

## Supplementary Regulations

(2/17/2009 – subject to change)



Daytona 200 by Honda  
Daytona International Speedway, Daytona Beach, Florida  
March 2-6, 2009



### EVENT

The 68<sup>th</sup> annual Daytona 200 by Honda is Round #1 of the 2009 AMA Pro Road Race Series, featuring AMA Pro National Guard American Superbike, AMA Pro Daytona SportBike presented by AMSOIL, AMA Pro SuperSport presented by Shoei and AMA Pro SunTrust Moto-GT races.

### CIRCUIT

Two circuit lengths will be used: 4.67 Km (2.90 Mi) for AMA Pro American Superbike and AMA Pro SuperSport, 5.71 Km (3.55 Mi) for AMA Pro Daytona SportBike and AMA Pro SunTrust Moto-GT. Pit wall height is 2' 8". All AMA Pro Racing flagging and signaling will take place on the Official Starter Stand on NASCAR podium at top of front stretch banking – the echo signal station will be at turn number six.

### 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 Daytona International 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 close for all classes on January 30, 2009, with a Late Entry deadline of February 6, 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 in the Speedway Superstretch, off Midway Blvd. at Gate 70. Please see accompanying map. Riders, entrants and crew may pick up their season credentials or register for single event credentials. Licenses will not be issued at the track. There will be no post entries and/or class additions accepted at the track.

### PRE-EVENT RACE TRANSPORTER STAGING

Pre-event race transporter staging for the Daytona 200 by Honda will be in the Speedway Superstretch, off Midway Blvd. Enter through Gate 70. Please see accompanying map. Gate 70 will be open 24 hours over Sunday March 1 and Monday March 2. 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 Karl Davis at Everything Works at 386-679-6112.

### PADDOCK PARKING

Race transporter paddock parking will be from 12:00 noon to 5:00pm on Monday, March 2 and Tuesday, March 3. Only credentialed truck drivers and passengers will be allowed to enter the speedway. Transporters with occupants who are not credentialed will not be allowed into the facility.

Credentials may be purchased at AMA Pro Racing Registration. 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.

### TEAM, RENTAL AND PERSONAL VEHICLE PARKING

Parking for riders, crews and officials displaying a P1 parking pass will be located in the parking lot to the east of the paddock entrance near the Turn 4 tunnel. 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 abusing this policy risk revocation of their credential and/or P1 parking pass.

### RVs AND CAMPING

The Rider/Owner lot, located south of the yellow garage area, will be available for participant overnight parking beginning February 25<sup>th</sup>. Parking in this area will be limited to registered AMA Pro Racing riders and entrants only. AMA Pro Racing riders and entrants may receive one site per entry at no cost. Additional sites can be purchased for \$250 per site. Load in begins on Wednesday, February 25<sup>th</sup> and all participants must vacate the Rider/Owner lot by 12:00 noon on Sunday, March 8<sup>th</sup>. To secure a Rider/Owner lot site, download the registration form at [www.amaproracing.com](http://www.amaproracing.com) and fax to Mark Lewis at 386-947-6791 by February 13, 2009. Parking passes will be mailed in advance of the event and must be prominently displayed on the windshield upon arrival at Daytona. All others wishing to park overnight in the Daytona infield should purchase an infield RV space through the Daytona International Speedway ticket office at 1-800-PITSHOP.

### 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  
Daytona International Speedway  
1801 W. International Speedway Blvd.  
Daytona Beach, FL 32114  
Phone: 386-254-2700

Packages can be picked up at the DIS mailroom at 1957 Dunn Avenue between the hours of 8:00am and 6:00pm daily. Please see accompanying map.

### PATCH SEWING IN THE PADDOCK AT DAYTONA

There will be a stitcher available in the paddock at Daytona to sew required AMA Pro Racing, Dunlop and Sunoco patches on racing suits and team shirts for a nominal fee. They will be located in the open air yellow garages near Sunoco and Dunlop.

### 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 Registration. Scooters and other pit vehicles will not be allowed in the cold pit area and must be parked adjacent to the entry gates. Bicycles are not allowed to be used in the paddock at Daytona International Speedway.

### 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 previous 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.

- A. The paved area from the yellow line on the concrete pit floor back to the chain link fence must remain a cleared fire lane at all times. Storage behind the pits for generators, spares and other equipment will be limited.
- B. Generators must be fitted with twist-lock extension cord connectors. Electric power cords must be taped to the ground at all times.
- C. All Daytona 200 and Moto-GT teams must provide a fire extinguisher (10 pound ABC minimum).
- D. During all pit stops, one person must be designated as a fire bottle operator only.

## FUEL

The official fuel of AMA Pro Road Racing is Sunoco 260GTX Racing Gasoline (98 octane unleaded). Pumps are located in both the east and west paddocks. Sunoco does not take credit cards. They will accept 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 should be done outside of the garages or team canopies. Refueling in a well ventilated area should help eliminate vapor build up.
- A fire extinguisher must be in the immediate vicinity and ready for use during all refueling procedures.
- All components of the fueling procedure need to be grounded the entire time. This includes the fuel source, the refueling personnel and the machine. The more positive the grounding method, the better.
- Particular care should be taken when using plastic fuel bottles as static build up and discharge is more prevalent with plastic.
- All fuel jugs being filled from a large drum should be placed on the ground before and during filling.
- Supply drums should be on the ground as well, not in the transporter or bed of a pickup truck.

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

## 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 3 (East infield horseshoe).

## 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.

## OFFICIAL WEIGH-IN AND FUEL CAPACITY CHECK FOR MOTO-GT

All motorcycles must be presented for technical inspection with their fuel tanks empty and open for official weigh-in and fuel capacity check.

## DAYTONA SUPPLEMENTAL TECHNICAL REGULATIONS

- Spring loaded calipers are not permitted
- Magnets in the caliper pistons to hold the pads are permitted
- Any type of guide or ramp to direct the front wheel is not permitted
- Provisions to "float" the fender mount are permitted

- Radiusing edges of homologated front and rear rotors is permitted
- Captured axle nuts are permitted per Daytona SportBike rule (3.6k and 3.8b).
- Rear sprocket and rotor placement must remain as homologated, i.e., if the homologated model comes with the sprocket and rotor as part of the rear wheel assembly, it must remain that way.
- Rear caliper carrier may be fixed to swing arm per rule (3.8b).
- Fuel capacity must not exceed 19 liters. For inspection purposes the bike will be run out of fuel (engine quits running) while sitting on its wheels on level ground. In the same position the tank must not take more than 19 liters to bring the fuel level with the top of the filler neck.
- A single probe (fill/vent) "dry break" is mandatory. Funnels will not be permitted.
- Air operated lift jacks are not permitted. All lifts must be manually operated. (7.23.e).
- All pit stops fall under (7.23.d) in the rule book.
- Dump can and fire extinguisher personnel must wear Nomex balaclava and eye protection.
- Tail lights will be required. They must be at least 4 square inches, on continuously (non flashing) and be LED. Whelen model RS\*03ZCR available at [www.oviedosafetylights.com](http://www.oviedosafetylights.com) is one suitable choice.
- A small light on the back of each rider's helmet is recommended but not mandatory. Street FX makes one designed for that purpose.

## 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.

Competitors in Moto-GT three-hour events will be allowed five (5) rear and five (5) fronts. Tire allotment regulations for an eight-hour Moto-GT race will be announced in the Supplementary Regulations at that event.

At the beginning of each race weekend each entrant will be given their sticker allocation for the weekend by the technical inspector during technical inspection.

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 up to 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.

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.

Moto-GT will be allowed three (3) full wet rear and three (3) full wet front tires for a three-hour event and have no restrictions on quantities for an eight-hour event.

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

### **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.

### **Daytona Specific Rules:**

1. Riders missing the infield at Turn One will not be scored and must come to a complete stop before re-entering at road course Turn Six/Speedway turn two. Competitors that repeatedly miss the infield will be penalized.
2. Any rider missing the chicane and not stopping in the designated area and placing both feet on the ground will be assessed a stop-and-go penalty.

### **DAYTONA SPECIFIC TRACK RECOMMENDATIONS**

In the case of an on-track problem in the infield, always pull off to the left and look for marshal station/gates – this will allow us to serve you faster.

No 'racing' on pit out lane.

Watch speed prior to pit lane. Follow the yellow line, not in early or low on concrete.

Pass on the right in pit lane.

### **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 in the Media Center complex in the Fan Zone.

### **QUALIFYING**

The maximum number of riders for American Superbike, Daytona Sportbike, SuperSport and Moto-GT is 80. The top ten riders from initial qualifying will move to Superpole in American Superbike and Daytona Sportbike. Riders may only continue to practice in classes that they have earned a grid position in. Pole position is on the left side.

### **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.
- B. All competitor and team clothing, including riding gear, must carry the official series identification items as listed by AMA Pro Racing. 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. Additional vehicles (such as rental cars) will not be

permitted in the paddock. 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.

### **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.

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. In addition, officials will randomly time competitors across a fixed distance to determine their speed.

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 3 (East infield horseshoe). 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.

### **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.

### **SAFETY CAR PROCEDURES – FOR DAYTONA 200 AND MOTO-GT CLASSES ONLY**

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 at the Chicane, 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, two-by-two in no specific order for two laps before releasing the field for the start. 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, 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, as per the grid, 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 all 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 (Turn 3, regular location) 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.

For Moto-GT the official time clock will continue to run during any periods the race is halted.

## **PRE-RACE ACTIVITIES**

All machines and equipment must be present in their assigned pit spaces on pit road 30 minutes prior to the sighting lap. Following the sighting lap each team must return to their assigned grid position on the pit road. ALL engines must be turned off upon gridding. Refueling is not permitted until the race has begun. Engines may only be run after the engine start command is given prior to the race start. The Safety Car will lead the field on one pace lap prior to the green flag that signifies the start of the race.

## **SPECIFIC MOTO-GT PROCEDURES**

- A. The Entrant must turn-in a completed team line-up no later than 7 pm on Wednesday, March 4<sup>th</sup> following Moto-GT practice. This line-up must designate the starting rider.
- B. The rider designated as starting must display a SunTrust MOTO-GT Series "Green" sticker on their helmet placed just above the left eye and face shield by AMA Pro Racing. The rider designated as the second, must display a SunTrust MOTO-GT Series "Orange" sticker on their helmet as placed by AMA Pro Racing. Helmet stickers will be provided by AMA Pro Racing.
- C. A minimum of 2 riders must be listed on a given motorcycle and at least 2 riders must ride a given motorcycle during the race.
- D. In cases of extreme hardship, after the line up has been completed, AMA Pro Racing may approve a rider substitution.
- E. It is the responsibility of each team to advise an AMA Pro Racing pit official of all impending pit stops and the designation of the riders when making a rider change.
- F. A motorcycle may be removed from pit lane for repairs only with the

permission of AMA Pro Racing. Any motorcycle undergoing lengthy repairs must be removed from pit lane. An AMA Pro Racing official may be assigned to observe the work.

## **PIT PROCEDURES**

Crew must go OVER the wall, NOT around, even if gap permits.

8 people allowed over wall: - 2 Riders, 5 Mechanics, 1 Fire Bottle Only, Remember - fuel person must wear eye protection and balaclava (or full-face helmet).

No rags for fuel person or fire bottle holder.

Fire bottle person can NOT assist crew work following fueling (review rule 9-5.3). The extinguisher must be pointed toward the bike with the pin pulled.

For any refueling: bike on stand, engine off, rider completely off the bike.

Riders may only assist each other with radio or dash adjustments, otherwise they will be considered as one of the five mechanics (i.e.- NOT ALLOWED: adjust suspension, adjust clutch, work on tire change).

Dunlop staff has the FINAL authority on all tire safety issues.

## **PIT LANE PENALTIES**

Crew Over Wall Early (One foot on wall only; no sitting on wall)	10 seconds
Equipment Over Wall Early (All gear completely behind wall prior to bike stopping.)	10 seconds
More Than Eight Crew Over Wall	20 seconds
Crew Improperly Dressed (Improperly clothed crew person not to work in pit until clothing corrected.)	10 seconds
Fire Bottle Crew Not Ready/Attentive	20 seconds.
Fuel Spill (one warning)	20 seconds
Hit and/or Run Over Equipment	20 seconds
Improper Fueling	20 seconds
Jump Start	Ride Through
Leave with Equipment Attached	Stop and Go
Equipment Out of Pit Stall Box	Stop and Go
REPEAT IDENTICALMISTAKE	Doubles penalty

Stop and Go Penalties are served at Pit stall "Penalty Box".

Competitors may not perform service at their pit during a Stop and Go. Time penalties cannot be served during Safety Car full course yellow situations; time penalties will be saved and served during next Green Flag Pit Stop

## **CLARIFICATIONS**

Meatball flag is for penalty, Black flag is for mechanical

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

Post Race Pit Lane Restrictions – machines must only be pushed to the Dyno.

Do not touch your machine until Pit Lane is re-opened.

The top teams in Moto-GT go directly to the Podium, then to Technical Inspection.

## **PIT ASSIGNMENTS FOR DAYTONA 200 AND MOTO-GT PARTICIPANTS**

Due to the limited number of marked spaces along pit road, competitors may be required to share pit space.

Top ten qualifiers will have first pick by order of qualifying.

Each qualified team must attend Friday, March 6th, 11:00am meeting to pick their pit location based on qualifying order.

Teams participating in both Moto-GT and the Daytona 200 will be issued the same pit location for both events.

Teams must affix their assigned competition number on the track side of the pit wall, in their assigned pit space, with digits of minimum height of 10 inches.

Competitors must remove the numbers at the conclusion of the event.

Access to the pit area will be limited for the 200. Wristbands allowing access will be available for pick-up at Tech Inspection beginning at 12:00pm Friday. Only participants and crew displaying the proper credentials and a wristband will be allowed access to the pit area once the 200 has started.



Dunn Ave.

Dunn Ave.

Clyde Morris Blvd.

SPEEDWAY  
MAILROOM  
1957 DUNN AVE.

Bill France Blvd.

International Speedway Blvd.

← I-95 to Jacksonville

Williamson Blvd.

Midway Ave.



GATE 70: PRE-EVENT  
TRANSPORTER  
STAGING  
AND REGISTRATION



AMA PRO RACING  
REGISTRATION  
AND WILL CALL



GATE  
40

NO TRANSPORTER PARKING  
IN SHADED AREA

Int'l Speedway Blvd.

Midway Ave.

Williamson Blvd.

Beville Rd.

US 92

I-95 to Miami →

← I-4 to Orlando

