



## **Competitor Bulletin #2009-03**

**To:** All AMA Pro Flat Track Competitors  
**Date:** May 28, 2009  
**Effective Date:** Immediately  
**Subject:** Fuel Handling and Procurement

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### **Fuel Handling:**

Based on AMA Pro Racing's move to a spec fuel it is imperative that we review basic fuel handling procedures to be used in the paddock and on hot pit lane.

- All refueling should be done outside of the garages or team canopies. Refueling in a well ventilated area should help eliminate vapor build up.
- A fire extinguisher must be in the immediate vicinity and ready for use during all refueling procedures.
- All components of the fueling procedure need to be grounded the entire time. This includes the fuel source, the refueling personnel and the machine. The more positive the grounding method, the better.
- Particular care should be taken when using plastic fuel bottles as static build up and discharge is more prevalent with plastic.
- All fuel jugs being filled from a large drum should be placed on the ground before and during filling.
- Supply drums should be on the ground as well, not in the transporter or bed of a pickup truck.
- When removing the funnel or pump from the fuel container keep it physically in contact with the container while the last of the fuel drains out. Fuel that drains from a funnel or pump creates an electrical charge. If the pump or funnel breaks ground with the container or drum while this is happening it will create an electrical discharge in the form of a spark and can create an undesirable hazardous condition.

### **Fuel Procurement:**

- [http://www.amaproring.com/assets/FT\\_Fuel\\_Order\\_Form.pdf](http://www.amaproring.com/assets/FT_Fuel_Order_Form.pdf)
- Use the above link to preorder your VP C-12 AMA Pro Racing spec fuel.
- This procedure will eliminate the safety concerns of transporting fuel to the races and will eliminate any questions in regards to the legality of the fuel and its ability to pass post race technical inspection.