

Introduction

This book contains rules and technical requirements governing all events that make up the AMA Pro Racing Flat Track Championship. The rulebook is designed to provide the necessary information to assist licensed riders in the preparation of motorcycles for competitions sanctioned by AMA Pro Racing

As a general rule, unless optional equipment or modification is specifically permitted by this Rulebook it is 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, officials. If any equipment rule is unclear to the competitor, the 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 technical staff. Any prior verbal approval from AMA Pro Racing staff or officials without a written statement from the Technical Department with regards to 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 PROFESSIONAL RACES ARE EXPECTED TO CONDUCT THEMSELVES IN A PROFESSIONAL MANNER, RESPECTING AT ALL TIMES THE RIGHTS OF OTHERS. THE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT PURSUANT TO THE UNIFORM RULES. RULES DIRECTED OR RELATED TO SAFETY ARE PROMULGATED TO MAKE ALL PERSONS CONCERNED WITH SAFETY, BUT 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.

CATEGORIES OF RACING

The rules in this book apply to races run as part of the Grand National Championship Series and Hot Shoe Series. These races are comprised of the following classes:

**Expert Twins
Pro Twins
Singles**

The categories of racing include Half Mile (HM), Mile (M), Tourist Trophy (TT), and Short Track (ST).

Half Mile and Mile races are conducted on specially-prepared oval tracks. Either flat or banked surfaces are permitted. A track will be measured 18 inches from the pole with distances for a half-mile 1,750 feet minimum and a mile, 4,000 feet minimum. Twin-cylinder motorcycles are the primary equipment used for Expert Half-mile & Mile meets. Single-cylinder motorcycles will be used in Pro Short Track, TT, Half-Mile and Mile. Single-cylinder motorcycles will be used for Expert Short Track and TT events. Twins and singles cannot be raced in the same classes.

TT races are conducted on a specially-prepared course, no part of which shall be a traveled road, and which is irregular so that both right and left hand turns must be negotiated. The course should include a hill but must not have a water or mud crossing and should not be less than 15 feet in width at any point. Only single-cylinder motorcycles are used at TT meets.

Short Track races are conducted on specially-prepared oval tracks. Either flat or banked surfaces are permitted. A track will be measured 18 inches from the pole with a maximum distance of 1,750 feet. Only single-cylinder motorcycles are used at Short Track meets.

At the sole discretion of the race manager, the classes listed above for each type of racing may be changed for an individual meet.

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Section 1

General Equipment Standards

All motorcycles must meet these requirements. In addition to the following General Equipment Standards, motorcycle components may only be modified, removed, or replaced with the exceptions and restrictions listed under the specific rule section for each class.

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1.1 Special Technical Requirements

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

1.2 Homologation of 4-stroke Motorcycle Engines

- a. Only homologated motorcycles in the singles class and 4-stroke engines in the Pro Twins and Expert Twins classes may be used in professional Flat Track competition. AMA Pro Racing will only review applications for homologation from motorcycle manufacturers or their distributors.
- b. Once a motorcycle or engine has been approved, it may be used until such time that it is disqualified by new rules or rule changes.
- c. Compliance with homologation requirements will not guarantee AMA Pro Racing approval. Homologation may be withheld or withdrawn for any reason AMA Pro Racing deems in the best interest of Flat Track competition.
- d. Homologation procedure information is available from the AMA Pro Racing office.

1.3 Homologation of 4-stroke Cylinder Heads

- a. Updated or newly-designed cylinder heads may be utilized in the Pro Twins and Expert Twins classes, with AMA Pro Racing approval, on previously-approved 4-stroke engines.
- b. Cylinder heads submitted for homologation will be subject to the same approval procedures as 4-stroke engines.
- c. Compliance with homologation requirements will not guarantee AMA Pro Racing approval. Homologation may be withheld or withdrawn for any reason AMA Pro Racing deems in the best interest of Flat Track competition.

- d. Homologation procedure information is available from the AMA Pro Racing office.

1.4 Engines

- a. Engine Displacement Measurement
 - i. Engine displacement shall be recorded in cubic centimeters.
 - ii. Displacement = $B^2 (0.7854) H X$ B= Cylinder bore; H= Stroke; X= Number of cylinders (bore x bore x 0.7854 x stroke x number of cylinders)
 - iii. If bore and stroke are in millimeters, divide end product by 1,000 to convert to cubic centimeters (cc).
 - iv. If bore and stroke are in inches, multiply end product by 16.387 to convert to cubic centimeters.
- b. Supercharging and turbo-charging are prohibited.
- c. Safety wire used to secure required items must be a minimum of .024 inch diameter.
- d. Maximum allowable overbore.
 - i. 550cc–750cc U.S street production engines may change bore and stroke to achieve maximum displacement of 750cc.
 - ii. 750cc racing-only twin cylinder engines is 0.045 inch per cylinder.
 - iii. 751cc-1250cc U.S. street production engines are absolute, with no overbore allowance.
 - iv. All single cylinder engines are absolute, with no overbore allowances.
- e. Fuel injection is prohibited except where it is standard equipment on a homologated model.
- f. Coolant must not contain ethylene glycol.
- g. Motorcycles must be driven by rear wheel transmitted power only.

1.5 Engine Control System

- a. Homologated engine control unit (ECU), must be as homologated and inner software can be changed for the purposes of controlling spark and fuel only. Approved "piggyback" engine controllers may be used with their functions limited to spark and fuel table control only. Ignitions or ECU's which are not homologated must be submitted in writing to AMA Pro Racing. Approved units will be listed on the Eligible Equipment List.

1.6 Transmissions

- a. Primary drive type must be the same as the originally approved model except that chain or belt drive may be interchanged.
- b. Primary drive must be completely enclosed by a cover or guard.
- c. A maximum of six gearbox speeds will be allowed.
- d. Shift lever ends must be rubber covered.
- e. Number of transmission gears must be the same as the homologated model.

1.7 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.
- c. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame. Intent is to prevent another rider's wheel or leg from being trapped.

1.8 Fluid Containment

- a. All drain plugs must be safety-wired except plugs that are specially secured by other approved methods.
- b. Oil filter bolts must be secured with safety wire. Oil filter cans must be secured with metal clamps and safety wire.
- c. All vent lines coming out of the engine must be routed into a filter of at least 23 square inches (2 1/2" diameter by 3" long) or a heat-resistant catch can of at least 350cc capacity.

1.9 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 the 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 Supplementary Regulations.

1.10 Frame

- a. Cracked or broken frames are prohibited.
- b. All stands must be removed.
- c. Frame must be constructed of steel. OEM aluminum frames are permitted only on the originally approved model.

1.11 Footrests

- a. Both footrests must fold backward to a 45 degree angle.
- b. The top of the right side footrest may be serrated.
- c. The end of the footrest must be covered with at least ¼ inch of rubber or soft plastic (not tape).
- d. The maximum length of the footrest from the pivot point is five inches.

1.12 Handlebars and Controls

- a. Cracked or broken handlebars are prohibited.
- b. Control levers must have minimum 1/2 inch diameter ball ends.
- c. Motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar within reach of the riders hand when placed on the grip.
- d. Motorcycles must have a self-closing throttle mechanism.

1.13 Forks

- a. Fork stops must be installed of sufficient size and strength to prevent fork tubes from contacting the fuel tank in a crash.
- b. Fork oil drain screws must be safety-wired or securely taped.

1.14 Brakes

- a. Carbon fiber or carbon composite brake discs and/or carriers are not permitted.
- b. Aluminum or titanium rear brake discs are prohibited.
- c. In Mile, Half Mile, and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front wheel brakes are not allowed.
- d. In T.T. races, all motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- e. All foot-operated brake lever ends must be rubber-covered.

1.15 Wheels

- a. All Flat Track motorcycles must use 19 inch diameter wheels, front and rear.
- b. Maximum wheel rim width is 3 ½ inches.
- c. Wheel axles must be made of steel.

1.16 Tires

- a. The only tires eligible for use at AMA Pro Racing Grand National Championship meets are:
 - i. Front Tire-All Flat Tracks
Dunlop/Goodyear DT-11 27.0x7.0-19 D3616/CD-5
 - ii. Rear Tire-All Flat Tracks
Dunlop/Goodyear DT-11 27.5x7.5-19 D1637/CD-8
- b. The following tires are eligible at Hot Shoe meets. Additions to this list may be added as they are accepted. Updated information will be available at tech inspection at each event:
 - i. Front Tires-All Flat Tracks

Dunlop/Goodyear	DT-11 27.0 x 7.0-19	D3616/CD-5
Dunlop	K180 110/80-19 59H	
Continental	130/80-19 CM7	
Maxxis	M7302 27.0 x 7.0-19	DTR-1 CD3
 - ii. Rear Tires-T.T. and Short Tracks Only

Dunlop/ Goodyear	DT-11 27.5 x 7.5-19	D1657/CD-5
Continental	140/80-19 CM5	
Maxxis	M7302 27.5 x 7.5-19	DTR-1 CD3
 - iii. Rear Tires-All Flat Tracks, All Paved Tracks

Dunlop/Goodyear	T-11 27.5 x 7.5-19	D1637/CD-8
Continental	140/80-19 CM7A	
Maxxis	M7302 27.5 x 7.5-19	DTR-1 CD5
- c. Maximum overall rear tire width is 6.0"
- d. No chemical applications are permitted.
- e. Re-grooving, cutting of the tire block, and tractionizing are not permitted. Rasping/deglazing of tire will be permitted.
- f. Studded tread of any material is not permitted.

- g. AMA Pro Racing reserves the right to impound tires at anytime during a meet for whatever inspection and/or testing it deems necessary.

1.17 Fuel Tanks

- a. Minimum capacity: 5 liters (1.32 gal.)
- b. The same size fuel tank used on a motorcycle in qualifying must be retained for the entire meet.
- c. Fuel tank vent lines must have a device which prevents the escape of gasoline.
- d. Shut-off valves are required on all fuel lines coming from the fuel tank.

1.18 Fairings / Bodywork

- a. Fairings/Bodywork or other devices solely designed for the purpose of decreasing wind resistance are not permitted on the front or rear of the motorcycle with the following exceptions:
 - i. No bodywork other than a seat/tail section or number plate displays are permitted to the rear of a plane drawn vertically through the rear wheel axle.
 - ii. 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.
 - iii. Seat/tail section cannot be more than 200mm in height measured from the seat base.

1.19 Fenders

- a. Rear fenders must provide adequate tire clearance.
- b. Front fenders are not allowed with the exception of Supermoto style fenders for TT competition only.

1.20 Numbers and Number Plates

- a. All motorcycles must have actual number plates with minimum dimensions of 10 inches high and 12 inches wide. Front number plates must be flat and mounted parallel to the fork tubes in such a manner as to prevent deflection of the plate during the event. Any attempt at streamlining, such as curved plates or plates that are not rigidly mounted, is prohibited.
- b. Plastic or fiberglass number plates may be no less than 1/16 inch thick. Metal plates may be no less than 0.045 inch thick or 0.030 inch thick if bead-edged.

c. Single class motorcycles are allowed to use OEM front and side number plates. The number plates must be from the same model, year and manufacturer as the frame.

d. All numbers must be solid color with no outlining and acceptable fonts are depicted in Appendix E.

e. Front and left side numbers must be a minimum of 8 inches high and 1 inch wide. Right side numbers may be reduced to 7 inches tall to provide space for team sponsor advertising. Maximum number width is 2 inches, except for champions' number ones, which may be up to 3 inches wide. Ample space (approximately 1 inch) must be provided around and between numbers.



f. District letter must be 5 inches high and a minimum of 1 inch wide. It must appear in the lower right hand corner of the number plate and be separated from the number by 1 inch.

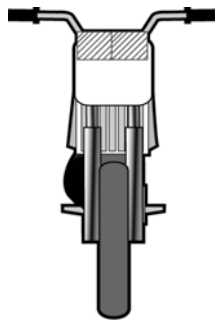
g. Left side number plate must be a minimum of 5 inches behind the left foot-peg.

h. Number Plate Colors:

i. Expert Classes White plates, black numbers

ii. Pro Class White plates, red numbers

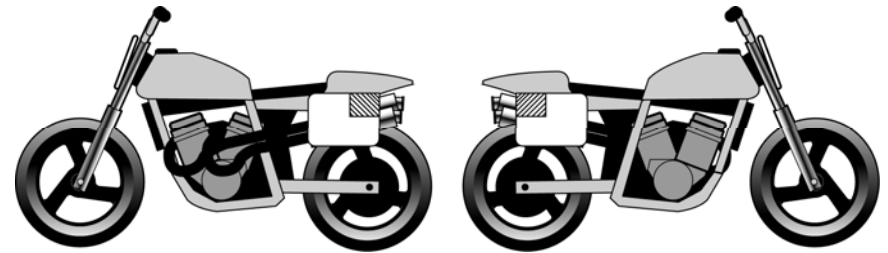
i. The striped area on the front number plate is reserved for the current AMA Pro Racing Flat Track title sponsor logo. At minimum, the front number plate sticker must be 1 inch high and 8 inches wide. The approved front number plate design will contain the current AMA Pro Racing Flat Track logo followed by a Series Title Sponsor logo, and again followed by the current AMA Pro Racing Flat Track logo when possible.



j. The correct AMA Pro Racing Flat track logo must be displayed on both side number plates.



k. The striped areas on both side number plates are reserved for the current AMA Pro Racing Flat Track logo. At minimum, the logo must be 3 inches wide and 1 1/8 inch high.



i. The number fonts (styles) illustrated in the appendices are acceptable. Excessive condensing or stretching of the numbers is not allowed. Current class champions are permitted to have specially-sized number ones.

1.21 Fuel Specifications

a. All motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814, with the following clarifications:

i. The specific gravity must fall within the range: .715 - .775 at 60F.

ii. The maximum oxygen content is 4.0% m/m.

iii. The only allowable oxygenates are ether and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814.

iv. Epoxides (i.e. propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not allowed.

v. Lubrication additives are permitted provided the resulting mixture would meet all other requirements.

vi. See Appendix E for Fuel Test Procedures.

vii. For all Grand National Championship events VP C12 will be the official spec fuel.

1.22 Weight Limits and Weighing Procedures

a. Weight limits must be met after qualifying or after a race in the condition the motorcycle finishes the event, as determined by the official AMA Pro Racing scale at the meet.

b. The official AMA Pro Racing scale used on race day will be the only scales used for weight verification and will be final.

- c. If the weight displayed on the scales after the momentary stabilization period oscillates between two numbers the higher number will be used.
- d. The official AMA Pro Racing scale will be available for weight checking before qualifying and the final races.
- e. If the official AMA Pro Racing scale is not available for weight checking prior to the final races then post race weighing will not take place.
- f. No fluids may be added to the motorcycle, except water to the radiator.
- g. A motorcycle must be taken directly from the track to the scale and weighed with remaining fuel in the fuel tank. No additional fuel may be added.
- h. See weight requirements listed under each Flat Track class.
- i. Minimum weights are adjusted to allow weight checking to be accomplished without draining fuel tanks after heat races or finals.
- j. If a motorcycle weighed in this manner is found to be under the adjusted minimum, then the fuel tank must be drained and the motorcycle weight checked at the dry weight minimum.
- k. **All chassis ballast must be fixed to the frame. Under no conditions is it allowable to add chassis ballast as rotating mass outside of normal balancing procedures. Any type of fluid in the tires used as ballast is not permitted.**

1.23 Restrictor Plates

- a. Restrictor plates may be required to control horsepower and speed or to improve competition.
- b. AMA Pro Racing reserves the right to require restrictor plates on any approved model. Different diameter plates may be assigned to various models.
- c. A 30-day notification period will begin from the date AMA Pro Racing initiates or adjusts any restrictor plate requirements to the effective date of these requirements.
- d. Restrictor plates must be obtained from AMA Pro Racing.
- e. See Specifications and Installation of Restrictor Plates under GNC Twins Class Technical Standards.

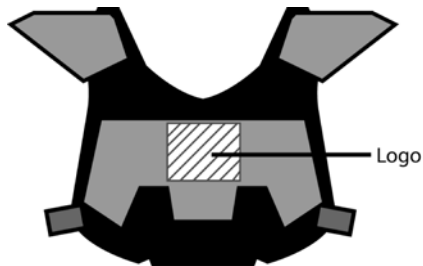
1.24 Telemetry and Traction Control

- a. Electronic devices designed specifically for traction control are prohibited. This includes sensors that can determine front wheel speed, and any electronic control to the brake systems.
- b. Electronic transmitting of information, including radio communication, to or from a moving motorcycle is prohibited with the following exceptions:
 - i. AMA Pro Racing transponders utilized for scoring purposes (mandatory equipment assigned by AMA Pro Racing).
 - ii. Data or video transmitted for the sole use by the AMA Pro Racing-approved event television production (mandatory equipment assigned by AMA Pro Racing).

1.25 Riders Apparel

- a. Helmet
 - i. Riders must wear helmets at all times when riding on track.
 - ii. Helmets must be of the full face type and conform to one of the following recognized standards. The helmet must have a label affixed certifying its approval.
 - USA: Snell M 2005
 - United Nations: Regulation ECE 2205 P'
 - UK: BSI 6658 Type A
 - Japan: JIS T 8133:2
 - iii. 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.
- b. Face shields or goggles must be shatter resistant. Goggles must be worn at the start of each event.
- c. Boots must be at least eight inches high.
- d. A skid shoe may be used. When used, the skid shoe must be made with a curved front end at the toe end of the shoe, with no sharp edges on the entire shoe. Titanium cannot be used in the construction of skid shoes.
- e. Gloves may be made of leather or other protective material and must be worn while the motorcycle is on the race track.
- f. Riding Suit

- i. Suits must be made of leather or Kevlar.
- ii. Suits must be one piece or, if a two piece suit is worn, the upper and lower pieces must be securely fastened.
- iii. For T.T. and Short Track races only, motocross style jerseys and pants may be worn.
- iv. Motocross style jerseys must be long sleeve. Short sleeves or ¾ sleeves are not permitted.
- v. Acceptable number styles are located in Appendix E.
- vi. All riders must display the AMA Pro Racing Logo on the upper left front torso or left shoulder area of their jersey and/or leathers.



- vii. If the rider uses a chest/back protector, the logo must be located in the center front on the chest/back protector. This is in addition to the logo located on the jersey.
- g. Riders are required to wear a commercially manufactured back protector specifically designed for race use.
- h. All riders must have their last name on the back of the riding uniform at the shoulder level.
- i. When wearing motocross style jersey, rider's number must be located below last name on back of jersey.
- j. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.

1.26 Display of AMA Pro Racing Logo

- a. All riders are required to have approved logos in place whenever they are competing in any part of an AMA Pro Racing sanctioned event.
- b. The official AMA Pro Racing logo and/or logo artwork file, number plate stickers and adhesive apparel patches will be available at Technical Inspection at each race meet. The official AMA Pro Racing logo is also a part of the front number plate design, which will also include the series title sponsor.
- c. If a 3rd party produces number plates and/or jerseys for riders prior to meets, they may request logo files from the AMA Pro Racing Technical Department. The request for artwork by a 3rd party should include the rider's name.
- d. Disclaimer for use of AMA Pro Racing registered Trademarks: AMA Pro Racing and the other logos and trademarks shown herein are 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 mark outside of this capacity is prohibited without 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 prohibited without a license from or the express, written permission of AMA Pro Racing.

1.27 Mechanics and Race Crew

- a. Mechanics and race crew must present a clean and neat appearance.
- b. Only appropriately dressed persons displaying proper credentials will be allowed in the pit area.
- c. Mechanics and race crew personnel not wearing team uniforms will be considered guests only and not allowed in competition related areas including tech inspection, riders meeting, staging and track areas.
- d. Cut-offs, torn jeans, sleeveless shirts and open-toe shoes are prohibited in the pit area.
- e. Mechanics are encouraged to display the AMA Pro Racing patch on uniform shirts.
- f. Wearing clothing exhibiting obscene material or inappropriate aphorisms is not allowed in the pit area.

- g. Team uniform shirt must have a collar to be allowed on track, hot pit, signaling and starting areas.

1.28 Rider Responsibility

IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET AND APPAREL WHICH WILL PROVIDE APPROPRIATE PROTECTION.

ALTHOUGH AMA PRO RACING APPROVES MATERIALS, AMA PRO RACING DOES NOT ENDORSE OR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS.

RIDERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS AND APPAREL FOR PROTECTION AND DURABILITY.

Section 2

Expert Twins Class Technical Standards

Grand National Championship Twins motorcycles must meet the following requirements in addition to the applicable requirements in General Equipment Standards. All other modifications are unrestricted.

Section	Expert Twins Class Technical Standards	Page
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2.1 Engines

- a. Engines must be homologated for use in AMA Pro Racing competition.
- b. Only 4-stroke twin cylinder engines that are designed for U.S street production motorcycles may be used with the exception of the racing only engines listed below.
- c. Racing only engines must be 4-stroke twin cylinder engines designed specifically for that purpose and need not meet the U.S street production motorcycle requirement if they meet the displacement restriction.
- d. Engine Displacement
 - i. 550cc – 1250cc with the following restrictions:
 - 1. Racing only engines may not exceed 750cc.
 - 2. Engines greater than 1000cc are restricted to air/oil cooled.
- e. Material and castings of the cylinders, cylinder heads and crankcases must be the same as the originally manufactured model. Material may be added or removed from these items.
- f. U.S. street-production 550cc-750cc engine displacement may be changed to achieve the class displacement limit by modifying the bore and stroke. (Expert class only)
- g. U.S. street-production 751cc-1250cc engine displacement is absolute.
- h. On 900cc-1250cc engines, materials and castings of the cylinder heads (except two-valve pushrod engines) and crankcases must be the same as a DOT-legal motorcycle. Available aftermarket two

valve cylinder heads may be utilized on two valve pushrod air-cooled engines only.

- i. Engines may be equipped with a maximum of one carburetor per cylinder. Manifolding between cylinder intakes is not allowed.
- j. Maximum allowable overbore for 750cc twin cylinder race only engines is 0.045 inch per cylinder. All other class displacement limits are absolute, with no overbore allowance.
- k. To prohibit the practice of “twingling” a twin, any modification of engine components to alter the stock OEM firing order/spacing of the cylinders is prohibited.
- l. Fuel Injection
 - i. OEM fuel-injected engines may be changed to carburetion. After-market fuel injection throttle bodies are not permitted.
 - ii. If fuel injection is retained, OEM throttle bodies cannot be modified. Fuel delivery/electronic components and linkage may be modified or changed.
 - iii. If fuel injection is retained, OEM rubber manifolds must be retained.

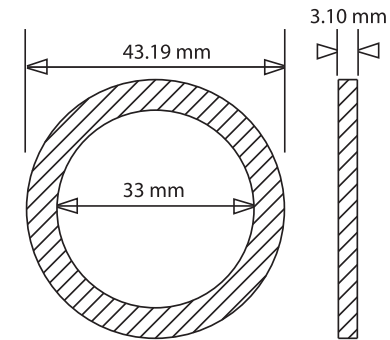
m. Engine Control System / Ignition

- i. Must be as homologated or AMA Pro Racing approved.

2.2 Specifications and Installation of Restrictor Plates

- a. AMA Pro Racing issued restrictor plates are required in the following engines for half-mile and mile events.
Harley-Davidson XR750
Honda RS750
751cc-1250cc twin cylinder engines
- b. Restrictor plates issued at technical inspection must be used and must be returned there following the rider’s final meet. Failure to do so may result in a fine.

- c. A typical restrictor plate is 1/8 inch thick stainless steel plate containing a round hole in the center of the air path. The hole has square corners with no radius or chamfer on either side. (See illustrations). All intake air for each cylinder must be inducted through these plates.



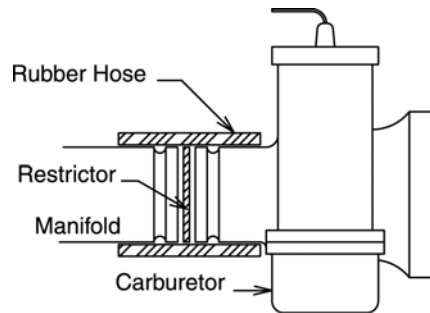
Restrictor Plate
(HD XR 750 GNC example)

- d. The inside diameter of the area, (rubber or metal manifold), on the cylinder head side or restrictor plate for a distance of 1 inch is a controlled dimension as well as the inside diameter of the carburetor or throttle body, (See specifications table). The intent is to maintain two areas directly on either side of the restrictor that will prevent any form of jetting or flow work that would offset the intended reduction in air flow.
- e. The restrictor plates cannot be modified in any manner.

f. Restrictor Specifications. (Carbureted):

Model/Type	Restrictor ID	Carb. Min. ID	Manifold Min. ID
550cc-750cc			
XR & RS 750	33mm	37.5mm	34.5mm
751cc-1250cc	38mm	44mm	44mm

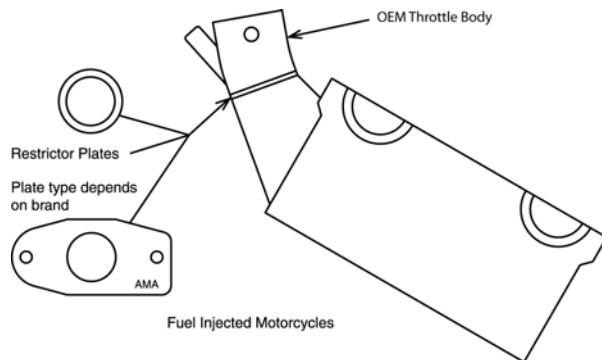
Restrictor must be installed directly against the engine side of the carburetor casting, (no spacers). If the restrictor is not held against the carburetor by the manifold as in the illustration, a spacer must be provided between the restrictor and the manifold. The inside diameter of any spacer is the same as the manifold minimums. Minimum inside diameters must be maintained for a distance of 1 inch on either side of the restrictor.



g. Restrictor Specifications by Model/Type, (Fuel injected):

Model/Type	Restrictor ID	Port & OEM Manifold Min. ID
751cc-1250cc	38mm	Both no smaller than stock

Typical installation of the restrictor is between the OEM rubber manifold and the cylinder head as in the illustration but this may vary on some models. Contact AMA Pro Racing's Technical Director for specifics. Minimum inside diameters must be maintained for a distance of 1 inch on either side of the restrictor.



2.3 Weight Requirement

Displacement

Minimum Weight Requirement

550cc – 750cc

XR & RS 750

751cc and up

310 pounds without fuel

310 pounds without fuel

314 pounds with fuel

314 pounds with fuel

Section 3

Singles Class Technical Standards

Grand National Championship Singles motorcycles must meet the following requirements in addition to the applicable requirements in General Equipment Standards. All other modifications are unrestricted.

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3.2	Homologation of Motorcycles.....	24
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3.1 Engine Displacements

- a. 251 - 450cc 4-stroke

3.2 Homologation of Motorcycles

- a. Only motorcycles homologated by AMA Pro Racing may be used in competition. AMA Pro Racing will only accept applications for homologation from motorcycle manufacturers or their distributors.
- b. Once a motorcycle has been homologated, it may be used until such time that the homologated motorcycle no longer complies.
- c. Compliance with homologation requirements will not guarantee an AMA Pro Racing homologation. The homologation may be withheld or withdrawn for a just cause that AMA Pro Racing deems in the best interest of the sport.
- d. The homologation procedure and information is available from the AMA Pro Racing Technical Department.

3.3 Engines

- a. Engines are restricted to a single cylinder.
- b. Engine Displacement Measurement Calculation
 - i. Engine displacement shall be recorded in cubic centimeters.
 - ii. $\text{Displacement} = B^2 (0.7854) H X$ B= Cylinder bore; H= Stroke; X= Number of cylinders (bore x bore x 0.7854 x stroke x number of cylinders)
- c. Material and castings of cylinders, cylinder heads, and crankcases must be the same as an originally approved model of the same manufacturer. Material may be added or removed from these items. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.
- d. Original intake and exhaust valve angle must remain the same as on the homologated model.
- e. Fuel injection is permitted only if it is standard equipment on the homologated model.
- f. Engine Control System / Ignition
 - i. Must be as homologated or approved by AMA Pro Racing.
- g. Effective 2010, outer diameter valve seat dimensions for singles must remain as originally produced.

3.4 Transmissions and Primary Drive

- a. Motorcycles are restricted to the use of rear wheel drive only.
- b. Primary drive method must remain the same as the homologated model.
- c. The primary drive must be completely enclosed by a cover or guard.
- d. The maximum number of speeds in the gearbox is six.
- e. Number of transmission gears must be the same as the homologated model.

3.5 Exhaust System

- a. Exhaust pipes and mufflers must fulfill all requirements concerning sound control.
- b. Must be securely attached together and bolted to the frame.
- c. Mufflers must have internal mechanical or packed baffling.
- d. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.
- e. The inside of the exhaust discharge end must be a maximum of 5 inches from the outside edge of the tire or frame. Intent is to prevent another rider's wheel or leg from being trapped.

3.6 Sound Requirements

- a. Motorcycles must meet sound limits of 105 dB/a measured on the "A" scale at 20 inches (500mm).
- b. Test procedure prescribed by AMA Pro Racing, is in accordance with SAEJ1287.

3.7 Frame

- a. The main frame must be the same as an originally homologated model of the same manufacturer.
- b. Cracked or broken frames are prohibited.
- c. Strengthening gussets or tubes may be added, but none may be removed.
- d. All stands must be removed.
- e. All footrests must fold to a 45 degree angle.
- f. The maximum length of the footrest from the pivot point is 5 inches.

- g. Footrests may be raised or lowered.
- h. Accessory brackets (for radiator, coil, shock reservoir, etc.) may be changed, relocated, or removed, however radiator must remain in same location as homologated model.
- i. Engine mount location, steering head, swingarm pivot point, and rear suspension linkage point must be the same as the homologated model.
- j. Subframes may be replaced with aftermarket units of steel or aluminum provided they are similar in design to the production part and utilize original mounting points.

3.8 Swingarm

- a. Swingarm must be the same as an originally homologated model of the same manufacturer.
- b. Strengthening gussets or tubes may be added, but none may be removed.
- c. Chain guides may be removed or relocated.
- d. Modifications are permitted for aftermarket brake components, spacers and axle adjusters.
- e. Modifications are not allowed to alter the fore and aft axle adjustment dimensions.
- f. Aftermarket linkage system and linkage arm may be replaced provided pivot and linkage locations from the homologated model are retained.

3.9 Forks and Shocks

- a. Homologated inner and outer fork tubes, axle lugs, cartridge, and piston rod must be retained, modifications are permitted. All other fork parts may be replaced.
- b. The manufacturer's original concept of either single or double shocks must be maintained. Aftermarket shocks are permitted.

3.10 Fuel Tanks

- a. Replacement tanks may be utilized in place of originals provided their weight and capacity are no less than the approved production tanks they replace.

3.11 Brakes

- a. Carbon fiber or carbon composite brake discs and/or carriers are not permitted.
- b. Aluminum or titanium rear brake discs are prohibited.

3.12 Weight

- a. No minimum weight limit

3.13 Items that may be replaced

- a. Wheels
- b. Brake disc/rotors.
- c. Steering head races and bearings.
- d. Brake Calipers
- e. Triple Clamps
- f. Seat base and foam
- g. Radiator shrouds, side panels and rear fender with stock appearing replacements.
- h. Supermoto style front fenders are allowed in TT competition only.

Section 4

Pro Twins Class Technical Standards

Pro motorcycles must meet the following requirements in addition to the applicable requirements in General Equipment Standards. All other modifications are unrestricted. 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 removing restrictors or weight to that type or model of motorcycle to restore competitive balance.

Section	Pro Twins Class Technical Standards	Page
4.1	Engines.....	18
4.2	Specifications and Installation of Restrictor Plates.....	19
4.3	Weight Requirement.....	22

4.1 Engines

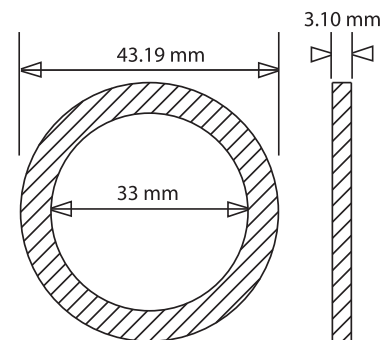
- a. Engines between 750cc-1000cc must be homologated for use by AMA Pro Racing.
- b. Only 4-stroke twin cylinder engines that are designed for U.S street production motorcycles may be used with the exception of the HD XR750cc racing only engine.
- c. Racing only engines must be 4-stroke twin cylinder engines designed specifically for that purpose and need not meet the U.S street production motorcycle requirement if they meet the displacement restriction.
- d. Engine Displacement
 - i. 550cc – 1250cc with the following restrictions:
 - 1. Racing only engines may not exceed 750cc.
 - 2. Engines greater than 1000cc are restricted to air/oil cooled.
- e. Material and castings of the cylinders, cylinder heads and crankcases must be the same as the originally manufactured model. Material may be added or removed from these items.
- f. Engine displacement may be changed to achieve the class displacement limit by modifying the bore only. On 900cc-1000cc engines, bore and stroke may be changed to achieve the class displacement.

- g. On 900cc-1250cc engines, materials and castings of the cylinder heads (except two-valve pushrod engines) and crankcases must be the same as a DOT-legal motorcycle. Available aftermarket two valve cylinder heads may be utilized on two valve pushrod air-cooled engines only.
- h. Engines may be equipped with a maximum of one carburetor per cylinder. Manifolding between cylinder intakes is not allowed.
- i. Maximum allowable overbore for 750cc twin cylinder race only engines is 0.045 inch per cylinder. All other class displacement limits are absolute, with no overbore allowance.
- j. To prohibit the practice of “twingling” a twin, any modification of engine components to alter the stock OEM firing order/spacing of the cylinders is prohibited.
- k. Fuel Injection
 - i. OEM fuel-injected engines may be changed to carburetion. After-market fuel injection throttle bodies are not permitted.
 - ii. If fuel injection is retained, OEM throttle bodies cannot be modified. Fuel delivery/electronic components and linkage may be modified or changed.
 - iii. If fuel injection is retained, OEM rubber manifolds must be retained.
- l. Engine Control System / Ignition
 - i. Must be as homologated or AMA Pro Racing approved.

4.2 Specifications and Installation of Restrictor Plates

- a. AMA Pro Racing issued restrictor plates are required in the following engines.
 - Harley-Davidson XR750
 - Honda RS750
 - 751cc-1250cc twin cylinder engines
- b. Restrictor plates issued at technical inspection must be used and must be returned there following the rider’s final meet. Failure to do so may result in a fine.

- c. A typical restrictor plate is 1/8 inch thick stainless steel plate containing a round hole in the center of the air path. The hole has square corners with no radius or chamfer on either side. (See illustrations). All intake air for each cylinder must be inducted through these plates.



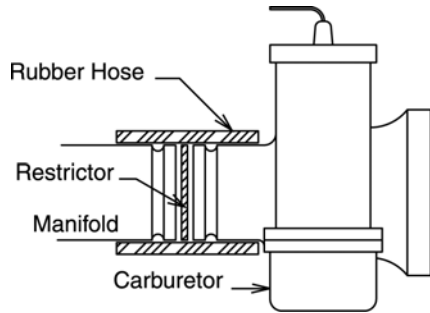
Restrictor Plate
(HD XR 750 GNC example)

- d. The inside diameter of the area, (rubber or metal manifold), on the cylinder head side or restrictor plate for a distance of 1 inch is a controlled dimension as well as the inside diameter of the carburetor or throttle body, (See specifications table). The intent is to maintain two areas directly on either side of the restrictor that will prevent any form of jetting or flow work that would offset the intended reduction in air flow.
- e. The restrictor plates cannot be modified in any manner.

f. Restrictor Specifications. (Carbureted):

Model/Type	Restrictor ID	Carb. Min. ID	Manifold Min. ID
550cc-750cc			
XR & RS 750	27mm	37.5mm	34.5mm
751cc-1250cc	32mm	44mm	44mm

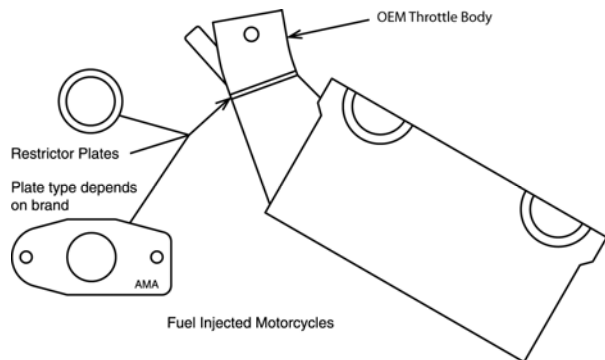
Restrictor must be installed directly against the engine side of the carburetor casting, (no spacers). If the restrictor is not held against the carburetor by the manifold as in the illustration, a spacer must be provided between the restrictor and the manifold. The inside diameter of any spacer is the same as the manifold minimums. Minimum inside diameters must be maintained for a distance of 1 inch on either side of the restrictor.



g. Restrictor Specifications by Model/Type, (Fuel injected):

Model/Type	Restrictor ID	Port & OEM Manifold Min. ID
751cc-1250cc	32mm	Both no smaller than stock

Typical installation of the restrictor is between the OEM rubber manifold and the cylinder head as in the illustration but this may vary on some models. Contact AMA Pro Racing's Technical Director for specifics. Minimum inside diameters must be maintained for a distance of 1 inch on either side of the restrictor.



4.3 Weight Requirement

Displacement

Minimum Weight Requirement

550cc – 750cc

XR & RS 750

751cc and up

310 pounds without fuel

310 pounds without fuel

314 pounds with fuel

314 pounds with fuel

Section 5

Licenses and Credentials

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5.2	Rider Eligibility and National Numbers.....	33
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5.1 Competition Licenses

- a. All riders participating in any on-track practice, qualifying or racing must have a valid AMA Pro Racing license of the appropriate classification. Licenses are not issued at the race track.

b. Half Mile and Mile

Grand National	License Requirements
Twins	EXPERT
Singles	EXPERT
Singles	PRO

National Hot Shoe™	License Requirements
Singles	EXPERT
Twins	EXPERT
Singles	PRO
Twins	PRO

c. Short Track and TT

Grand National	License Requirements
Singles	EXPERT
Singles	PRO

National Hot Shoe™	License Requirements
Singles	EXPERT
Singles	PRO

5.2 Rider Eligibility and National Numbers

- a. Pro License
 - i. An AMA Pro Racing “Pro License” is issued to eligible riders who have reached the age of 16 years and meet either of the following criteria;

- 1. Must hold an Amateur “A” classification or can prove top level amateur experience in his/her district and 1 year of current flat track racing experience.
- 2. Licensed Pro Sport or Basic Expert riders who have held a Pro Sport or Basic Expert license for one year and not earned 100 point advancement points on a single-cylinder machine or 50 points on a twin-cylinder machine.

b. Expert License

- i. An AMA Pro Racing “Expert License” is issued to eligible riders who meet either of the following criteria:
 - 1. Current licensed Expert riders.
 - 2. Licensed Pro Sport or Basic Expert riders who have held a Pro Sport or Basic Expert license for one year and earned 100 advancement points on a single-cylinder machine or 50 points on a twin-cylinder machine.

c. National Numbers

- i. Expert Riders who have qualified for a Twins or Singles Grand National main event are eligible for National Number the following season.
- ii. A Rider will retain a National Number as long as he/she meets the following criteria.
 - 1. Apply for an Expert License each season.
 - 2. Numbers 10-99 are available.

- d. If all 10-99 National Numbers have all been issued, a rider going the longest without earning a National Point may be subject to losing his/her National Number.

5.3 Credential Display

- a. All Credentials provided by AMA Pro Racing are the property of AMA Pro Racing and can be revoked at any time without refund of credential fees. Use and display of credentials are subject to the following:
- 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 credentials and specific AMA Pro Racing lanyard is cause for disciplinary action or revocation.

- d. Any person without the proper issued credential in their possession may be required to pay the applicable race day rates to be issued the appropriate pass for access to the meet. Licenses are not issued at the race track. It is recommended that processing of the license be completed thru the AMA Pro Racing office 30 days before the first event at which a rider intends to participate.

5.4 Contact Information

- a. Additional licensing information and applications are available from the AMA Pro Racing Competition Services Department.

AMA Pro Racing
 Attn: Competition Services
 735 Fentress Blvd.
 Daytona Beach, FL 32114
 Phone 386-492-1014
 Fax 386-274-2335
<http://www.amaproracing.com/competition/>

AMA Pro Flat Track
 8101 Boat Club Road
 Suite 200
 Fort Worth, TX 76179
 Phone 817-717-2913
 Fax 817-764-5666

Section 6
Race Rules and Procedures

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6.1 The Racing Program

- a. Each round of the AMA Pro Racing Grand National Championship is conducted in a single day. Riders in each class are given practice time on the track leading up to one or more heat races, which set the field for final races. Finals in the GNC classes normally run 25 laps, while other classes typically have 12 -15 lap finals. The riders for each race line up in 1 to 3 lines with a fourth line being a full field penalty line. Riders who jump the start of a race are placed on the penalty line for the first offense. If the rider jumps the start from the penalty line he is removed from the race, ending his racing for the day.

6.2 Participant Regulation

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

6.3 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.

6.4 Substance Abuse Policy

- a. In the interest of maintaining the integrity of motorcycle sports, AMA Pro Racing has established a Substance Abuse Policy and from time to time conducts tests for drugs and alcohol. Compliance with the AMA Pro Racing Substance Abuse Policy is an essential precondition to the issuance of Professional Competition licenses. Any violation of the policy, or refusal to submit to testing as requested by AMA Pro Racing, will result in the immediate cancellation of licenses and loss of all rights to compete in AMA Pro Racing sanctioned meets. A copy of the AMA Pro Racing Substance Abuse Policy is provided to each licensed rider at the time when the rider license is issued.

6.5 Intravenous Hydration

- a. At no time during a meet will a rider receive any type of intravenous rehydration unless such rehydration 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, practices, heat races, qualifying sessions or final events.

- b. Once a rider receives such rehydration during a meet, that rider will not be permitted to compete in any further events including, but not limited to, any further practice sessions, heat races, qualifying sessions or final events comprising any event in the meet unless and until the rider is released by the medical personnel who treats the rider for the specific emergency medical situation at issue.

6.6 Track Rentals - Unofficial Practice

- a. At racetrack facilities where Grand National Championship events are to be held, exclusive track rentals or practice are not allowed by participants, including manufacturers, teams or individuals unless approved by AMA Pro Racing. There are no restrictions on track rentals or practice in conjunction with regional race meets, promoter/racetrack organized open practice and open schools.
- b. Press days are not considered practice under this rule, and invited riders will be allowed to ride at a racetrack within the ten day limit. The rider is limited to five laps and is not allowed to make any modifications or tuning changes to the motorcycle, such as gearing.

6.7 Inclement Weather / Unacceptable Track Conditions

- a. In the event of rain or other conditions, it may be necessary for the Race Manager 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, the Race Manager will make every effort to resume the schedule in a timely fashion if conditions allow. See Procedures for Qualifying.
- b. If a meet is stopped due to weather or other conditions, riders will be paid for any purse-carrying events which have been completed. See Procedures for Stops and Restarts.

6.8 Motorcycle Usage

- a. Riders must start and complete a race meet beginning with qualifying, on the same motorcycle (same main frame) in order to maintain their earned or assigned starting line positions. Riders changing motorcycles at any time after being checked in by the technical inspector in the staging area for their qualifying heats must start on the penalty line in their next race. (EXCEPTION 6.17 D)

6.9 Pit / Paddock Regulations

- a. Riding of competition motorcycles, other than on the race track or designated test area is strongly discouraged.
- b. Any operation of a vehicle in the paddock must be at a very slow, acceptable speed (10 MPH maximum).
- c. When a rider or mechanic is testing a motorcycle in a designated test area, that person must wear a helmet and be dressed to offer some protection (pants, shirt and shoes).
- d. Smoking is not allowed in pits, grid, signal area, or other restricted areas.
- e. Persons under 16 years of age are not allowed in pits, grid, signal area, or other restricted areas.
- f. Pets are not allowed in pits, grid, signal area, or other restricted areas. Pets in the paddock must be on a leash or properly contained.
- g. Before leaving a race facility, it is the responsibility of 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, riders/teams must transport such items from the facility for proper disposal.

6.10 Rider Briefings

- a. All riders entered in a meet must attend the rider briefing.
- b. The Race Manager may call roll or spot-check attendance.

6.11 Publicity

- a. Upon licensing, riders acknowledge acceptance of terms for entry into AMA Pro Racing Grand National Championship competition. As a condition of entry, riders are expected to participate and promote the sport of Flat Track racing including but not limited to the following.
 - i. Riders are required to make themselves promptly available for reasonable appearance(s) in scheduled rider parades, open pit area sessions and/or publicity events scheduled by the promoter as part of the event's official program.
 - ii. Following the event's final race all riders are required to be available to the public for a period of 30 minutes. Riders are urged to be at their pit area to interact with race fans, sign autographs and give interviews. This period is intended solely

for the race fans. Loading race gear and equipment during the publicity session is discouraged.

- iii. Riders are encouraged to be available to the press and media for interviews and exposure whenever possible and are always expected to exercise good judgment, professionalism and respectful behavior.
 1. These "Local Media PR Blitz" activities are important to the future of Flat Track. Riders are encouraged to accept media assignments and interview opportunities whenever offered.
 2. Riders who enter into a "Local Media PR Blitz" agreement with the promoter shall be obligated to comply with the terms of the agreement. Lateness, no shows and inappropriate conduct are unacceptable.
- b. Champion Show Money of \$500 will be paid in Single and Twins Series for riders meeting all GNC event PR obligations.

6.12 Technical Inspections

- a. Technical inspections of motorcycles, equipment and riding apparel may be held prior to and after a race meet or at other times as determined by the Race Manager or Chief Technical Inspector.
- b. Regardless of a motorcycle, equipment or apparel passing prior inspections, compliance with the rules must be made at the post-race inspection.
- c. Motorcycles must have passed pre-race tech inspection before they will be allowed on the race track. Motorcycles must be class legal and must meet all equipment requirements.
- d. More than one motorcycle per class may be presented and passed through initial tech inspection provided frame numbers are properly recorded indicating race motorcycle and practice motorcycles, if applicable.
- e. Race Manager may require post-race tear downs to begin at any time following the completion of an event.
- f. During post-race technical inspections or tear downs, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area. Only AMA Pro Racing officials or AMA Pro Racing designated personnel may inspect impounded motorcycles or equipment.
- g. 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 the Technical Manager or other independent personnel authorized by AMA Pro Racing to do detailed inspections and testing.

6.13 On-Track Regulations

- a. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, officials or the public.
- b. No one, except riders officially entered, may ride or practice on any race course on the day of the meet. Unofficial practice on the day of the race meet is prohibited.
- c. Unless directed to do so by the Race Manager or his designee, no one at any time will be permitted to ride a motorcycle in the wrong direction on the track or pit road.
- d. Only in the designated pit or work area may any adjustment, repair or refueling be made to competing motorcycles by pit crews. Any motorcycle that enters the paddock/garage area will be prohibited from returning to the race track. Crash trucks retrieving disabled motorcycles from the track may pass through the paddock/garage area to deliver such motorcycles to the designated pit area.
- e. 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 the Race Manager for the purpose of control. During practice only, assistance by crew members is allowed.
- 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. It will be the duty of the meet Race Manager or his designee to make the determination as to whether a rider gained any advantage by leaving the race course and reentering. 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 the Race Manager.
- i. Testing may be conducted at the direction of the Race Manager, in practice sessions, of any equipment deemed acceptable by AMA Pro Racing.

- j. All Flat Track meets will be run with the left hand of the rider toward the pole (counter clockwise).
- k. A rider overtaking another must pass on the outside, unless the rider in front is sufficient distance from the pole to allow an acceptable pass on the inside.
- l. A rider passing on the inside will be held responsible for any foul that may result. A rider passing on the outside will not cross in front of the rider passed until an acceptable lead has been established.

6.14 Flags / Lights

- a. Operational Flag / 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: Indicates the race has been stopped. Reduce speed and proceed safely to the work area.
 - iv. Red Light: May be used for stopping a race as described under Red Flag.
 - v. Black Flag: Indicates a problem with your motorcycle or a disqualification. Number board displayed with the flag indicates the rider being signaled. Carefully reduce speed and stop at the first suitable location off the course.
- 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 / 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.

- iv. White Flag with Red Cross: Indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise extreme 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.
 - iii. Blue Flag: Indicates to rider they are about to be lapped.
 - 1. Flag will not be shown during practice/qualifying.
 - 2. No action is required. Rider is to maintain racing line but do not impede lapping riders progress.
 - 3. A rider impeding progress of faster riders intentionally or unintentionally may be Black Flagged at the discretion of the Referee or Starter.

6.15 Procedures for Qualifying

- a. Starting positions for heat races will be determined by qualifying heat races or timed qualifying.
- b. At championship meets using qualifying heat races, riders will draw for qualifying heat positions.
- c. Riders must attempt to start a heat in order to qualify for a main event. Riders who attempt to start but do not complete a heat race, will be scored for advancement to the main event first by number of laps completed and then by fastest heat times.
- d. A rider may not participate in any race event without first having had the opportunity to practice a minimum of two laps on that day.
- e. Riders may be limited to two practice sessions at all meets. Riders in violation of this rule may be disqualified from the meet.
- f. Riders with two or more motorcycles must return to their paddock area to retrieve their second motorcycle for practice. Crew members are not permitted to hold places in practice lines. However, once a rider retrieves the second motorcycle and proceeds to the practice line, a crew member may then hold it in the line.
- g. In the event that qualifying heats or timed qualifying are not conducted due to inclement weather, time requirements or other

extenuating circumstances, the number of heat races may be increased to assure all riders have a front row starting position.

- h. In the event that qualifying and heat races are not conducted due to inclement weather, time requirements or other extenuating circumstances, the following procedure may be used to determine riders and starting positions for the final event:
 - i. First ten eligible riders will be entries listed in the point standings after the last race prior to the meet in question, if not already qualified. Also the previous year's Grand Champion rider, if entered.
 - ii. Any rider not eligible under provision (1), but who has won one or more AMA Pro Racing Grand National Championship race(s) during the immediate year in the same class, with the rider who has had the most number of wins chosen first, second number of wins next, third number of wins, etc. until the field is complete.
 - iii. Any rider not eligible under provisions (1) or (2), but who has won one or more AMA Pro Racing Grand National Championship race(s) during the previous year, with the rider who has had the most number of wins chosen first, second number of wins next, third number of wins, etc. until the field is complete.
 - iv. Any remaining starting positions after following provisions (1), (2) and (3) will be filled based on current point standings. If this fails to fill the remaining positions, then the previous year's point standings will be used.

6.16 Procedures for Starts

- a. Two starting position lines (12 inches apart) for each row will be plainly marked, approximately eight yards apart. The penalty line will be approximately eight yards behind the last starting line used.
- b. The starting light will be approximately six feet high and placed about 20 yards ahead of the first starting line.
- c. Starter will be stationed to the left side of the track behind the second starting line, with the green light control.
- d. Assistant Starter will stand at the edge of the track approximately 10 to 15 yards in front of the first starting line.
- e. When called by the Pit Steward for the next event, riders must proceed to the staging area, but not to the starting line. Riders failing to appear before the designated closing time of the staging area will be placed on the penalty line of the start.

- f. The rider who earns the pole position may choose the outside starting position instead and the rest of the field must line up accordingly. The rider must inform the Pit Steward of his choice prior to leaving the staging area. Riders in final races choose their starting position in order of qualification.
- g. When called by the Chief Steward or his designee, riders will move to their assigned row and starting positions, placing their front wheels between the starting position lines. Backing out of the lines during the starting sequence will result in being placed on the penalty line.
- h. If a rider has mechanical problems after arriving at the starting line, the rider should signal the Starter by raising a hand. The Starter will then allow the rider two minutes to make minor repairs or use their back-up bike. A rider not able to start at the end of two minutes will be disqualified.
- i. The two-minute delay for one rider will not prevent the disqualification of another rider whose two-minute limit has expired.
- j. Main event riders will be placed on no more than three starting lines, not counting the penalty line. This lineup may vary depending on the width and general aspects of the track.
- k. Only one mechanic per motorcycle will be allowed to starting line.
- l. At AMA Pro Racing Grand National Championship meets, when all riders are in starting position, the following starting light sequence will be triggered by the Starter:
 - i. Top yellow will be activated for five seconds;
 - ii. Second yellow will then be activated for a period of 0-3 seconds;
 - iii. The green light will then go on provided no riders have broken the starting line beams with their front wheels.
- m. At meets other than AMA Pro Racing Grand National Championship meets, when all riders are in starting position, the Assistant Starter will display a yellow card with a vertical stripe down the center, for a minimum of five seconds. The card will then be turned sideways for 1-3 seconds. The Starter will then start the race by triggering the green starting light.
- n. If a flag start is utilized, the Starter will stand on a platform in view of all starting rows. When all riders are in starting position, the Starter will raise the flag overhead in a horizontal position. The

Starter will then lower the flag to his side and then start the event by waving the flag.

- o. Should the Race Manager, Chief Steward, or Observer determine that there was a false start, the race may be red-flagged/lighted and re-started. The Race Manager may penalize the rider(s) who caused the race to be stopped.
- p. Any rider whose front wheel touches his starting line before the official start of the event, may be sent to the penalty line. Penalized riders will assume relative positions on the penalty line.
 - i. For example, a rider in the third starting position would assume the third position on the penalty line.
 - ii. A rider on the penalty line whose front wheel touches that line before the official start may be disqualified.
- q. Any rider that qualifies for the main event may request and must be granted a 5-minute break between the start of the main event and the previous event in which that rider competed.

6.17 Procedures for Red Flag/Light, Stops and Restarts

- a. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
- b. Riders who are not present at the starting line for the original start of a race are barred from any subsequent restarts.
 - i. Riders who are present at the starting line but are unable to start due to a stalled motorcycle may join the race until the time the race leader completes the first lap.
 - ii. Riders who are unable to join the race by this procedure are barred from any subsequent restarts.
- c. When a race is stopped with two laps or less completed by the leader, it will be restarted at the beginning of lap one using the original starting positions.
 - i. A rider originally on the penalty line, will be restarted in the same position on the penalty line.
 - ii. A rider who has earned a starting position in the main, but who is unable to start will be guaranteed last place points.
 - iii. Riders determined by the Race Manager to be responsible for stopping a race will be placed on the penalty line.

- iv. A motorcycle returning to the paddock during a race will not be allowed to restart.
- d. Back-Up Motorcycles
 - i. Back-up motorcycles are permitted in all classes at Grand National Events.
 - ii. If more than one motorcycle is to be presented for initial tech inspection they will be numbered, on the triple clamp and easily visible, with a "1" or "2" to identify each motorcycle.
 - iii. When a race is restarted following a red flag, a rider who was present at the starting grid, but was unable to start or dropped out after the start, is permitted to restart a back-up motorcycle until two laps have been officially completed, (leader has crossed the finish line to begin the third lap), using the following procedure:
 1. Rider must obtain permission from the Chief Pit Steward or Referee.
 2. Back-up motorcycles and rider must be present for grid position of restart.
 3. Rider will be grid on the last row of the restart grid in a position determined by scoring.
 - e. Should a race be stopped with more than two laps, but less than 50% of the total laps completed by the leader, riders will be restarted according to their race positions (not track positions) in the lap preceding the red-flagged/lighted lap. Riders must return to the designated holding area.
 - i. All riders must report to the starting line immediately when called or they start from the penalty row.
 - ii. Any rider returning a motorcycle to the paddock will be disqualified.
 - iii. The race will be restarted using the staggered start procedure.
 - iv. Riders determined by the Race Manager to be responsible for stopping the race may not be allowed to restart.
 - f. When called to the starting line the leader will pick his starting position.
 - i. For heats and semis the leader may only choose the inside or outside positions.
 - ii. For the Main event the leader may choose to start in any position within the designated starting area.

- iii. The next rider in line will start to his outside if possible and if not will be moved to the inside of the rider who has the first pick. That rider will line up approximately three feet over with his front wheel in a horizontal line with the rear wheel of the first rider.
- iv. This procedure will follow suit until all 18 starting positions are filled.
- v. Riders jumping the restart will be penalized 10 seconds at the conclusion of the race. The race will not be stopped for jumpers.
- g. If the main event is restarted for any reason, a minimum of five laps must then be run.
- h. In a race stopped with more than two laps completed by the leader, at the discretion of the Race Manager a rider or motorcycle may not be allowed to restart.
 - i. Any rider deemed the primary cause of a race being stopped may be disqualified by the Race Manager or his designee.
 - j. At the discretion of the Race Manager or his designee, a race may be stopped and deemed complete with less than 50% of the total distance completed by the leader. If this occurs, the purse will be paid based on the order in which the riders qualified for the event and each qualified rider will receive one championship point.
 - k. Should a meet be stopped with over 50% (60% in Short Track) of the entire program completed by the leader, the program will be considered complete and the entire guaranteed purse must be paid.
 - l. Work or repairs may not be performed on any motorcycle in the designated holding area or on the race track at any time unless specified by Race Manager.
 - m. Only motorcycles that have been involved in an on track incident or machines which are in need of service or repairs that are deemed by AMA Pro Racing to be necessary to continue to compete in the event, should go directly to the designated impound area. All others should return to the grid area. At this time a crew member can put a stand under the bike or the rider may remain with the machine. After the stand is in place all crew members are no longer allowed near the motorcycle.
 - n. All approved safety related repairs must be performed in the designated impound area under the observation of AMA Pro Racing by no more than two crew members. When the grid is set,

all repaired motorcycles must be approved by AMA Pro Racing before they may return to the grid. Bikes that have not had repairs completed or have not been approved by AMA Pro Racing will not be allowed to restart the race.

6.18 Race Finishes

- a. Races are officially ended for all contestants at the completion of the lap 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 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 that 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.

6.19 Provisional Start Card

- a. Top 10 GNC Singles finishers from the prior championship season will receive one Provisional Start Card for use to qualify for advancement into a Singles Championship Final.
- b. Top 10 GNC Twins Championship finishers from the prior championship season will receive one Provisional Start Card for use to qualify for advancement into a Twins Championship Final.
 - i. Riders can use their Provisional Start Card to qualify for advancement into a Championship Final.

- ii. Riders choosing to use their Provisional Start Card must submit their card to the Referee no later than 5 minutes following the finish of the final Semi.
 1. If a rider is unable to immediately locate the Referee he/she shall report to the Chief Pit Steward in Race Staging.
- iii. One Provisional Starter will be allowed per Championship Final.
 1. For the first race of the year in either the Twins or Singles series, when more than one rider has submitted their Provisional Start Card for advancement into the same Championship Final, the Referee will choose the rider with the most points from the prior championship season.
 2. After the first race of the year in either the Twins or Singles Series, when more than one rider has submitted their Provisional Start Card for advancement into the same Championship Final, the Referee will choose the rider with the most points.
- iv. Rider must present original Provisional Start Card.
- v. Provisional Start Cards not used will be returned to the appropriate cardholders.
- c. Provisional Start card riders will be assigned the first starting position on the penalty line.
- d. Championship Purse Money when riders use Provisional Start Cards will be as follows:
 - i. The additional paying position (19th finisher unless the number of riders in final has been reduced) will be the same amount as the original final paying position. (Example: 19th will pay the same as 18th)
 - ii. The funds for the added final position will be deducted from the Provisional Starters finishing position's originally allotted amount. The Provisional Starter will retain the balance of purse funds for that position.

Example: The provisional starter finishes 6th in the final. The original purse payoff at the subject race for 6th was \$1,280 with the original final paying position of 18th at \$230. The new final paying position of 19th will receive \$230 of the provisional starter's 6th place money leaving a payoff of \$1,050 to the provisional rider.

- e. Championship Points when riders use Provisional Start cards will be as follows:
 - i. The provisional starter will receive the standard number of points for his/her Championship final position.
 - ii. Last place finisher will be guaranteed 1 pt.

3	16		13	6
4	15		14	5
5	14		15	4
6	13		16	3
7	12		17	2
8	11		18	1
9	10		19	1
10	9			

6.20 Official Race Results

- a. No official announcement of race results will be given until all scoring materials are examined and approved by the Chief Scorer. Provisional results will then be posted and will become official if no recheck is requested by a rider within 30 minutes after the posting of those results.
- b. If any rechecks are filed within the time limit, a new posting time limit of 30 minutes will be required 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.
- d. Riders are entitled to review their scores with the Timing and Scoring Manager.

- b. In the event of a tie for the championship, the winner will be determined based on the number of main event wins in the series. Should it still remain a tie, finishes of second, third, etc. will be tallied until the tie is broken. If a tie remains, the best finish in the last race will determine the champion.

6.21 Championship Points

- a. When the results of AMA Pro Racing Grand National Championship events are declared official, points will be awarded according to the following schedule:

Dash for Cash (Expert only):

Finish Position	Points
1	5
2	4
3	3
4	2
5	1

Main Event

Finish Position	Points		Finish Position	Points
1	23		11	8
2	19		12	7

6.22 Manufacturer Points

- a. To establish a manufacturer champion in the AMA Pro Racing Grand National Championship, points will be awarded to each manufacturer for its highest-placed finisher in all series main events.
- b. The same 18-place points schedule will be used.

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 meet, 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 meet, an entrant assures AMA Pro Racing that their crewmembers are AMA members in good standing. All parties involved in AMA Pro Racing meets 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 (which must result in the loss of at least one finishing position), 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 meet for violation of these rules, insubordination or other actions deemed in the sole discretion of AMA Pro Racing to be detrimental to the race meet 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 meet site. In addition, AMA Pro Racing is empowered to levy fines and to recommend to AMA Pro Racing that a party or parties be suspended from participation in their activities. 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 meet 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. In addition, AMA Pro Racing is empowered to levy fines, points deductions, finishing position deductions, time penalties (which must result in the loss of at least one finishing position) and lap deductions. 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 the 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 a meet 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 meet. 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 event 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 a 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 meet. In passing a motorcycle through technical inspection, AMA Pro Racing does not warrant that motorcycle's adherence with all rules.

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 \$1000.00, for all other protests the filing fee is \$500.00. 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 meet.
- 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 AMA Pro Racing will be empowered to levy the appropriate penalty listed in this rule book.
- A4.10 Once made, a protest cannot be withdrawn without the permission of AMA Pro Racing.
- A4.11 Any legitimate expense to which 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.
- A4.12 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.

A4.13 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
735 Fentress Blvd.
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 \$1000.00 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 5 days of notification of the decision/incident being appealed:
 - a. Copies of all written statements which will be offered as evidence at an appeal hearing.
 - b. 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 If the ruling or incident being appealed is of a technical nature, the determination will be made by the AMA Pro Racing, Vice President of Competition and the AMA Pro Racing National Technical Director. If the ruling or incident being appealed is of an administrative nature, the determination will be made by the Vice President of Competition.
- A5.7 Following the submission of an appeal, AMA Pro Racing shall take one of three initial actions:
- a. Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee.
 - b. Convene an appeal board.
 - c. 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.
- A5.8 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.
- A5.9 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 the Vice President of Competition, but AMA Pro Racing will make every effort to assure a fair and impartial hearing.
- A5.10 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.
- A5.11 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.

- A5.12 The Vice President of Competition or his designee will serve as non-voting chairman of the appeal hearing. No other member of the appeal board will be an employee of AMA Pro Racing.
- A5.13 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.
- A5.14 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.
- A5.15 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:
- a. The chairman and members of the appeal board may at any time ask any questions they deem appropriate.
 - b. 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.
 - c. 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 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.
- A5.16 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.
- A5.17 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 Vice President of Competition must either mediate a resolution to the appeal or convene a new appeal board.

- A5.18 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.
- A5.19 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.
- A5.20 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.
- A5.21 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.
- A5.22 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 this 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 cancellation of my AMA Pro Racing competition license and the denial of my privilege to participate in any AMA Pro Racing sanctioned events."

The AMA Pro Racing Substance Abuse Policy is a supplement to the provisions of the AMA Pro Racing Rules for Competition and will be interpreted, enforced and applied by AMA Pro Racing. The AMA Pro Racing Substance Abuse Policy is binding upon all AMA Pro Racing licensed riders in the same manner and to the same extent as the AMA Pro Racing Rules for Competition. All licensed riders are provided a copy of the AMA Pro Racing Substance Abuse Policy with the issuance of their rider license.

Appendix C

Sound Test Procedures

This procedure will be as per SAE J1287 stationary sound test.

Appendix D

Fuel Test Procedures

- D1 Fuel tests may be carried out at any time during the course of any AMA Pro Racing event.
- D2 AMA Pro Racing has sole authority to direct the administration of fuel tests during the course of any AMA Pro Racing event.
- D3 The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of AMA Pro Racing.
- D4 The motorcycles selected for fuel sampling and testing will be placed in the impound area.
- D5 AMA Pro Racing will supervise the collection of the test samples.
- D6 Only AMA Pro Racing staff may take fuel test samples
- D7 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.
- D8 The extraction of fuel from machines must be directly from the fuel tank.
- D9 Three (3) test samples will be collected from each selected machine.
- D10 The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.
- D11 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.
- D12 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 the official fuel supplier for the AMA Pro Road Racing Championship, 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. AMA Pro Racing with consultation with the official fuel supplier will appoint one or more laboratories for testing fuels.
- f. 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.
- g. The competitor may only request a re-test to verify the results. The re-testing will be at the competitor's expense.
- h. 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.
- i. 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 E 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

Bodywork - Seat/tail section, body panels and fenders

CC - (acronym) Cubic centimeters

Chief Technical Inspector – Official responsible for the inspection of motorcycles and equipment compliance before, during and after an event, as well as other technical and equipment procedures.

Displacement - The volume swept by the piston in each stroke

Disqualification - The forfeiture of all awards, prizes and points earned in all events during that day's meet

DOT - (acronym) United States Department of Transportation

Event - Any one of the races in a meet

Field - All of the riders that make up a race

Grid - Starting area of a race

Homologation - AMA Pro Racing approval process initiated by manufacturers or distributors of motorcycles. Only approved motorcycles may be utilized in AMA Pro Racing Motocross competition

Manufacturer - The original manufacturer of a motorcycle (not the distributor)

Mechanics Area - Area of restricted access for mechanics to signal riders and perform mechanical assistance

Meet - A meeting at which one or more events are held

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

Moto - A race held within a meet that awards championship points

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 an event 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 rider, mechanic, crew member, club, association, company, promoter and all other persons participating or in any way connected with an AMA Pro Racing race meet

Pit Crew - Mechanics and/or assistants

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

Program - The predetermined outline of events that make up a meet

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

Promoter - Any person or number of persons, company, corporation or club hosting, producing or organizing a meet

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

Qualifying Race - A preliminary race that may be used for elimination or to determine race starting positions

Race - Competition in which two or more riders compete

Race Director – Official responsible for the overall management and direction of all racing competition and activities, rule interpretations, event entries, protests and penalties

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

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

Rider - Any person who competes on the racetrack in a meet

Scoring - Officials who provide all timing information and race results

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

Starting Gate - Any of various types of movable barriers for lining up and giving an equal start to the riders

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 a rider or participate as a member of a pit crew for a stated period

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

Timed Qualifying - A race against time by an individual rider. Laps are electronically timed for each rider to determine qualifying order

Transponders – the official electronic scoring device for events. Devices are mounted to motorcycles by race officials during Technical Inspection. The devices send electronic signals to the scoring office enabling the capture of accurate timing information by which race results are determined.

Appendix E
Number Fonts

Futura Bold

0 1 2 3 4 5 6 7 8 9

Futura Bold Italic

0 1 2 3 4 5 6 7 8 9

Univers Bold

0 1 2 3 4 5 6 7 8 9

Univers Bold Italic

0 1 2 3 4 5 6 7 8 9

Eurostyle Bold

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Newthree Bold

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