

Supplementary Regulations (3/12/2009 – subject to change)



Suzuki Superbike Challenge
Auto Club Speedway, Fontana, CA
March 20-22, 2009



EVENT

The AMA Suzuki Superbike Challenge is Round #2 of the 2009 AMA Pro Road Racing Season, featuring AMA Pro National Guard American Superbike presented by Parts Unlimited, AMA Pro Daytona SportBike presented by AMSOIL and AMA Pro SuperSport presented by Shoei.

CIRCUIT

Course length is 3.80 Km (2.36 Mi) for all classes. Pit wall height is 2' 8". All AMA Pro Racing flagging and signaling will take place on the Official Starter Stand at the top of front stretch banking.

LICENSES & CREDENTIALS

All riders and entrants in the event must be members of AMA Pro Racing and hold valid 2009 licenses. Every participant entering the facility is required to have a valid credential issued by AMA Pro Racing or Auto Club Speedway. The lanyard issued with the AMA license/credential is considered part of the license/credential and must be used together with the license/credential. All riders must hold a 2009 AMA Pro Racing license or a current FIM International License issued by the rider's FMN. Foreign participants are required to submit a copy of their current FIM or National license, and a letter issued by their National Federation confirming insurance coverage and giving permission to participate in this AMA Pro Racing event. Licenses will not be issued at the track.

ENTRIES

Entries closed for all classes on February 13, 2009, with a Late Entry deadline of February 20, 2009. Entries received after the entry due date may not be accepted. Entries must be received by AMA Pro Racing no later than the established entry due date for each event or the late entry fee will apply. There will be no post entries and/or class add-ons accepted at the track.

REGISTRATION

Registration will be located at the credentials building prior to the entrance to the Speedway infield. Please see accompanying map. Riders, entrants and crew may pick up their season credentials or register for single event credentials. A photo ID must be presented to obtain a credential.

PRE-EVENT RACE TRANSPORTER STAGING

Pre-event race transporter staging will be in Parking Lot 11, on the far side of the Kart Track. Please see accompanying map. Drivers may not stay on property overnight. Transporter washing will not be permitted in the paddock, however you may have it washed while in the staging area using the contracted Speedway service. Contact Stanli Spencer at 909-429-5308.

PADDOCK PARKING

Race transporter paddock parking will be from 8:00am to 5:00pm on Thursday, March 19. AMA Pro Racing credentials are not required on Thursday, but may be purchased at AMA Pro Racing Registration. Starting Friday, only race transporters and service provider vehicles displaying a TRANSPORTER parking pass are allowed in the paddock area and must park within the team's paddock footprint. Rental cars, buses, motor homes or other vehicles not actively participating in team support or hospitality will not be permitted in the paddock without prior approval of

AMA Pro Racing or Auto Club Speedway. Paddock hours are 7:00am to 9:00pm.

TEAM, RENTAL AND PERSONAL VEHICLE PARKING

Parking for riders, crews and officials displaying a P1 parking pass will be located in the East end of the VIP Motor Coach lot, just North of the garage area. Team, rental and personal vehicles must park in the designated P1 parking area. Vehicles displaying a P1 parking pass may make deliveries to the paddock until 11:00am daily. The driver of the vehicle must surrender their credential to the guard at the entrance to the paddock and will be allowed no more than 30 minutes to complete deliveries. The driver will retrieve their credential and return the vehicle to the designated P1 parking lot. Participants which abuse this policy risk revocation of their credential and/or P1 parking pass.

GARAGE RENTAL

Garages are available at Auto Club Speedway on a first come, first serve basis. To secure a garage, contact Rachel Pitchford at 909-429-5550. Garages are \$300.00 for the weekend.

RVs AND CAMPING

RV parking in the paddock next to your race transporter will be available for participants beginning March 19th. Parking in this area will be limited to registered AMA Pro Racing riders and entrants only. To secure an RV space, contact Rachel Pitchford at 909-429-5550. All others wishing to park overnight in the Auto Club infield should purchase an infield RV space through the Auto Club Speedway ticket office at 800-944-RACE (7223) or come to the Auto Club Speedway ticket office.

PACKAGE SHIPPING & RECEIVING

Packages shipped to the track must be identified with a contact name and team name on the shipping label for correct sorting. The shipping address is:

Contact Name
Team Name
Auto Club Speedway
9300 Cherry Ave.
Fontana, CA 92335
Phone: 909-429-5000

Packages can be picked up at the Maintenance building outside Turn 2 of the oval between the hours of 9:00am and 4:00pm daily. Please see accompanying map.

SCOOTERS/PIT VEHICLES & BICYCLES

All scooters or pit vehicles used in the paddock must display an AMA Pro Racing-issued sticker. These are available in a limited number at Tech Inspection. Scooters and other pit vehicles will not be allowed in the cold pit area and must be parked adjacent to the entry gates.

DRESS CODE

The dress code for pit road will be enforced at all times. Approved team uniforms must be worn at all times by team members working on the hot side of the pit wall. All competitor and team clothing, including riding gear, must carry the official series identification items as listed by AMA Pro Racing.

PIT LANE ASSIGNMENTS – PRACTICE & QUALIFYING

Pit lane assignments are based on current season point standings for practice and qualifying. The top five teams for American Superbike and the top three teams for the remaining classes will be assigned a pit area. Pit areas not assigned are available for teams who have not met the above criteria. Each team is allotted a 15' section of wall per rider for their canopy unless otherwise directed. No tent stakes or tying canopies to electrical conduit in the pits or paddock is permitted.

FUEL

The official fuel of AMA Pro Road Racing is Sunoco 260GTX Racing Gasoline (98 octane unleaded). Pumps are located at the west end of the paddock. Sunoco will accept credit cards, cash or a check may be left with them to be completed at the end of the event.

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

- All refueling must be done outside of the garages or team canopies. Refueling in a well ventilated area should help eliminate vapor build up.

- A fire extinguisher must be in the immediate vicinity and ready for use during all refueling procedures.
- All components of the fueling procedure need to be grounded the entire time. This includes the fuel source, the refueling personnel and the machine. The more positive the grounding method, the better.
- Particular care should be taken when using plastic fuel bottles as static build up and discharge is more prevalent with plastic.
- All fuel jugs being filled from a large drum should be placed on the ground before and during filling.
- Supply drums should be on the ground as well, not in the transporter or bed of a pickup truck.

When removing the funnel or pump from the fuel container keep it physically in contact with the container while the last of the fuel drains out. Fuel that drains from a funnel or pump creates an electrical charge. If the pump or funnel breaks ground with the container or drum while this is happening it will create an electrical discharge in the form of a spark and can create an undesirable hazardous condition.

SCORING TRANSPONDERS

Once a rider is issued a scoring transponder (including teams using their own hard-wired or rechargeable transponders), it must be properly mounted, charged and operational at all times when on track. Riders who pre-enter for the season will be issued one (1) hard-wired transponder per class. Riders who pre-enter single events will be issued a rechargeable transponder at no cost. Additional transponders can be purchased. Riders will be responsible for the loss or damage to transponders, unless the loss or damage is the result of a verified on-track crash during official practice, qualifying or race at the event. Remember to return transponders at the completion of your event to AMA Pro Racing Tech.

TIMING BEACONS

Timing Beacons should be placed at a minimum of 10' intervals in a safe and secure manner on riders left just past the exit of Turn 9 prior to the infield bridge.

TECHNICAL INSPECTION

All machines must be presented for technical inspection in the designated area prior to participation in their initial practice session and when requested by AMA Pro Racing.

TIRE REGULATIONS

Competitors may only use tires distributed by Dunlop at each event.

Dunlop will provide AMA Pro Racing a list of compounds and markings for tires available to the competitors at the beginning of each event.

Dunlop will provide AMA Pro Racing with several sample sets of tires of each available compound at the beginning of each event.

During free practice, qualifying, warm up and race, no motorcycle is allowed on the race course with tires that are not properly tagged. Penalties for violation of this policy may be assessed by AMA Pro Racing.

In the case of a dispute AMA Pro Racing may exchange a competitor's tire or tires with a tire sample under AMA Pro Racing's control. The exchanged tires will remain under technical control and may be exchanged for the tires of another competitor.

TIRE CONTROL

At each event, from the first practice until the conclusion of racing, each American Superbike and Daytona SportBike competitor will be allowed nine (9) rear tires and six (6) front tires. Each competitor that qualifies for Super Pole will be allocated one (1) additional set of tires.

Competitors in SuperSport will be allowed four (4) rear tires and four (4) front tires.

Entrants will be given their sticker allocation at the beginning of each race weekend during their initial technical inspection.

All tires used in official practice sessions, qualifying sessions and race events must be marked with an assigned adhesive backed sticker on the left sidewall. There will be a designated area that all competitors must ride through to have their stickers monitored.

It is the responsibility of the entrant to maintain control of the stickers and to make sure they are properly located on the tire before the bike goes on

track. At the end of the weekend all unused stickers must be returned to tech inspection or a penalty may be assessed.

If a sticker is damaged upon installation or a new or near new tire is damaged, a competitor can request a replacement sticker or replacement tire from AMA Pro Racing. Dunlop and AMA Pro Racing will make the final determination on damaged tire replacement. AMA Pro Racing will make the final determination on damaged stickers.

In the event of a red flag:

No additional tires will be allocated for a red flag situation.

If a red flag is displayed during Superpole, affected riders may be allowed a replacement set of tires at the discretion of the technical director.

In the event of wet racing conditions:

American Superbike entrants will be allowed three (3) rear intermediates (DOT) and three (3) front intermediates (DOT) that will count against their tire allocation.

In American Superbike and Daytona SportBike, competitors will be allowed four (4) full wet rear and four (4) full wet front (Double Header Race Event) or three (3) full wet rear and three (3) full wet front (Single Race Event).

Competitors in SuperSport will be allowed two (2) full wet rear and two (2) full wet front.

Full wet tires will not be deducted from a competitor's tire count for the race weekend.

NATIONAL ANTHEM

Pit crews participating in any race preceded by the opening ceremonies are requested to line up outside their pit box during the playing of the National Anthem. Please turn off all bikes and equipment during pre-race ceremonies.

ADVERTISING

A. Advertising on motorcycles is subject to approval of AMA Pro Racing.

All motorcycles must carry the official series identification items including the official series tire and fuel identification on each side of the motorcycle, as directed by AMA Pro Racing, and no other tire or fuel company logos may be displayed at any time.

B. All competitor and team clothing, including riding gear, must carry the official series identification items as listed by AMA Pro Racing, and no other tire or fuel company logos may be displayed at any time. Identification items will be available in limited supply at Tech Inspection.

MERCHANDISE DISPLAY/SALES

The sale of products or services in the paddock is strictly prohibited. Handouts and product samples must be approved by AMA Pro Racing prior to each event. Sponsor signage and display items are allowed only on race team trucks and transporters and within the footprint assigned. AMA Pro Racing reserves the right to remove any such items that they believe to be unwholesome or otherwise inappropriate.

TRACK CUTS / RUNNING OFF THE TRACK

Any rider who runs off the track must re-enter the course safely and from the closest point to where that rider left the course, without gaining a time or position advantage. Once his machine is under control, the rider must raise a hand and check to see if it is safe to re-enter the course. Any rider deemed to have cut the track during practice or qualifying will have the lap time from that lap and the subsequent lap removed from the session. During a race event, AMA Pro Racing will make the determination as to whether a rider gained any advantage by leaving the race course and re-entering, and will determine the appropriate penalty for the infraction.

MANDATORY BRIEFINGS

All riders and entrants must attend the pre-practice and pre-race briefings as published on the schedule and check in with AMA Pro Racing. All briefings will be held in the Speedway Rider/Driver Briefing Room located next to Tech Inspection.

QUALIFYING

The maximum number of riders for American Superbike is 36, Daytona SportBike and SuperSport is 44. The top ten riders from Basic Qualifying will move to Superpole in American Superbike and Daytona SportBike. All riders may participate in Final Qualifying to set the remainder of the grid, but the top ten from Superpole cannot improve their time or position on the grid. Riders may only continue to practice in classes that they have earned a grid position in. Pole position is on the left side.

TIMED QUALIFYING PROCEDURES FOR A AND B SESSIONS

The best time for each rider from the first day of official practice will determine which group the rider qualifies with.

Group A will be the faster half and group B the slower half. If groups cannot be divided equally, the extra rider will be placed in group B.

A list of riders in each group will be posted following practice. It is the responsibility of each rider to qualify with the correct group. Riders that qualify in the wrong group will be placed (if qualified) at the back of the grid for the race.

If AMA Pro Racing determines that track conditions have changed significantly between the two qualifying sessions, group A riders will be placed on the grid in front of group B riders. Each group will be sorted by times from their respective sessions. A point for earning pole position will be awarded.

Ties in qualifying times will be broken in favor of the rider who achieved the time first.

A rider's best lap time must be within 110% (108% for American Superbike) of the fastest qualifying rider's best lap time in order to pre-qualify for one of the available grid positions in the final.

At the discretion of AMA Pro Racing, the qualifying percentage regulation may be waived due to special circumstances such as track delays resulting in an extreme reduction in qualifying time, significant changes in weather conditions, etc. Individual rider circumstances will not be considered as sufficient reason to waive this requirement.

Should a qualifying session be stopped with less than 50% of the designated time remaining, the session may be considered complete at the discretion of the AMA Pro Racing.

Any qualifying session stopped with 5 minutes or less remaining will be considered complete.

HAZARDOUS WASTE DISPOSAL

It is the responsibility of each team to remove tires, batteries, fuel drums and any other hazardous materials at the conclusion of the event. Report any fuel or oil spills in the paddock immediately to AMA Pro Racing or track personnel so they can initiate cleanup. A charge for damages may be assessed if a spill is not reported immediately.

NEW OPEN "CONTROL" RADIO FREQUENCY FOR TEAMS

Radios and Monitor Control at 461.4750203.5. It is strongly encouraged that all teams have one crew member monitor this "listen only" control channel during all on-track activity.

PIT LANE SPEED LIMIT

The pit lane speed limit for all classes will be 50 mph at all times.

The penalty for violating the pit lane speed limit during a race will be a ride-through penalty. *If you repeat an infraction (i.e. Speeding on a ride through penalty) you will be assessed a time penalty.*

Enforcement of the pit lane speed limit will be via radar guns placed at either end of the pit lane and a speed trap(s) set up in the pit lane

The first practice session for each class will be designated for competitors to dial in their pit lane speeds. Warnings will be issued for minor overages during this practice session. Serious infractions will result in fines.

SIGNAL AREA

The rider signal area is on riders left just past the exit of Turn 9. Access is restricted to personnel presenting a valid AMA Pro Racing Crew Credential and who meet the dress code as outlined in the 2009 AMA Pro Racing Rulebook. Each rider is permitted a maximum of two team personnel in the signal area. Team personnel must stay in the area designated for signaling. Signaling is not permitted in any other area.

PRE-RACE ACTIVITIES

One Half Hour for SuperSport

One Full Hour for American Superbike and Daytona SportBike

All machines and equipment must be present in their assigned grid positions 15 minutes prior to the start of the Grid Walk. All engines must be turned off upon gridding and stay off during the Grid Walk. Refueling is not permitted. Small, quiet generators and tire warmers are permitted.

Spectators will be allowed on the grid for the Fan Walk one hour prior to the start of the race. Riders will be introduced one by one on the grid, starting with the last rider qualified for the race. Riders must return to their

machines to interact with fans prior to clearing the grid 15 minutes before the sighting lap. Following the sighting lap each team must return to their assigned grid position on pit road.

For the SportBike class, the Safety Car will lead the field on one pace lap prior to the green flag that signifies the start of the race.

RACE STARTS

A rolling start will be utilized for the Daytona SportBike class.

A standing clutch start will be utilized for American Superbike and SuperSport classes.

SAFETY CAR PROCEDURES

The primary purpose of using the Safety Car is to consolidate the field in an effort to safely resolve on-track incidents without the need for a complete race stoppage.

All on-track sessions will be started with all teams using the Safety Car.

When the lights are on, stay with/behind the Safety Car.

When the Safety Car lights are turned OFF, the track will go 'Green' at Start/Finish.

PRACTICE SESSION AND RACE START PROCEDURES

For Practice, the Safety Car will lead the field from the pits, single file in no specific order for a minimum of one lap before releasing the field. In the event of a red flag during practice, the Safety Car will lead the restart with the field in single file with no specific order straight onto the racing surface. All teams need to join or they will be penalized.

For the Race Sighting Lap, the Safety Car will lead the field from the grid, in your allocated grid position two-by-two, for a complete sighting lap and return to pit lane. All teams are required to take part.

For the Race Start, the Safety Car will lead the field from the pits, in your allocated grid position, two-by-two for one lap before releasing the field for the start:

Line up on pit road proper in starting order, per grid, behind Safety Car.

Banking lights will flash, corner station lights will flash and corner stations will show double stationary yellow and Safety Car signs. All Safety Vehicle lights on course will also flash. When the Safety Car (roof lights off) has pulled into the pit lane, maintain your speed and do not pass until you've crossed the start line, regardless of position in pack. Riders may not pass until they cross the start/finish line after the track goes green.

ON-TRACK INCIDENTS REQUIRING FULL COURSE CAUTION AND SAFETY CAR

Once the banking lights begin flashing and corners display double stationary yellow flags and the Safety Car signs, no passing is allowed. All Safety vehicle lights will also flash.

The Safety Car will enter track from PIT OUT on riders left.

Line up in single file behind Safety Car for a minimum of 3 laps.

The Safety Car will attempt to pick up the leader but not always; the leader will be found before restart; competitors could be waved by more than once.

In addition to strobes and flashing roof lights, the Safety Car has a red 'stay-behind' light and a green 'pass' light on the roof. Hand signals may also be used from the passenger side of the Safety Car.

Always pass the Safety Car on the right when indicated by green 'pass' light. Pass one at a time. No passing in pairs or in groups. When in doubt, pause to pass but do not delay once past the Safety Car.

After passing the Safety Car proceed at NEAR RACE speed to catch up to the trailing end of the group behind the Safety Car. There is still no passing unless you are clearly motioned on by a rider who is having mechanical difficulties. If you choose to allow riders behind to pass, or you must pit, stay well off the racing line and wave the other riders by (on banked sections, use the apron at the bottom of the course).

Remember to watch for emergency staff and vehicles on course, possibly at several locations.

The pit lane exit is closed when Safety Car crosses the start/finish line until the entire pack is well clear of the pit lane exit – obey AMA Pro Racing signals at the pit exit.

When the Safety Car turns off the roof lights at the chicane it indicates the track will be going "Green" for restart. The Safety Car will exit the track onto pit lane and may not be passed by any rider choosing to enter the pit lane until it has turned to exit, and then must be passed only on the right side.

Once the Safety Car exits the track, the lead rider will control the pace of the field and should bring the field to the start/finish line at a moderate pace until the green flag is displayed. Riders should continue single file and maintain a tight field with no more than two bike lengths between each motorcycle. Attempting to slow down for the purpose of "getting a run" on the motorcycle in front of you may result in a ride-through penalty.

RED FLAG

Should it become necessary to halt the race temporarily, the RED FLAG will be shown at the start/finish line and at all turns.

When the red flag has been displayed, riders must slow and proceed to the pits and park as instructed.

CLARIFICATIONS

Meatball flag is for penalty, Black flag is for mechanical. All AMA Pro Racing flagging and signaling will take place on the Official Starter Stand at top of front stretch banking.

Under Red Flag Conditions – do not service bikes in pit lane prior to instruction from AMA Pro Racing Staff - tire warmers allowed ONLY.