- v. For light colored bodywork there must be a 0.25-inch or 7mm black line around the perimeter of the number plate. Outlining no larger than 0.25-inch or 7mm is permitted. Outlining must be one solid color only.
- vi. The number styles (fonts) illustrated in Appendix F are acceptable. Excessive condensing or stretching of the numbers is not allowed.
- vii. If adequate size number display area is not available, plastic number plates, no less than 0.125-inch in thickness, must be utilized.
- viii. The current class champion is permitted to display a pre-approved specially prepared number 1.

3.25 Motorcycle Appearance and Crash Damage Repair

- a. All motorcycles must present a neat and clean appearance. Primer is not an acceptable paint finish.
- b. Crash-damaged motorcycles must be repaired to minimum technical standards before returning to competition. See exceptions for Fairings and Bodywork under specific class rules.

3.26 Rider Apparel

- a. Helmet
 - i. Riders must wear helmets at all times when riding on track.
 - ii. Helmets must be of the full face type.
 - iii. The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval.

BSI:	6658 Type A
USA:	Snell M2005 / Snell M2010
(The current Snell M2005 helmet standard will remain valid until the end of 2011)	
United Nations:	Regulation ECE 22.05 P'
Japan:	JIS 8133:2000 / JIS 8133:2007
(The current JIS 8133:2000 standard will remain valid until the end of 2011)	
 - iv. It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device such as the Hats Off device. An approved list of emergency helmet devices is available from AMA Pro Racing.
 - v. Face shields must be shatter resistant.
- b. Boots must be at least eight inches high.
- c. Gloves may be made of leather or other protective material and must be worn while the motorcycle is on the racetrack.

- d. Riding suit must be one-piece construction and made of leather or Kevlar.
- e. Riders are required to wear a commercially manufactured back protector specifically designed for race use.
- f. All riders must have their last name on the back of their riding uniform.
- g. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.

3.27 Rider and Mechanic Appearance

- a. All riders and mechanics must present a clean and neat appearance.
- b. Only appropriately dressed persons displaying proper credentials will be permitted in the pit and starting areas.
 - i. Mechanics must be in uniform designating a rider or team.
 - ii. Cut-off pants and open-toe shoes are not permitted in the pit area. Shirts must have sleeves and a collar.
 - iii. Mechanics are required to display the AMA Pro Racing and official series sponsor logos on uniform shirts. See Appendix E.

3.28 Display of AMA Pro Racing and Partner Logos

- a. All riders are required to have approved color logos in place whenever they are competing in any part of an AMA Pro Racing sanctioned event. See Appendix E.
- b. The area on the front number plate indicated in the graphic is reserved for the current, appropriate AMA Pro Racing Class logo.
- c. The area on the main fairing indicated in the graphic is reserved for the current, approved AMA Pro Racing logo and partner logos.
- d. The area on the leathers is reserved for the current AMA Pro Racing logo and partner logos as indicated.
- e. How to obtain the logo and/or logo artwork file.
 - i. At Events: All number plate stickers and adhesive apparel patches will be available at Tech Inspection at each event.
 - ii. Online: Visit the Competitor Information Page at www.amaproracing.com.
- f. Disclaimer for use of AMA Pro Racing registered Trademarks:
 - i. AMA Pro Racing 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 AMA Pro Racing events. Any further use of the marks outside of this capacity is not permitted without prior written consent from AMA Pro Racing. Any further use of the marks (i.e., the AMA Pro Racing mark, and other AMA Pro Racing trademarks and logos) outside of this capacity is not permitted without a license from, or the express, written permission of AMA Pro Racing.

3.29 Rider Responsibility

- a. **IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET AND APPAREL WHICH WILL PROVIDE APPROPRIATE PROTECTION AND DURABILITY.**
- b. **ALTHOUGH AMA PRO RACING APPROVES MATERIALS, AMA PRO RACING DOES NOT ENDORSE OR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS.**

4.1 Homologation

- a. American SuperBike motorcycles must be homologated by AMA Pro Racing and be available through U.S. retail outlets as determined by the homologating manufacturer.
- b. See Homologation of Motorcycles under General Equipment Standards.

4.2 Displacement Capacities and Weight Limits

- a. Minimum weight in the exact condition the machine finishes any competition activity (qualifying or race) without the addition of fluids or other items of any kind:
 - i. 4 cylinder 370 pounds
 - ii. 2 cylinder ~~390 pounds~~ 380 pounds
- b. Displacement capacities:
 - i. 4 cylinders 749cc up to 1000 cc 4-stroke.
 - ii. 2 cylinders 901cc up to 1200 cc 4-stroke

4.3 Wheels/Brakes

- a. Wheels
 - i. Wheels and associated parts may be modified or replaced from those fitted to the homologated motorcycle. Any wheel from the Eligible Equipment List is allowed.
 - ii. Front wheels = 17" x 3.5" all machines
 - iii. Rear wheels = 17" x 6.00" all machines
 - iv. Carbon fiber or carbon composite wheels are not allowed.
 - v. Bearings, seals, spacers and axles may be altered or replaced from those fitted to the homologated motorcycle; axles must be made from the same materials as the original homologated parts. Bearings must maintain the stock inner diameter unless the bearing inner diameter captures the wheel spacers, and axles must maintain the stock outer diameter. Wheel spacers may be captured. A captured nut may be used on one end.
 - vi. Rear wheel sprocket and brake rotor must remain with the wheel unless part of the original homologated design.
- b. Brakes
 - i. Front and rear master cylinder may be modified or replaced from those fitted to the homologated motorcycle with approved parts appearing on the Eligible Equipment List.
 - ii. Front and rear calipers may be modified or replaced from those fitted to the homologated motorcycle with approved parts from the Eligible Equipment List.
 - iii. Brake pads or shoes may be modified or replaced from those fitted to the homologated motorcycle.
 - iv. Brake hoses and brake fittings may be modified or replaced from those fitted to the homologated motorcycle.

- v. Brake discs may be modified or replaced from those fitted to the homologated motorcycle with approved parts appearing on the Eligible Equipment List.
- vi. The use of carbon fiber, carbon composite, aluminum or titanium materials for brake discs is not allowed.

4.4 Front Suspension

- a. Original front forks must be retained, including inner and outer tubes, fork bottoms, and caliper mounts.
- b. Aftermarket cartridge kits appearing on the Eligible Equipment List are permitted and aftermarket fork caps may be substituted.
- c. Internal parts may be modified consistent and within the foregoing restrictions, including substitution of springs, change of shims and/or spacers, and addition of kit/aftermarket valving units appearing on the Eligible Equipment List.
- d. No coatings may be added to upper or lower fork tubes. All coatings must remain as homologated.
- e. External compression and rebound adjusters may be modified or changed.
- f. The upper and lower fork clamps (triple clamp, fork bridges) including steering stem, can be changed or modified using adjustable fork clamps or inserts to adjust rake and/or trail with approved parts appearing on the Eligible Equipment List.
- g. Steering damper may be added, relocated or replaced with an aftermarket damper that appears on the Eligible Equipment List. The steering damper cannot act as a steering lock limiting device.
- h. Active, semi-active or computer-controlled suspension units are not permitted.
- i. Fork bottoms may be modified to provide for mounting brackets for suspension stroke sensors and wheel speed sensors.
- j. Fender brackets may be modified to maintain stock tire to fender clearance when using race tires or to provide clearance for caliper mounting brackets.
- k. Fork bottom axle hole inside diameter may not be increased; however it may be sleeved to provide for captured axle nut.
- l. A fork brace may be installed with a homologated unit appearing on the Eligible Equipment List.

4.5 Rear Suspension

- a. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock) and must appear on the Eligible Equipment List.
- b. The rear suspension linkage may be modified or replaced but must utilize the original mounting points on the frame and swingarm. The linkage must appear on the Eligible Equipment List.

4.6 Frame

a. Frame and Sub Frame

- i. The main frame must remain as originally produced by the manufacturer for use on the homologated motorcycle with the following modifications allowed:
 1. Strengthening gussets and tubes may be added, but none may be removed.
 2. Accessory brackets (radiator, shock reservoir, stands, etc.) may be changed, relocated, added or removed. Holes may be drilled only for the purpose of attaching brackets or other components.
 3. The homologated dimensions and the position of the steering head, engine, swingarm pivot point, rear shock, and suspension linkage mounting points must remain as homologated on the original machine. No alternative mounting points may be created.
 4. The use of offset bearing races for the purpose of altering the steering angle is allowed as long as the steering stem remains within the confines of the stock steering head and no part of the insert protrudes axially more than 3mm beyond the original steering head.
 5. If the homologated frame has provisions for swingarm pivot adjustment blocks then the pivot may be adjusted within that range. If the homologated frame comes with the swingarm pivot in a fixed position then the swingarm must be run in that position.
 6. Front sub frame may be modified or replaced, but the material must remain as homologated and replacements must appear on the Eligible Equipment List.
 7. Rear sub frame may be modified or replaced, but the material must remain as homologated and replacements must appear on the Eligible Equipment List.
 - ii. Polishing of frame materials is not allowed.
 - iii. Frame must display a 17 digit Vehicle Identification Number (VIN) that was assigned to it in production.
- b. Swingarm may be modified as follows:
- i. Rear wheel stand mounts may be added to the swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Mounting bolts must be recessed.
 - ii. It is mandatory to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.

- iii. Axle adjusters and axle adjuster blocks may be modified or replaced. Gussets and bracing may be added. A provision for shock absorber and spring clearances is allowed. Link and link arm pick up points must remain as homologated. The range of axle adjustment must remain as homologated unless there is inadequate tire clearance. This problem will be considered on a case-by-case basis and provided for under special allowances in that model's Technical Information Form.
- iv. The swingarm must be from the same year as the frame to be considered a homologated part. No back dating or forward dating is permitted.

4.7 Bodywork/Controls/Appearance

a. Fairing and Bodywork

- i. Fairing and bodywork, including the front fender and windscreen may be modified or replaced with aftermarket parts which resemble the originally approved parts in design and which maintain similar dimensions. "Double bubble" screens will be allowed.
- ii. Bodywork must be approved and appear on the Eligible Equipment List.
- iii. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber).
- iv. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.

b. Seat

- i. The seat may be altered or replaced from those fitted to the homologated motorcycle.
- ii. The top portion of the rear bodywork around the seat may be modified to a solo seat, which may incorporate the rear number plate.
- iii. The appearance from front, rear, and profile must conform in principle to the homologated shape.
- iv. The seat/rear cowl must allow for proper number display.
- v. All exposed edges must be rounded.
- vi. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber).

c. Instrument Panel

- i. Aftermarket instrument panels are allowed. They must be approved and appear on the Eligible Equipment List.
- ii. A shift/indicator light may be added even if one did not exist on the production model.

d. Foot Rest/Foot Controls

- i. Foot rest/foot controls may be modified, relocated or replaced from those fitted to the homologated motorcycle.

- ii. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return to the normal position.
 - iii. The end of the footrest must have at least an 8mm solid spherical radius.
- e. Handle Bars and Hand Controls
- i. Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
 - ii. Engine stop switch must be located on the handlebars and clearly marked and must be operable at all times.

4.8 Engine Modifications

- a. Cylinder Head
- i. Cylinder heads must remain as homologated with the following modifications allowed:
 1. Porting and polishing of the cylinder head and intake manifold normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed.
 2. Welding or the addition of material is allowed.
 3. The compression ratio is unrestricted.
 4. Combustion chamber may be modified.
 5. Replacement valve seats and guides are permitted.
 6. Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck.
- b. Cylinders
- i. Only the following modifications to the cylinders are allowed:
 1. Homologated materials and castings for cylinders must be used.
 2. Cylinder liners or coatings may be replaced or added.
- c. Crankcase and all other Engine Cases (ie ignition case, clutch case)
- i. Crankcases must remain as homologated. No modifications are allowed with the exception of liners or coatings as indicated under cylinders above, if the cylinder is an integral part of the engine case. Decking of the head gasket surface is permitted.
 - ii. Engine case guards in the form of strengthened engine side covers or approved guards must be installed on all models. Replacement covers must be no lighter in weight than the stock covers. In lieu of replacement covers, approved carbon guards that bolt to the exterior of the cover may be used, they must be approved and appear on the Eligible Equipment List. See Engines under General Equipment Standards, Section 3.6.
 - iii. The countershaft cover may be removed.

- iv. The addition of a crankcase protector at the countershaft is allowed.
- d. Valves, Springs and Retainers
- i. Aftermarket or modified valves, springs, retainers and other valve-train components are permitted. The original number of valves must be maintained.
 - ii. Valve diameter and minimum weight, including stem, must remain as homologated.
 - iii. Valves must remain in the same location and at the same angle as the homologated model.
 - iv. The material and dimensions of the rocker arms (if any) must remain as homologated.
 - v. The material of the tappets/buckets must remain as homologated.
- e. Camshafts and Sprockets
- i. The original camshafts may be modified or replaced from those fitted to the homologated motorcycle. They must be approved and appear on the Eligible Equipment List.
 - ii. The method of drive must remain as homologated.
 - iii. Cam sprockets can be modified or replaced to allow the degreeding 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 style must remain as homologated.
 - vi. The camshaft duration is unrestricted but the lift must remain as homologated.
 - vii. The tensioning device(s) for the cam chain or cam belt is unrestricted.
- f. Crankshaft
- i. Crankshaft must remain as homologated with the following modifications allowed:
 - ii. Balancing: This may only be achieved by the same method used by the OEM. For example, heavy metal (i.e. Mallory metal) inserts are not permitted unless they were originally specified by the OEM.
 - iii. Bearing surfaces may be polished or surface treated.
 - iv. Polishing and lightening of the crankshaft is not allowed.
 - v. Primary gears cannot be changed or modified.
 - vi. Oil galley plugs may be modified, removed or replaced.
- g. Connecting Rods
- i. Connecting rods must remain as homologated. No modifications are allowed.

- ii. Polishing and lightening is not allowed.
- h. Pistons
 - i. Pistons may remain as homologated or be replaced with an approved substitute. Each brand is allowed one substitute piston, which must appear on the Eligible Equipment List.
 - ii. The approved piston may be coated and must weigh the same or more than the homologated piston.
 - iii. The approved piston must use the homologated piston rings, piston pin and piston pin clips. The intent of this substitution is to increase engine durability and reduce on-track failures.
- i. Piston Rings
 - i. Piston rings must remain as homologated and installed. No modifications are allowed.
- j. Piston Pins and Clips
 - i. Piston pins and clips must remain as homologated. No modifications are allowed.
- k. Oil Pumps, Oil Pans, Oil Lines and Water Pumps
 - i. Original equipment oil pumps are required with the following modifications:
 - 1. Modifications may include, but are not limited to:
 - a. Blueprinting.
 - b. Changing the pressure relief spring.
 - c. Reducing gear and housing thickness.
 - 2. The external appearance must remain as homologated.
 - ii. Aftermarket oil pans and the associated pump pick up will be allowed and must be approved and appear on the Eligible Equipment List.
 - iii. Oil lines may be replaced with high pressure braided stainless or equivalent for durability purposes.
 - iv. The internal parts of the water pump may be changed or modified. The drive ratio may be changed. The external appearance must remain as homologated.
 - v. Water lines may be modified or replaced.
- l. Clutch
 - i. Clutch type (wet or dry) must remain as homologated.
 - ii. Aftermarket, modified or stock-type clutches with back-torque limiting capabilities are permitted. They must be approved and appear on the Eligible Equipment List.
- m. Transmission Shafts and Gear Sets
 - i. Stock transmission shafts and gear set only. Transmissions may be shimmed for optimal engagement and durability.

- ii. Undercutting and surface treatments are the only modifications allowed.
- iii. Original equipment shift drum detent stars may be modified or replaced with approved, homologated aftermarket parts included on the Eligible Equipment List
- iv. Other modifications to gearbox or selector mechanism are not allowed.
- v. Manual “secondary” hand operated kill switch/quick shifters are not allowed.
- vi. Kit-type electronic “quick shifters” are allowed.
- vii. Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed. Chain master links must be rivet type.
- viii. Final drive system, if not by chain, may be modified to chain type, utilizing kits specified on the Eligible Equipment List.
- ix. The sprocket cover can be modified.
- n. Fuel injection system and throttle-body assemblies
 - i. Fuel injection throttle body assemblies must remain as homologated.
 - ii. Assemblies include all attached parts with the exception of injectors, fasteners, cables, cable actuating pulleys, flexible fuel lines, vacuum lines, airbox connection tubes and velocity stacks.
 - iii. Variable-length fuel injection intake tract devices that function while the engine is operating are prohibited unless it is standard equipment on the homologated OEM production model.
 - iv. Fuel injectors may be replaced with aftermarket units provided the original mounting locations are maintained and no modifications are made to the throttle body assemblies for injector fitment.
 - v. The total number of installed injectors must be the same as originally produced.
 - vi. Secondary butterfly valves may be fixed in the open position.
 - vii. Fuel pump and fuel pressure regulator must remain as homologated.
- o. Engine Control System
 - i. Engine control system may be modified or replaced with aftermarket products that appear on the Eligible Equipment List.
 - ii. Wiring harness may be modified or replaced.
 - iii. Spark plugs and plug wires may be replaced.
 - iv. Data acquisition is allowed however telemetry or any type of real time data communication between bike and pits is not allowed.
 - v. Aftermarket sensors are permitted.

- p. Generator
 - i. The generator may be modified or replaced.
 - ii. The starting system, electrical or manual may be modified or replaced but must be functional.

4.9 Airbox/Intakes/Fuel Supply

- a. Intake Airboxes
 - i. Airbox must remain as originally produced by the manufacturer on the homologated motorcycle.
 - ii. Air filters, internal flap type valve, sensors and vacuum fittings may be removed, modified, or replaced with aftermarket parts. Any holes in the airbox to the outside atmosphere resulting from the removal of components must be completely sealed from incoming air.
 - iii. All incoming air must pass through the original, unmodified airbox inlets.
 - iv. Ram air tubes or ducts may be modified, replaced with aftermarket parts or removed. Replacements must be approved and appear on the Eligible Equipment List. If tubes/ducts are utilized, they must be attached to the original, unmodified airbox inlets. Carbon fiber and Kevlar replacements are not permitted.
 - v. Velocity stacks may be modified, replaced with aftermarket parts or removed. The only modification permitted to the airbox to allow use of alternate velocity stacks is the removal of internal debris deflectors/plates.
- b. Fuel Tanks
 - i. Fuel tank may be modified or replaced provided that it maintains the stock appearance and is of sufficient capacity to complete a 50-mile race. Any stock tanks that are not of sufficient capacity will be allowed to be modified or replaced per special allowances in the TIF for that model. Non-metallic fuel tanks are not allowed unless when standard equipment on the homologated machine or approved by AMA Pro Racing. Non-metallic fuel tanks are not allowed to be modified.
 - ii. A screw-type replacement cap or positive-locking cap is required for filling purposes.
- c. Fuel Supply
 - i. Fuel petcocks may be modified or replaced.
 - ii. Fuel lines may be replaced.
 - iii. Quick connectors or dry break quick connectors may be used.
 - iv. Fuel vent lines may be replaced.
 - v. Fuel filters may be added.

4.10 Miscellaneous

- a. Exhaust System
 - i. The exhaust pipes and silencers may be modified or replaced from those fitted to the homologated motorcycle. They must be approved and appear on the Eligible Equipment List.
- b. Radiators and Oil Coolers
 - i. The original radiator or oil cooler may be modified or replaced from those fitted to the homologated motorcycle. They must be approved and appear on the Eligible Equipment List.
 - ii. Additional radiators and oil coolers are allowed. They must be approved and appear on the Eligible Equipment List.
 - iii. Oil coolers must not be mounted on or above the rear fender.
 - iv. The appearance from the front, rear and profile of the machine must conform to the homologated shape after the installation of additional radiators or oil coolers.
 - v. Radiator caps may be changed and thermostats may be changed or removed.
- c. The following items may be modified or replaced from those fitted to the homologated motorcycle:
 - i. Any type of lubrication, brake or suspension fluid may be used. Any type of engine lubrication that is designed to enter the combustion chamber and acts as an oxygenator is prohibited.
 - ii. Any type of spark plug and plug cap may be used.
 - iii. Gasket and gasket material.
 - iv. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used, except where addressed previously in these rules.
 - v. Fasteners (nuts, bolts, screws etc.)
 - vi. Main wiring harness and connectors.
 - vii. Battery and switches.
 - viii. Countershaft sprocket, rear wheel sprocket and chain. Oil and fuel filters
- d. The following items may be removed:
 - i. Instrument and instrument bracket and associated cables.
 - ii. Radiator fan and wiring
 - iii. Cooling system thermostat

Section 5

Daytona SportBike Equipment Standards

This section contains equipment standards for the Daytona SportBike class. The motorcycles are based on modified production four-stroke street motorcycles with an emphasis on equipment diversity and competitive balance. If it becomes apparent that one type or model of motorcycle gains an unfair performance advantage, AMA Pro Racing reserves at any time the right to implement restrictions including but not limited to adding or reducing weight to that type or model of motorcycle to restore competitive balance. This class offers a diversity of engine configurations and displacement limits. In addition, every motorcycle entered must meet the requirements listed in the General Equipment Standards. Motorcycle components may only be modified, removed or replaced with homologated items from the Eligible Equipment List, available at www.amapro racing.com

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5.1 Homologation

- a. Daytona SportBike motorcycles must be homologated by AMA Pro Racing and be available through U.S. retail outlets as determined by the homologating manufacturer. See Homologation of Motorcycles under General Equipment Standards.

5.2 Weight

- a. Minimum weight in the exact condition the machine finishes any competition activity (qualifying or race) without the addition of fluids or other items of any kind:
 - i. 4 cylinders 360 pounds
 - ii. 3 cylinders 375 pounds
 - iii. 2 cylinders ~~385 pounds~~ **380 pounds**

5.3 Wheels/Brakes

- a. Wheels
 - i. Original equipment wheels must be used, including bearings and spacers, except where a TIF provides for substitutes. Substitutes must appear on the Eligible Equipment List.
 - ii. Front wheels = 17" x 3.5" all machines
 - iii. Rear wheels = 17" x 5.5" or 17" x 6" (See TIF for each machine)
- b. Brakes
 - i. Front and rear master cylinder may be modified or replaced from those fitted to the homologated motorcycle with approved parts appearing on the Eligible Equipment List.
 - ii. Front and rear calipers may not be modified or replaced from those fitted to the homologated motorcycle except where permitted on a TIF. All substitutes must be approved and appear on the Eligible Equipment List.
 - iii. Brake pads or shoes may be modified or replaced from those fitted to the homologated motorcycle.
 - iv. Brake hoses and brake fittings may be modified or replaced from those fitted to the homologated motorcycle.
 - v. Brake discs may be modified or replaced from those fitted to the homologated motorcycle with approved parts appearing on the Eligible Equipment List.
 - vi. The use of carbon fiber, carbon composite or titanium materials for brake discs is not allowed.
 - vii. With the approval of AMA Pro Racing, front wheel spacers may be made "captive."
 - viii. With the approval of AMA Pro Racing, rear wheel spacers may be made "captive," and a caliper retaining device may be used. Axle adjuster must remain as homologated.

5.4 Front Suspension

- a. Original front forks must be retained, including inner and outer tubes, fork bottoms, and caliper mounts.
- b. Aftermarket Cartridge kits appearing on the Eligible Equipment List are permitted and aftermarket fork caps may be substituted.
- c. Internal parts may be modified consistent and within the foregoing restrictions, including substitution of springs, change of shims and/or spacers, and addition of kit/aftermarket valving units appearing on the Eligible Equipment List.
- d. No coatings may be added to upper or lower fork tubes. All coatings must remain as homologated.
- e. External Compression and Rebound Adjusters may be modified/changed.
- f. The upper and lower fork clamps (triple clamp, fork bridges) including steering stem, can be changed or modified using adjustable fork clamps or inserts to adjust rake and/or trail with approved parts appearing on the Eligible Equipment List.
- g. Steering damper may be added, relocated or replaced with an aftermarket damper that appears on the Eligible Equipment List.
- h. The steering damper cannot act as a steering lock limiting device.
- i. Active, semi-active or computer-controlled suspension units are not permitted.
- j. Fork bottoms may be modified to provide for mounting brackets for suspension stroke sensors and wheel speed sensors.
- k. Fender brackets may be modified to maintain stock tire to fender clearance when using race tires or to provide clearance for caliper mounting brackets.
- l. Fork bottom axle hole inside diameter may not be increased; however it may be sleeved to provide for captured axle nut.
- m. A fork brace may be installed with a homologated unit appearing on the Eligible Equipment List.

5.5 Rear Suspension

- a. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock). It must appear on the Eligible Equipment List.
- b. The rear suspension linkage may be modified or replaced but must utilize the original mounting points on the frame and swingarm. The linkage must appear on the Eligible Equipment List.

5.6 Frame

- a. Frame and Sub Frame
 - i. The main frame must remain as originally produced by the manufacturer for use on the homologated motorcycle with the following modifications allowed:
 - 1. Strengthening gussets and tubes may be added, but none may be removed.

2. Accessory brackets (radiator, shock reservoir, stands, etc.) may be changed, relocated, added or removed. Holes may be drilled only for the purpose of attaching brackets or other components.
 3. The homologated dimensions and the position of the steering head, engine, swingarm pivot point, rear shock, and suspension linkage mounting points must remain as homologated on the original machine. No alternative mounting points may be created.
 4. The use of offset bearing races for the purpose of altering the steering angle is allowed as long as the steering stem remains within the confines of the stock steering head and no part of the insert protrudes axially more than 3mm from the original steering head.
 5. If the homologated frame has provisions for swingarm pivot adjustment blocks then the pivot may be adjusted within that range. If the homologated frame comes with the swingarm pivot in a fixed position then the swingarm must be run in that position.
 6. Front sub frame may be modified or replaced, but the material must remain as homologated and replacements must appear on the Eligible Equipment List.
 7. Rear sub frame may be modified or replaced, but the material must remain as homologated and appear on the Eligible Equipment List.
- ii. Polishing of frame materials is not allowed.
 - iii. Frame must display a 17 digit Vehicle Identification Number (VIN) that was assigned to it in production.
- b. Swingarm
- i. Axle adjuster slots may be enlarged for the following reasons: to make the brake caliper bracket captured to facilitate wheel changes and to provide for a captured axle nut. Axles must remain the same outer diameter as the homologated axle. Increasing the range of axle adjustment will be taken on a case-by-case basis and included in the TIF under special allowances for each model. Axle adjusters must remain as homologated with the exception of the changes needed to accommodate captured nut and/or captured brake carrier
 - ii. Rear wheel stand mounts may be added to the swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Mounting bolts must be recessed.
 - iii. It is mandatory to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.
 - iv. The swingarm must be from the same year as the frame to be considered a homologated part. No back dating or forward dating is permitted.

5.7 Bodywork/Controls/Appearance

a. Fairing and Bodywork

- i. Fairing and bodywork, including the front fender and windscreen may be modified or replaced with aftermarket parts which resemble the originally approved parts in design and which maintain similar dimensions. "Double bubble" screens will be allowed.
- ii. Bodywork must be approved and appear on the Eligible Equipment List.
- iii. Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in the General Equipment Standards. This device cannot exceed above a line drawn horizontally from axle to axle.
- iv. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber).
- v. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.

b. Seat

- i. Seat may be altered or replaced from those fitted to the homologated motorcycle.
- ii. The top portion of the rear bodywork around the seat may be modified to a solo seat. The solo seat then must incorporate the rear number plate.
- iii. The appearance from front, rear, and profile must conform in principle to the homologated shape.
- iv. The seat/rear cowl must allow for proper number display.
- v. All exposed edges must be rounded.
- vi. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber).

c. Instrument Panels

- i. Aftermarket instrument panels are not allowed. Models that use a CAN-Bus type dash communication system on the homologated model that is incapable of interfacing with an aftermarket ECU may petition AMA Pro Racing for an aftermarket dash board as a special allowance. They must be approved and appear on the Eligible Equipment List.
- ii. A shift/indicator light may be added even if one did not exist on the production model.

d. Foot Rest/Foot Controls

- i. Foot rest/foot controls may be modified, relocated or replaced from those fitted to the homologated motorcycle.
- ii. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return to the normal position.

- iii. The end of the footrest must have at least an 8mm solid spherical radius.
- e. Handle Bars and Hand Controls
 - i. Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
 - ii. Engine stop switch must be located on the handlebars and clearly marked and must be operable at all times.

5.8 Engine Modifications

- a. Cylinder Head
 - i. Cylinders heads must remain as homologated with the following modifications allowed:
 1. Cylinder head, cylinder and crankcase gasket surfaces only may be machined for increased compression. All other surfaces of the cylinder head, cylinder and crankcases must remain absolutely as homologated with no metal removal.
 2. Light cleaning of gasket surfaces with steel wool, Scotch-Brite®, etc. is permitted. Deburring radius of machined area must not be greater than 0.020 inches or 0.5mm.
 3. Valve seats may be machined or replaced. Replacements must be of the same material and parts as the homologated valve seat.
 4. The cylinder head gasket may be changed.
- b. Cylinders
 - i. No modifications are allowed.
- c. Crankcase and All Other Engine Cases (i.e. ignition cover, clutch cover, etc.)
 - i. Crankcases must remain as homologated. No modifications are allowed with the exception of machining the gasket surface; see under cylinder head, above.
 - ii. Engine case guards in the form of strengthened engine side covers or approved guards must be installed on all models. Replacement covers must be no lighter in weight than the stock covers. In lieu of replacement covers, approved carbon guards that bolt to the exterior of the cover may be used. They must be approved and appear on the Eligible Equipment List. See Engines under General Equipment Standards, Section 3.6.
 - iii. The countershaft cover may be removed.
 - iv. The addition of a crankcase protector at the countershaft is allowed.
- d. Valves, Springs, and Retainers
 - i. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine. Valve spring shims are allowed.

- e. Camshaft and Sprockets
 - i. No camshaft modifications are allowed.
 - ii. At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non direct cam drive systems (i.e. with rocker arms), the valve lift is measured.
 - iii. Cam timing other than stock is allowed.
 - iv. No cam sprocket dimensional modifications are allowed.
 - v. Cam sprockets may be slotted solely for the purpose of altering cam timing.
 - vi. Press-on cam sprockets may be replaced with aftermarket steel bolt-on cam sprockets and adapters.
 - vii. Aftermarket cam chain tensioners are permitted.
 - viii. The tooth count of the cam sprockets and cam drive sprocket on the crank must remain as homologated.
 - ix. The cam chain style must remain as homologated.
- f. Crankshaft
 - i. Crankshaft must remain as homologated with the following modifications allowed:
 1. Balancing: This may only be achieved by the same method used by the OEM. For example, heavy metal (i.e. Mallory metal) inserts are not permitted unless they were originally specified by the OEM.
 2. Bearing surfaces may be polished or surface treated.
 3. Polishing and lightening of the crankshaft is not allowed.
 4. Primary gears cannot be changed or modified.
 5. Oil galley plugs may be modified, removed or replaced.
- g. Connecting Rods
 - i. Connecting rods must remain as homologated. No modifications are allowed.
 - ii. Polishing and lightening is not allowed.
- h. Pistons
 - i. Pistons must remain as homologated.
 - ii. Polishing and lightening is not allowed.
- i. Piston Rings
 - i. Piston rings must remain as homologated and installed. No modifications are allowed.
- j. Piston Pins and Clips
 - i. Piston pins and clips must remain as homologated. No modifications are allowed.

- k. Oil Pumps, Oil Lines and Water Pumps
 - i. No oil pump modifications are allowed.
 - ii. Oil lines may be replaced with high pressure braided stainless or equivalent for durability purposes.
 - iii. No water pump modifications are allowed.
 - iv. Water lines may be modified or replaced.
- l. Clutch
 - i. Clutch type (wet or dry) must remain as homologated.
 - ii. Aftermarket, modified or stock-type clutches with back-torque limiting capabilities are permitted. They must be approved and appear on the Eligible Equipment List.
- m. Transmission Shafts and Gear sets
 - i. Stock transmission shafts and gear set only. Transmissions may be shimmed for optimal engagement and durability.
 - ii. Original equipment shift drum detent stars may be modified or replaced with approved, homologated aftermarket parts included on the Eligible Equipment List
 - iii. Other modifications to gearbox or selector mechanism are not allowed.
 - iv. Manual “secondary” hand operated kill switch/quick shifters are not allowed.
 - v. Kit-type electronic “quick shifters” are allowed.
 - i. Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed. Chain master links must be rivet type.
 - vi. Final drive system, if not by chain, may be modified to chain type, utilizing kits specified on the Eligible Equipment List.
 - vii. The sprocket cover can be modified.
- n. Fuel Injection System and Throttle Body Assemblies
 - i. Fuel injection throttle body assemblies must remain as homologated.
 - ii. Assemblies include all attached parts with the exception of fasteners, cables, cable actuating pulleys, flexible fuel lines, vacuum lines, airbox connection tubes and velocity stacks.
 - iii. Variable-length fuel injection intake tract devices that function while the engine is operating are prohibited unless it is standard equipment on the homologated OEM production model.
 - iv. Injectors must be stock and unaltered from the original specification and manufacture.
 - v. Aftermarket fuel mixture and exhaust sensor devices may be used at all times.

- o. Engine Control System
 - i. Engine Control Unit must be as homologated. A kit ECU or a stand-alone model appearing on the Eligible Equipment List may be used.
 - ii. Approved “piggyback” engine controllers may be used with their functions including, but not limited to spark and fuel table control and quick shift functions.
 - iii. Aftermarket ECU’s utilizing a jumper connector to connect the ECU to the original wire loom are permitted.
 - iv. Approved aftermarket kit harnesses that appear on the Eligible Equipment List may be used.
 - v. Spark plugs and plug wires may be replaced.
 - vi. Data acquisition systems are allowed as long as all input functions enter the jumper harness and not the main harness.
 - vii. Aftermarket suspension sensors are permitted however engine sensors must remain as homologated.

5.9 Airbox/Intakes/Fuel Supply

- a. Intake Airboxes
 - i. Airbox must remain as originally produced by the manufacturer on the homologated motorcycle.
 - ii. An air filter is required. Original equipment air filter and air filters appearing on the Eligible Equipment List are permitted.
 - iii. Ram air systems are permitted if specified and used on the homologated motorcycle.
 - iv. Ducts and scoops must be identical in specification to the original equipment system and must be approved and appear on the Eligible Equipment List.
- b. Fuel Tanks
 - i. The stock gas tank must be used, but aftermarket gas caps are allowed. For pit stop-style races, a single probe dry break must be fitted.
- c. Fuel Supply
 - i. Fuel petcocks may be modified or replaced.
 - ii. Fuel lines may be replaced.
 - iii. Quick connectors or dry break quick connectors may be used.
 - iv. Fuel vent lines may be replaced.
 - v. Fuel filters may be added.

5.10 Miscellaneous

- a. Exhaust System
 - i. The exhaust pipes and silencers may be modified or replaced from those fitted to the homologated motorcycle. They must be approved and appear on the Eligible Equipment List.
 - ii. Catalytic converters must be removed.
 - iii. For safety reasons, the exposed edge(s) of the exhaust pipes(s) outlet(s) must be rounded to avoid sharp edges.
 - iv. The rear edge of the muffler must not extend past the rear of the tire when the tire is in its forward most position in the swingarm.
- b. Radiators and Oil Coolers
 - i. The original radiator or oil cooler may be modified or replaced from those fitted to the homologated motorcycle.
 - ii. Additional radiators and oil coolers are allowed. They must be approved and appear on the Eligible Equipment List.
 - iii. Oil coolers must not be mounted on or above the rear mudguard.
 - iv. The appearance from the front, rear and profile of the machine must conform to the homologated shape after the installation of additional radiators or oil coolers.
- c. The following items may be modified or replaced from those fitted to the homologated motorcycle:
 - i. Any type of lubrication, brake or suspension fluid may be used. Any type of engine lubrication that is designed to enter the combustion chamber and acts as an oxygenator is prohibited.
 - ii. Any type of spark plug and plug cap may be used.
 - iii. Gasket and gasket material
 - iv. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used, except where addressed previously in these rules.
 - v. Battery and switches.
 - vi. Countershaft sprocket, rear wheel sprocket and chain.
 - vii. Oil and fuel filters
- d. The following items may be removed:
 - i. Radiator fan and wiring.
 - ii. Cooling system thermostat.
 - iii. Chain guard, however it is mandatory to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.

Section 6

SuperSport Equipment Standards

This section contains equipment standards for the AMA Pro Racing SuperSport class. The motorcycles are based on production based, four-stroke street motorcycles. In addition, every motorcycle entered must meet the requirements listed in the General Equipment Standards. Motorcycle components may only be modified, removed or replaced with homologated items from the Eligible Equipment List, available at www.amaproracing.com

NOTE: Top Gun participants are not restricted to replacement products on the Eligible Equipment List.

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6.1 Homologation

- a. SuperSport motorcycles must be homologated by AMA Pro Racing and be available through U.S. retail dealers outlets as determined by the homologating manufacturer.
- b. See Homologation of Motorcycles under General Equipment Standards.

6.2 Weight

- a. Minimum weight in the exact condition the machine finishes any competition activity (qualifying or race) without the addition of fluids or other items of any kind:
 - i. 4 cylinders 360 pounds
 - ii. 3 cylinders 375 pounds
 - iii. 2 cylinders ~~385 pounds~~ **380 pounds**

6.3 Wheels/Brakes

- a. Wheels
 - i. Original equipment wheels must be used, including bearings and spacers, except where a TIF provides for substitutes. Substitutes must appear on the Eligible Equipment List.
 - ii. Front wheels = 17" x 3.5" all machines
 - iii. Rear wheels = 17" x 5.5" or 17" x 6" (See TIF for each machine)
- b. Brakes
 - i. The front and rear master cylinder must remain as originally produced by the manufacturers for the homologated machine.
 - ii. Front and rear brake calipers (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.
 - iii. Brake pads or shoes may be modified or replaced from those fitted to the homologated motorcycle.
 - iv. Brake hoses and brake fittings may be modified or replaced from those fitted to the homologated motorcycle
 - v. Brake discs must remain as originally produced by the manufacturer for the homologated machine. Front discs can be made floating, using original rotors.
 - vi. The rear brake caliper bracket may be fixed on the swingarm, but the bracket (support) must maintain the same mounting (fixing) points for the caliper as used on the homologated machine. A modification of these parts is authorized.
 - vii. The swingarm may be modified to aid the location of the rear brake caliper bracket, by welding, drilling or using a helicoil.

6.4 Front Suspension

- a. Original front forks must be retained, including inner and outer tubes, fork bottoms, and caliper mounts.

- b. Aftermarket cartridge kits appearing on the Eligible Equipment List are permitted and aftermarket fork caps may be substituted.
- c. Internal parts may be modified consistent and within the foregoing restrictions, including substitution of springs, change of shims and/or spacers, and addition of kit/aftermarket valving units appearing on the Eligible Equipment List.
- d. No coatings may be added to the upper or lower fork tubes. All coatings must remain as homologated.
- e. External compression and rebound adjusters may be modified/changed.
- f. The height and position of the front fork in relation to the fork crowns is free.
- g. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.
- h. A steering damper may be added, relocated or replaced with an aftermarket damper appearing on the Eligible Equipment List.
- i. The steering damper cannot act as a steering lock limiting device.

6.5 Rear Suspension

- a. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock). It must appear on the Eligible Equipment List.
- b. The original attachments to the frame and swingarm must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.
- c. Rear suspension unit spring may be changed.

6.6 Frame

- a. Frame and Sub Frame
 - i. The main frame must remain as originally produced by the manufacturer for use on the homologated machine. The sides of the frame body may be covered by a protective part made of composite material. These protectors must fit the form of the frame.
 - ii. Nothing may be added by welding or removed by machining from the frame body.
 - iii. Frame must display a 17 digit Vehicle Identification Number (VIN) that was assigned to it in production.
 - iv. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.
 - v. Front subframe may be modified or replaced, but the material must remain as homologated and replacements must appear on the Eligible Equipment List.
 - vi. Rear sub frame must remain as originally produced by the manufacturer for the homologated machine or be an approved replacement that appears on the Eligible Equipment List

- vii. Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly.
 - viii. Bolt on accessories to the rear sub-frame may be removed.
 - ix. Polishing the frame body or the sub frame is not allowed.
- b. Swingarm
- i. Every part of the rear swingarm must remain as originally produced by the manufacturer for the homologated machine (including rear swingarm pivot bolt and rear axle adjuster) with the exception noted above for the purposes of capturing the rear caliper bracket.
 - ii. Rear wheel stand positioning (support) brackets may be added to the rear swingarm. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed.
 - iii. It is mandatory to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.
 - iv. The swingarm must be from the same year as the frame to be considered a homologated part. No back dating or forward dating is permitted.

6.7 Bodywork/Controls/Appearance

- a. Fairing and Bodywork
- i. Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated machine, with slight differences due to the racing use (different attachment points, fairing bottom etc.). It must be approved and appear on the Eligible Equipment List.
 - ii. Aftermarket, OEM-style bodywork and custom fairing mounts may be used.
 - iii. The fairing must match the shape of the OEM machine in silhouette and profile and the AMA shall have the right to use templates and go-no-go devices to check conformity.
 - iv. An oil retaining, "sealed" lower fairing is mandatory.
 - v. The materials may be changed. The use of carbon fiber or carbon composite materials is not allowed.
 - vi. Overall size and dimensions must be the same as the original part.
 - vii. Windscreens may be replaced with a duplicate of transparent material. They must be approved and appear on the Eligible Equipment List.
 - viii. Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in the General Equipment Standards. This device cannot exceed above a line drawn horizontally from axle to axle.

- ix. Front fenders may be replaced with a cosmetic duplicate of the original parts and may be spaced upwards for increased tire clearance.
- x. Rear fenders fixed on the swing arm can be modified or changed but the original profile must be respected.
- xi. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.

b. Seat

- i. The top portion of the rear bodywork around the seat may be modified to a solo seat.
- ii. Tail sections may be increased in size to allow for required number display. Final approval rests with the Chief Technical Inspector.
- iii. The appearance from both front rear and profile must conform to the homologated shape.

c. Foot Rests/Foot Controls

- i. Foot rest/foot controls may be modified, relocated or replaced from those fitted to the homologated motorcycle. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return to the normal position.
- ii. The end of the footrest must have at least an 8mm solid spherical radius.
- iii. A foot operated quick shifter is allowed.

d. Handlebar and hand Controls

- i. Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle. Clutch and brake lever may be exchanged by an aftermarket copy.
- ii. Engine stop switch must be located on the handlebars and be clearly marked and must be operable at all times.
- iii. Non-standard "Kill Switches" must not be spring loaded and must be well marked.

6.8 Engine Modifications

a. Cylinder Head

- i. No modifications are allowed except as follows:
- ii. Cylinder head, cylinder and crankcase gasket surfaces only may be machined for increased compression. All other surfaces of the cylinder head, cylinder and crankcases must remain absolutely as homologated with no metal removal.
- iii. Light cleaning of gasket surfaces with steel wool, Scotch-Brite®, etc. is permitted.
- iv. De-burring radius of machined area must not be greater than 0.020 inches or 0.5mm.
- v. The cylinder head gasket may be changed.

- vi. Valve seats may be machined or replaced. Replacements must be of the same material and parts as the homologated valve seat.
- b. Cylinders
 - i. No modifications are allowed except as provided for above.
- c. Crankcase and all other Engine Cases (i.e. ignition case, clutch case, etc.)
 - i. Crankcases must remain as homologated. No modifications are allowed with the exception of machining the gasket surface; see under cylinder head, above.
 - ii. Engine case guards in the form of strengthened engine side covers or approved guards must be installed on all models. Replacement covers must be no lighter in weight than the stock covers. In lieu of replacement covers, approved carbon guards that bolt to the exterior of the cover may be used. They must be approved and appear on the Eligible Equipment List. See Engines under General Equipment Standards, Section 3.6.
 - iii. The countershaft cover may be removed.
 - iv. The addition of a crankcase protector at the countershaft is allowed.
- d. Valves, Springs and Retainers
 - i. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine. Valve spring shims are allowed.
- e. Camshaft and Sprockets
 - i. No camshaft modifications are allowed.
 - ii. At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non direct cam drive systems (i.e. with rocker arms), the valve lift is measured.
 - iii. Cam timing other than stock is allowed.
 - iv. No cam sprocket dimensional modifications are allowed.
 - v. Cam sprockets may be slotted solely for the purpose of altering cam timing.
 - vi. Press-on cam sprockets may be replaced with aftermarket steel bolt-on cam sprockets and adapters.
 - vii. Aftermarket cam chain tensioners are permitted.
 - viii. The tooth count of the cam sprockets and cam drive sprocket on the crank must remain as homologated.
 - ix. The cam chain style must remain as homologated.
- f. Crankshaft
 - i. Crankshaft must remain as homologated with the following modifications allowed:

- 1. Balancing – This may only be achieved by the same method used by the OEM. For example, heavy metal (i.e. Mallory metal) inserts are not permitted unless they were originally specified by the OEM.
- 2. Bearing surfaces may be polished or surface treated.
- 3. Polishing and lightening of the crankshaft is not allowed.
- 4. Primary gears cannot be changed or modified.
- ii. Oil galley plugs may be modified, removed or replaced.
- g. Connecting Rods
 - i. Must remain as homologated. No modifications are allowed.
- h. Pistons
 - i. Must remain as homologated. No modifications are allowed.
- i. Piston Rings
 - i. Must remain as homologated. No modifications are allowed.
- j. Piston Pins and Clips
 - i. Must remain as homologated. No modifications are allowed.
- k. Oil Pumps and Oil Lines and Water Pumps
 - i. No pump modifications are allowed.
 - ii. Oil lines may be modified or replaced with high pressure braided stainless or equivalent for durability purposes.
 - iii. No Water Pump modifications are allowed.
 - iv. Water lines may be modified or replaced.
- l. Clutch
 - i. Clutch type (wet or dry) must remain as homologated.
 - ii. Aftermarket, modified or stock-type clutches with back-torque limiting capabilities are permitted. They must be approved and appear on the Eligible Equipment List.
- m. Transmission Shafts and Gear sets
 - i. Stock transmission shafts and gear set only. Transmissions may be shimmed for optimal engagement and durability.
 - ii. Original equipment shift drum detent stars may be modified or replaced with approved, homologated aftermarket parts included on the Eligible Equipment List
 - iii. Other modifications to gearbox or selector mechanism are not allowed.
 - iv. Manual “secondary” hand operated kill switch/quick shifters are not allowed.
 - v. Kit-type electronic “quick shifters” are allowed.
 - vi. Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed. Chain master links must be rivet type.

- vii. Final drive system, if not by chain, may be modified to chain type, utilizing kits specified on the Eligible Equipment List.
- viii. The sprocket cover can be modified.
- ix. Fuel Injection System and Throttle Body Assemblies
 - x. Fuel injection throttle body assemblies must remain as homologated.
 - xi. Assemblies include all attached parts with the exception of fasteners, cables, cable actuating pulleys, flexible fuel lines, vacuum line, and airbox connection tubes. Variable-length fuel injection intake tract devices that function while the engine is operating are prohibited unless it is standard equipment on the homologated OEM production model.
- n. Injectors must be stock and unaltered from the original specification and manufacture.
 - i. Stock fuel mixture and exhaust sensor devices must be as provided on the homologated model at all times.
- o. Engine Control System
 - i. Homologated engine control unit (ECU), must be as homologated and inner software can be changed for the purposes of controlling spark and fuel only.
 - ii. Approved “piggyback” engine controllers may be used with their functions limited to spark and fuel table control only. **No traction control functionality may be enabled at any time.**
 - iii. Kit ECUs appearing on the Approved Equipment List may be used.
 - iv. Data acquisition systems are allowed. They should be “stand alone” and receive no inputs from the ecu.

6.9 Airbox/Intakes/Fuel Supply

- a. Intake Airboxes
 - i. Airbox must remain as originally produced by the manufacturer on the homologated motorcycle.
 - ii. An air filter is required. Original equipment air filter and air filters appearing on the Eligible Equipment List are permitted.
 - iii. Ram air systems are permitted if specified and used on the homologated motorcycle. Ducts and scoops must be identical in specification to the original equipment system and appear on the Eligible equipment List. The original air ducts running between the fairing and the airbox may not be altered.
- b. Fuel Tanks
 - i. The stock gas tank must be used, but aftermarket gas caps are allowed.
- c. Fuel Supply
 - i. Fuel petcocks may be modified or replaced.
 - ii. Fuel lines may be replaced.

- iii. Quick connectors or dry break quick connectors may be used.
- iv. Fuel vent lines may be replaced.
- v. Fuel filters may be added.

6.10 Miscellaneous

- a. Exhaust System
 - i. The exhaust pipes and silencers may be modified or replaced from those fitted to the homologated motorcycle. They must be approved and appear on the Eligible Equipment List.
 - ii. Catalytic converters must be removed.
 - iii. For safety reasons, the exposed edge(s) of the exhaust pipes(s) outlet(s) must be rounded to avoid sharp edges.
 - iv. The rear edge of the muffler must not extend past the rear of the tire when the tire is in its forward most position in the swingarm.
- b. The following items may be modified or replaced from those fitted to the homologated motorcycle:
 - i. Any type of lubrication, brake or suspension fluid may be used. Any type of engine lubrication that is designed to enter the combustion chamber and acts as an oxygenator is prohibited.
 - ii. Any type of spark plug and plug cap may be used.
 - iii. Gasket and gasket material
 - iv. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used, except where addressed previously in these rules.
 - v. Countershaft sprocket, rear wheel sprocket and chain.
 - vi. Oil and fuel filters
- c. The Following Items May Be Removed:
 - i. Radiator fan and wiring.
 - ii. Cooling system thermostat.
 - iii. Chain guard, however it is compulsory to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.

7.1 Homologation

- a. 2009 ~~and 2010~~ through 2011 Harley-Davidson XR1200, U.S. Versions only.

7.2 Weight

- a. ~~To be determined.~~ 520 lbs. minimum weight as the machine finishes any competition (qualifying or race) without the addition of fluids or any other items.

7.3 Tires

- a. Dunlop spec as provided by Dunlop. Three (3) sets per race weekend are allowed.

7.4 Fuel

- a. Sunoco 260 GTX as provided at the race track by Sunoco.

7.5 Wheels/ Brakes

- a. Wheels
 - i. Front wheel to be replaced by 17" provided in Vance and Hines kit. Rear is to remain as homologated.
- b. Brakes
 - i. Must remain as homologated.
 - ii. Braided lines may replace the standard lines.
 - iii. Aftermarket pads may be substituted.
 - iv. Brake fluid may be substituted.

7.6 Front Suspension

- a. ~~Forks and~~ Triple clamps must remain as homologated. Stock forks or Harley Davidson "X" forks (Screamin Eagle p.n. 54530-10) are the only approved forks.
- b. Internal fork modifications are limited to piston kit and cartridge kits/springs/oil. Kits must be approved and appear on the eligible equipment list.
- c. Fork position in the triple clamp is free.
- d. Steering damper must be as provided in the kit.

7.7 Rear Suspension

- a. Shocks may be replaced. They must be approved and appear on the eligible equipment list.

7.8 Rear Suspension

- a. Main Frame
 - i. Must remain as homologated.
 - ii. Nothing may be added by welding or removed by machining with the exception of the side stand mounting boss. It may be removed in its entirety.

- iii. Frame must display its original 17 digit VIN in its original location.

b. Swing Arm

- i. Must remain as homologated.
- ii. Work stand brackets may be added. They may not add structural rigidity to the swing arm.

7.9 Bodywork/ Controls

a. Bodywork

- i. Front number plate, solo seat with provisions for competition numbers, front fender and belly pan as provided by Vance and Hines. Oil retaining belly pan as provided by Vance and Hines must be used. No exceptions will be allowed.

b. Footrests/ Foot Controls

- i. May be replaced. Original mounting location must be used. Adapter plates are acceptable.

c. Handlebars/ Hand Controls

- i. May be replaced with an alternative bend bar. Clip on style bars are not allowed. Any lever or perch is allowed. Master cylinder must remain as homologated. Quick turn throttles are allowed.

7.10 Engine Modifications

Engines must remain internally stock as produced by Harley-Davidson. The entrant is required to sign an affidavit to that effect, at which time AMA Pro Racing will seal the engine with tamper-proof seals.

Regarding rebuilds - any rebuilt motorcycle engine will be checked on a dyno. If it falls within an acceptable range, it will be sealed and allowed to compete. All rebuilds MUST be done with OEM parts and to OEM specifications. If original or rebuilt engines are subsequently found to have been modified, the offending entrant will be penalized, including the possibility of being banned from future competition, and may be subject to additional fines and penalties.

The following modifications are allowed:

- a. Air filter may be replaced with Vance and Hines air filter as provided, no exceptions.
- b. Exhaust may be replaced with Vance and Hines exhaust as provided, no exceptions.
- c. Fuelpak ECM management must be used as provided, no exceptions. Stock ECM and stock ECM calibration must be used.
- d. The oil cooler is allowed to be relocated for better protection. The provided oil cooler relocation kit must be used, no exceptions.
- e. Protective engine covers must be used where applicable. The intent is to eliminate fluid leakage in the event of an impact.
- f. OEM gauge cluster may be replaced with Vance and Hines Display (p.n. 35-9027), no exceptions.

g. XR1200-O2 Sensor Eliminator Kit for use only with 61015 Fuelpak p.n. 31003

h. Screamin' Eagle Clutch Spring p.n.37949-98A

The following Vance and Hines Kit, part number 35-9040, must be used in its entirety, unmodified:

#35-9040 - AMA PRO - VANCE & HINES XR1200 SERIES - SPEC KIT:

PART NO.	DESCRIPTION
35-9031	VHM CARBON FRONT FENDER KIT
35-9032	STEERING DAMPER KIT (OHLINS DAMPER)
35-9033	VHM STEERING STOPS
1205-7706A-ASX-B	PM FRONT WHEEL (ASSAULT 17 x 3.5 BLACK ANODIZED)
37537-R	V&H WIDOW EXHAUST SYSTEM
TBD	V&H FUELPAK (SPECIAL)
35-9034	VHM FIBREGLASS SEAT ASSEMBLY (WITH ALUMINUM SUB FRAME & FOAM PAD)
35-9035	VHM FIBERGLASS BELLY PAN KIT
35-9036	VHM NUMBER PLATE KIT
35-9037	VHM OIL COOLER RELOCATOR KIT
35-9038	V&H DECAL KIT
35-9039	VHM ALUMINUM UNDERTRAY KIT (FUEL OVERFLOW BOTTLES, VALVE, ETC)

OPTIONAL ITEMS:

#35-9027 - XR1200 LCD DISPLAY

http://www.vhmmotorsports.com/product_zoom/xr1200-display/lcd-display.html

Kits will be ready to ship by mid-April 2010 and must be pre-paid before they will be shipped. Kits will be shipped on a first-order, first-shipped basis and we encourage all competitors to place their orders as soon as possible.

Proof of race entry into the series must be provided before orders will be fulfilled.

Place orders by:

Phone – 317-852-9057

Fax – 317-534-3088

E-Mail – xr1200@vhmmotorsports.com

Appendix A

Offenses, Penalties, Protests and Appeals

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A1 General Information

- A1.1 Through the establishment and enforcement of various rules and procedures, AMA Pro Racing strives to regulate the sport of professional motorcycle racing in the fairest possible manner. By participating in an AMA Pro Racing event, each entrant, rider and participant agrees to abide by AMA Pro Racing's rules and procedures. In addition, AMA Pro Racing licensed entrants and riders may be held responsible for the actions of their crew members. As part of entering an AMA Pro Racing event, an entrant assures AMA Pro Racing that their crewmembers are AMA members in good standing. All parties involved in AMA Pro Racing events are expected to conduct themselves in a professional manner, respecting at all times the rights of others. Participation in AMA Pro Racing sanctioned activities is a privilege afforded to entrants, riders and event credential holders. All such participants understand that violation of AMA Pro Racing rules and procedures can lead to forfeiture of their entrant or competition licenses or event credentials, fines, points deductions, lap deductions, finishing position deductions, time penalties, disqualification and other disciplinary actions as outlined herein.
- A1.2 Rules directed or related to safety are promulgated to make all persons concerned with safety. AMA Pro Racing neither warrants safety if the rules are followed nor compliance with or enforcement of the rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.
- A1.3 Through its protest and appeal procedures, AMA Pro Racing provides a system of administrative review in the event of disputes which are eligible for such review. The goal of AMA Pro Racing's protest and appeal procedures is to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants.
- A1.4 Any participant who is fined under these rules will be deemed suspended from all AMA Pro Racing sanctioned activities until the fine has been paid. The fined party is entitled to a receipt upon payment. All fines and other disciplinary actions levied by AMA Pro Racing must be explained in writing. A copy must be given or sent to the disciplined party.
- A1.5 Any participant under suspension, or otherwise disciplined under these rules of competition, may be reinstated by action of, and in the sole discretion of AMA Pro Racing.

A2 General Offenses and Penalties

A2.1 This section outlines actions which are deemed to be detrimental to the sport of motorcycle racing and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, AMA Pro Racing may disqualify any entrant, rider or 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 AMA Pro Racing 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 expulsion from the event venue. Unless otherwise specifically provided for in these rules, AMA Pro Racing 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 AMA Pro Racing, to be detrimental to the sport of motorcycle racing. AMA Pro Racing 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 AMA Pro Racing.

A2.2 Any supplemental rules, regulations, instructions or procedures established by AMA Pro Racing for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.

A2.3 The following offenses will be subject to disciplinary action by AMA Pro Racing. This list is provided as guidance to licensed entrants, riders and event credential holders but does not restrict AMA Pro Racing from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.

- a. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by AMA Pro Racing, or in general, competing or attempting to compete in AMA Pro Racing sanctioned activities under false pretenses.
- b. Competing under a false name or in any other way attempting to gain an advantage.
- c. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
- d. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMA Pro Racing rules or procedures or to otherwise gain an advantage.
- e. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMA Pro Racing rules or procedures or to otherwise gain an unfair advantage.
- f. Refusing to provide a factual statement regarding an item under protest or appeal when requested by AMA Pro Racing or a party to the appeal, or interfering in any way with AMA Pro Racing's protest and appeal procedures in order to influence the outcome.

- g. Failing to ride in an event after entering without giving proper notice of non-participation.
- h. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start or completion of any portion of an AMA Pro Racing event.
- i. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.
- j. A physical or verbal attack on an AMA Pro Racing official 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 AMA Pro Racing event. There will be no maximum fine or suspension period for this offense.
- k. Refusal to submit a machine for inspection. Any team/rider refusing to immediately surrender their machine to AMA Pro Racing, or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
- l. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track; and in so doing gaining an advantage.
- m. Receiving any form of prohibited outside assistance.
- n. Failing to immediately respect and comply with operational or warning flags/lights or other signals from AMA Pro Racing.
- o. Failure to attend riders' briefings.
- p. Riding at any time in such a manner as to endanger other riders, officials or the public.
- q. Wagering by a participant on the outcome of any AMA Pro Racing sanctioned race.
- r. Failing a test for drugs or refusing to submit to drug testing as required from time to time by AMA Pro Racing under its Substance Abuse Policy.
- s. Causing or attempting to cause a race to be stopped. At the sole discretion of AMA Pro Racing, a rider who is judged to have intentionally caused a red flag may be excluded from restarting the race in question.
- t. Failure on the part of a manufacturer/distributor to fulfill the requirements of approval.
- u. Any other act or actions deemed by AMA Pro Racing to be detrimental to the sport of motorcycle racing.

A3 Equipment Offenses and Penalties

This section deals with violations of equipment regulations. Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at the post race inspection. Any motorcycle found to be in violation of equipment rules may be assumed to have been in violation for the entire race event. In passing a motorcycle through technical inspection, AMA Pro Racing does not warrant that motorcycle's adherence with all rules. Each entrant and rider in AMA Pro Racing classes assumes full responsibility for any violation of equipment rules involving their motorcycle.

A3.1 Equipment offenses are divided into two categories:

- a. Category 1 - An equipment violation that could potentially or effectively enhance the performance of a motorcycle used in competition.
- b. Category 2 - All other equipment violations.

A3.2 Impounding of Motorcycles and Components

- a. AMA Pro Racing 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 AMA Pro Racing to perform detailed inspections and testing.
- b. In the case of an appeal, AMA Pro Racing may retain custody of impounded equipment until the appeal process has been completed.
- c. In any case where a part has been determined to be in violation of AMA Pro Racing rules, that part may be held indefinitely by AMA Pro Racing, to prevent the use of that part in future AMA Pro Racing competitions. Entrants may submit requests in writing to AMA Pro Racing 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 AMA Pro Racing at least until the completion of the competition season.

A3.3 Penalties: At the discretion of AMA Pro Racing, any or all of the following penalties may be administered for violation of AMA Pro Racing Rules for Competition:

- a. Warning
- b. Probation
- c. Fine
- d. Total or partial loss of points or laps
- e. Total or partial loss of prize money
- f. Disqualification
- g. Suspension

A4 Protests

A4.1 Unless specifically excluded herein, entrants and riders 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.

A4.2 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.

A4.3 Every protest must be made separately and in writing. Each protest must specify the violation of AMA Pro Racing rules or procedures which is alleged, and must be accompanied by a filing fee. For a technical protest the filing fee is \$1,000, for all other protests the filing fee is \$500. AMA Pro Racing will not accept verbal protests or protests which are not accompanied by the required fee.

A4.4 The posting of provisional results starts the 30-minute protest period.

A4.5 Final determination of the timeliness of a protest will rest with AMA Pro Racing and such decision will be final to all concerned.

A4.6 Protests will not be accepted which concern the decision of AMA Pro Racing's timing and scoring.

A4.7 Protests will not be accepted on decisions of AMA Pro Racing officials with respect to the interpretation of AMA Pro Racing rules as they pertain to race procedures or AMA Pro Racing office policies. Such decisions include, but are not limited to, establishment of grids and assignment of starting positions; the start of the race; jump starts; the control of the motorcycles; the decision to delay, stop or shorten a race; establishment of restart grids; the display of flags; assessment of finishing position, lap or time penalties; and disqualifications, whether from a single event or the entire race event.

A4.8 AMA Pro Racing will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, AMA Pro Racing 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.

A4.9 Once made, a protest cannot be withdrawn without the permission of AMA Pro Racing.

A4.10 Any legitimate expense that AMA Pro Racing may incur as the result of a protest must be paid by the protesting party, and AMA Pro Racing 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.

A4.11 If AMA Pro Racing decides a protest in the 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 AMA Pro Racing.

A4.12 If AMA Pro Racing decides a protest in favor of the protested party, they 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.

A5 Appeals

A5.1 Appeals may be lodged by entrants and riders to initiate AMA Pro Racing's administrative review process.

- 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.)
- A5.2 An appeal must be in writing, signed by the appealing entrant or rider, and must state specifically the elements of the protest, fine, suspension, or technical disqualification being appealed and the grounds for the appeal. The appeal may either be filed at the event or submitted to:

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

The appeal must be received at AMA Pro Racing headquarters by 5:00 p.m. on the second business day after notification to the participant of the ruling or incident in question.

- A5.3 A filing fee of \$1,000.00 must accompany the appeal. The filing fee will be refunded only if the appealing party prevails. Laboratory fees must be paid by appealing party and are non-refundable.
- A5.4 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.
- A5.5 AMA Pro Racing will review all materials submitted as required 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.
- A5.6 Following the submission of an appeal, AMA Pro Racing shall take one of three initial actions:
- Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee.
 - Convene an appeal board.
 - Determine the appeal to be without merit. If the appeal is determined to be without merit, an amount in addition to the \$1,000.00 filing fee may be assessed against the appealing party. This amount will be equal to the actual costs incurred by AMA Pro Racing in making the initial determination and shall be considered a fine under these rules such that all applicable rules regarding fines will apply.

- A5.7 If the matter being appealed is a dispute between two participants, AMA Pro Racing 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.
- A5.8 Each appeal board will consist of three persons with no material interest in the matter at hand. Selection of the appeal board members is at the sole discretion of AMA Pro Racing, which will make every effort to assure a fair and impartial hearing.
- A5.9 No evidence or other information will be given to the appeal board members in advance of the hearing, and AMA Pro Racing will use its best efforts to keep the composition of the appeal board confidential until the hearing. Any effort by any party to unfairly influence a member 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.
- A5.10 The time and place of the appeal hearing will be determined by AMA Pro Racing. 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.
- A5.11 AMA Pro Racing will designate an individual who shall serve as non-voting chairman of the appeal hearing. No other member of the appeal board will be an employee of AMA Pro Racing.
- A5.12 AMA Pro Racing will confirm the time and place of the hearing in writing to the appealing rider, such notice to be made at least 10 days before the hearing unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed or faxed to the appealing party at the most recent address he or she has provided to AMA Pro Racing. AMA Pro Racing will make every effort to verbally confirm the time and place of the hearing with the appealing party.
- A5.13 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.
- A5.14 The appeal hearing will be informal and rules of evidence will not apply. The following guidelines for conduct will, however, be enforced by the chairman:
- The chairman and members of the appeal board may at any time ask any questions they deem appropriate.
 - All parties involved in the appeal will be expected to provide full cooperation to the members of the appeal board in establishing pertinent facts and gathering information.
 - All comments from parties involved in a dispute will be to the appeal board members. No debate between the disputing parties will be allowed.

- d. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the appeal board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.
 - e. Any party to a matter under appeal may request a written statement from AMA Pro Racing or any AMA Pro Racing competition entrant or rider license holder believed to have relevant information. Refusal by any AMA Pro Racing official or license holder to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.
 - f. Information presented to the appeal board must relate directly to the matter under appeal. Discussion of past appeals or situations involving other participants will not be considered. The chairman may ask the appeal board to rule on the validity of information or testimony being presented.
 - g. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.
- A5.15 The following order of business will be followed at appeal hearings:
- a. Introductions and summary of matter under appeal.
 - b. Presentation of written and oral testimony, with the party in a defense posture presenting its evidence last.
 - c. Questions from the chairman and appeal board members.
 - d. Closing statements, again with the party in a defensive posture going last.
 - e. After all evidence has been presented, the appeal board will go into executive session to consider its decision. The chairman may, upon the request of at least two members of the appeal board, be present as a consultant to this process. It is the responsibility of the appeal board to rule on the matter at hand within the context of existing AMA Pro Racing rules and regulations. Appeal boards are encouraged to make recommendations regarding such rules and regulations but have no power whatsoever to waive or modify rules that were in place at the time of the matter under appeal.
 - f. Decisions of the appeal board will be by simple majority.
 - g. Upon reaching a decision, the appeal board will inform the chairman of same and the chairman will assist in drafting the board's formal statement.
 - h. Upon completion of the appeal board's formal statement, the appeal hearing will be reconvened and the chairman will read the statement.
 - i. The hearing will be adjourned with the decision of the appeal board final to all parties.

- A5.16 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 AMA Pro Racing must either mediate a resolution to the appeal or convene a new appeal board.
- A5.17 AMA Pro Racing will reimburse actual expenses incurred by members of the appeal board. Parties and witnesses to the appeal will not be entitled to any such reimbursement.
- A5.18 If an appeal is upheld, the appealing party will be refunded the filing fee. If an appeal is denied, the filing fee will be retained by AMA Pro Racing to defray costs of the hearing.
- A5.19 While in the process of appealing a fine or suspension, a participant may continue to participate in professional events. However, this privilege may be denied, at the sole discretion of AMA Pro Racing, if the suspension is related to an offense under AMA Pro Racing 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.
- A5.20 The participants to the appeal agree that the determination of AMA Pro Racing in the event the appeal is determined to be without merit or the appeal board is final, binding and shall not be appealable to AMA Pro Racing, 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 AMA Pro Racing 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 AMA Pro Racing Rulebook. Any attempt to do so shall result in disciplinary action being imposed by AMA Pro Racing 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 AMA Pro Racing sanctioned competition or any lesser disciplinary action deemed warranted by AMA Pro Racing.
- A5.21 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 AMA Pro Racing be released to the public in any media deemed appropriate by AMA Pro Racing. The participants agree that they shall not bring a cause of action against AMA Pro Racing, or its respective directors, trustees, officers, employees, agents and assigns as a result of such publication.

Appendix B AMA Pro Racing Substance Abuse Policy

The safety and integrity of professional motorcycle racing are of paramount concern to AMA Pro Racing. Substance abuse is fundamentally inconsistent with safety and with the integrity of motorcycle sport. Accordingly, AMA Pro Racing has established a Substance Abuse Policy, which is a supplement to AMA Pro Racing's Rules for Competition and which is binding upon all riders, in the same manner and to the same extent as AMA Pro Racing Rules for Competition. Persons applying for any AMA Pro Racing license must agree to the following:

"I recognize the importance of maintaining the safety and integrity of professional motorcycle racing. Accordingly, I agree to strictly comply with AMA Pro Racing's Rules for Professional Competition and AMA Pro Racing'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 AMA Pro Racing 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 AMA Pro Racing competition license and the denial of my privilege to participate in any AMA Pro Racing sanctioned events."

All licensed riders are provided a copy of the AMA Pro Racing Substance Abuse Policy with the issuance of their rider license.

Appendix C Fuel Test Procedures

- C1 AMA Pro Racing has sole authority to direct the administration of fuel tests, which may be carried out at any time during the course of an event.
- C2 The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of AMA Pro Racing. The motorcycles selected for fuel sampling and testing will be placed in the impound area.
- C3 Containers for holding samples:
 - a. Must be clean and constructed of robust, fuel non-reactive, impermeable material.
 - b. Must be sealable.
 - c. Must have provision for identification.
- C4 The extraction of fuel from the machines must be directly from the fuel tank, and shall be subjected to initial fuel testing.
- C5 Should a fuel sample fail initial fuel testing, three (3) test samples will be collected from each selected machine. The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.
- C6 This information must be entered on the AMA Pro Racing 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.
- C7 The samples (A, B and C) must remain in the control of AMA Pro Racing. The rider or a representative of the entrant/rider/team must sign the fuel sample certificate acknowledging that a sample was taken, and the entrant or rider must receive a copy of the certificate.
 - a. Sample A and its certificate will be sent by express service to the official testing laboratory as determined by AMA Pro Racing, where the sample will be tested for compliance to the fuel specifications in accordance with standard scientific procedures.
 - b. Sample B and its certificate will be safeguarded at the AMA Pro Racing office and will be sent to the laboratory for testing if Sample A is found to be in non-compliance to the fuel specifications.
 - c. The results obtained from such testing must be attached to the laboratory's copy of the Fuel Sample Certificate and delivered to AMA Pro Racing as soon as practicable after the results have been obtained.
 - d. Sample C will be safeguarded at the AMA Pro Racing office for future testing if necessary.
 - e. Upon receiving the report from the laboratory that a fuel sample or samples are not in compliance with the rules, AMA Pro Racing will inform the entrant or rider and assess a penalty.

- f. The competitor may only request a re-test to verify the results. The re-testing will be at the competitor's expense.
- g. If after the second test the fuel is found still out of compliance the competitor may not appeal the results or the penalty assessed by AMA Pro Racing.
- 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.

Appendix D Glossary

The following definitions and abbreviations are adopted for use in these Rules.

Aftermarket - Produced by a manufacturer or fabricator other than the original equipment manufacturer

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

Bodywork - Seat/tail section, body panels and fenders

CC - (acronym) Cubic Centimeters

Displacement - The volume swept by the piston(s) in each stroke

Disqualification - The forfeiture of all awards, prizes and points earned in all races during that event

DOT - (acronym) United States Department of Transportation

ECU - (acronym) Electronic Control Unit

Eligible Equipment List - The list of approved parts that may be substituted for production parts where specifically allowed by the Rules for Competition

Event - A competition at which one or more races are held

Fairing - A structure on the exterior of a motorcycle for reducing aerodynamic drag

Field - All of the riders that make up a race

Grid - Starting area of a race

Homologation - AMA Pro Racing motorcycle approval process. Only homologated motorcycles may be utilized in AMA Pro Road Race competition

Manufacturer - The original manufacturer of a motorcycle, not the distributor

Model - A reference to a particular year and name assigned by manufacturers to certain motorcycles

Motorcycle - A rear wheel driven, two wheeled vehicle that is powered by a single engine for the purpose of racing

OEM - (acronym) Original Equipment Manufacturer

Official Results - A listing of the final finishing order of a race issued by scoring after the 30 minute protest period has expired

Paddock - Designated area primarily used for maintenance of event-entered competition motorcycles. May also include parking area for motorcycle transport and support vehicles

Participant - Every entrant, rider, club, association, company, promoter and all other persons participating or in any way connected with an AMA Pro Racing race event

Pit Crew - Mechanics and/or assistants

Pit Lane - Designated area directly adjacent to the race track that may include staging and signal zones. Access is limited to mechanics, officials or those with appropriate track pass credentials

Pole Position - Innermost front row starting position

Program - The predetermined outline of races that make up an event

Provisional Results - An initial listing of the finishing order of a race issued by scoring immediately following the race finish

Promoter - Any person or number of persons, company, corporation or club holding, proposing to hold or organizing an event

Qualify - To advance to a final race by timed qualifying or race finish position

Race - Competition in which two or more riders compete

Race Position - A rider's position based on his distance covered relative to the race leader

Race Track - The actual racing surface and runoff areas, plus the pit lane, grid and a test track, when provided, along with any other area where the riding of competition motorcycles is permitted

Rider - Any person who competes on the racetrack in an event

Scheduled Pit Stop - A predetermined point in a race where riders are required to exit the race track and proceed to their designated pit areas for scheduled bike maintenance or servicing

Scoring - Officials who provide all timing information and race results

Signal Zone - Area of limited access used only for teams to signal to riders

Staging or Starting Area - The location where riders and machines are assembled prior to the start of a race

Stock - Parts manufactured and delivered by the OEM, which are identical to the parts installed on the motorcycle by the OEM before retail sale

Superseded - This term refers to new OEM parts that replace old parts for increased safety or durability but not to improve performance

Suspension (with reference to penalties) - The loss of all rights to compete as an entrant, rider or to participate as a member of a pit crew for a stated period

TIF - (acronym) Technical Information Form - Individual technical specification summary for each homologated motorcycle approved for use in AMA Pro Racing competition



Technical Inspector - The technician who inspects all motorcycles and equipment of riders participating in an event.


Timed Qualifying - A practice session where all laps are electronically timed for each rider to determine qualifying order for a race


Wave - A group of riders that is part of the field on the starting grid

Appendix E Required Logo Placement

Stickers, patches or logos of brands that are direct competitors to AMA Pro Racing competition partners are not allowed to be visible at any time, and includes organizations and series branding. This includes motorcycles, crew clothing, canopies, pit equipment and all other items that have the possibility of being seen or photographed during an AMA Pro Racing event.

	<p>American SuperBike Requirements</p> <ol style="list-style-type: none"> 1. American SuperBike Class Decal: 4" x 1.75" Within 1" of the top-left corner of first number.
	<p>Daytona SportBike, SuperSport and Support Class Number Plate Requirements</p> <ol style="list-style-type: none"> 1. Appropriate AMA Pro Racing Class Decal: 4" x 1.75" in top left corner of number plate.

	<p>Crew Uniform Requirements</p> <ol style="list-style-type: none"> 1. Dunlop: 4.875" x .875" on Right and Left Collarbone (2) 2. Sunoco: 4.5" x 1.75" (measurements do not include arrow dimensions) on Left Sleeve 3. AMA Pro Racing: 2.875" x 1.25" (measurements include white box enclosing logo .125" beyond each dimension) on Left Chest below Dunlop.
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	<p>Rider Leather Requirements</p> <ol style="list-style-type: none"> 1. Dunlop: 4.875" x .875" on Right and Left Collarbone (2) and 10" x 1" on Middle lower back 2. Sunoco: 4.5" x 1.75" (measurements do not include arrow dimensions) on Left Sleeve 3. AMA Pro Racing: 2.875" x 1.25" (measurements include white box enclosing logo .125" beyond each dimension) on Left Chest below Dunlop.
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Motorcycle Logo Placement Requirements (All Classes)

1. Dunlop: 12" x 1.25" on Lower Fairing, each side (2) and 5" x 1" on Front Fender Legs (2)
2. Sunoco: 3" x 2.5" (6.25 sq. in) on Lower Fairing, Leading edge each side, above Dunlop (2)
3. AMA Pro Racing: 3.25" x 1.5" (measurements include white box enclosing logo .125" beyond each dimension) on Lower Fairing, Leading edge each side, above Dunlop behind Sunoco (2)
4. Contingency decals: Limited to no more than 4 square inches per decal, positioned behind the Dunlop logo on lower fairing.

