

Introduction

This book contains rules and technical requirements governing all events that make up the AMA Pro Road Racing Championship. The series consists of American Superbike, Daytona SportBike, SuperSport and Moto-GT classes.

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

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

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

While every effort has been made to write these rules in a clear and unambiguous fashion, it is impossible to anticipate every circumstance. It will be the race manager's responsibility to make decisions regarding rules enforcement.

DISCLOSURE

AMA PRO RACING STRIVES TO REGULATE THE SPORT OF PROFESSIONAL MOTORCYCLE RACING IN THE FAIREST POSSIBLE MANNER. ALL PARTIES INVOLVED IN AMA PRO RACING SANCTIONED RACES ARE EXPECTED TO CONDUCT THEMSELVES IN A PROFESSIONAL MANNER, RESPECTING AT ALL TIMES THE RIGHTS OF OTHERS.

THE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT, PURSUANT TO THE UNIFORM RULES.

RULES DIRECTED OR RELATED TO SAFETY ARE PROMULGATED TO MAKE ALL PERSONS CONCERNED WITH SAFETY, BUT AMA PRO RACING NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF RULES.

MOREOVER, EACH PARTICIPANT IN COMPETITION HAS THE RESPONSIBILITY TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND CONDITIONS AND MUST ASSUME THE RISK OF COMPETITION.

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

1.2 Homologation of Motorcycles

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

1.3 Scoring Transponders

- a. Once a rider is issued a scoring transponder it must be correctly attached to their motorcycle at all times when on track. Teams owning hard-wired scoring transponders must have the transponder mounted correctly and connected to power at all times when on track.

- b. Riders will be responsible for the loss of or damage to transponders.

1.4 Motorcycle Identification Number

- a. The frame must display a visible identification number. The number must be stamped or engraved into the material of the frame with a minimum of four digits. For 2010 all machines must have the 17-digit VIN that was assigned to it in production.

1.5 Street Equipment

- a. Turn signals, mirrors, and headlight glass parts must be removed.
- b. Taillight/brake light must be removed except where provided in specific class equipment standards.
- c. Horn must be removed.

1.6 Engines

- a. Engine Displacement Measurement
 - i. Engine displacement shall be recorded in cubic centimeters.
 - ii. Displacement = $B^2 (0.7854) HX$; 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).
- b. Engine displacements are listed under various class requirements. Displacement limits are absolute. There are no overbore allowances.
- c. Supercharging and turbocharging are not permitted.
- d. Safety wire used to secure required items must be a minimum diameter of .024 inches.
- e. Coolant must not contain ethylene glycol.
- f. All motorcycles must be driven by rear wheel transmitted power only.
- g. Original equipment engine side covers on certain models must be replaced with covers or a case guard designed specifically to improve resistance to breaking and grind-through in the event of a crash. Replacement covers must be made of cast or machined aluminum. Guards must be made of cast, stamped or machined aluminum, or approved carbon fiber items listed on the eligible equipment list. If a case guard is used it must mount over the original case cover using a minimum of two of the original case

bolt locations. AMA Pro Racing will make the final determination if a cover/guard meets the requirements.

- i. If covers for a particular brand/model are unavailable, riders presenting such models at tech inspection will be placed on the technical trouble log. Such riders will then have until the next meet to comply with the regulation.
- ii. A list of specific models and covers that must be replaced will be available by contacting the Technical Manager at AMA Pro Racing and will be updated on a regular basis.

1.7 Transmissions

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

1.8 Exhaust System

- a. Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame. Mufflers must have internal mechanical or packed baffling.
- b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire in its forward most position. For safety reasons, the exposed edge of the exhaust pipe outlet must be rounded to avoid any sharp edges.
- c. The inside of the exhaust discharge end must be a maximum of 5 inches from the outside edge of the tire or frame in order to prevent another rider's wheel or leg from being trapped.

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 AMA Pro Racing, in accordance with SAEJ1287.
- b. Certain race tracks may require lower limits. Where specific maximum noise levels are required, those limits will be noted in the Supplemental Regulations.
- c. See Appendix C for "Sound Test Procedures."

1.10 Frame

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

1.11 Footrests

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

1.12 Handlebars and Controls

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

1.13 Suspension

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

1.14 Brakes

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

1.15 Wheels

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

1.16 Tires

a. Tire Regulations

- i. Competitors may only use tires distributed by Dunlop at each event.
- ii. Dunlop will provide AMA Pro Racing a list of compounds and markings for tires available to the competitors at the beginning of each event.
- iii. Dunlop will provide AMA Pro Racing with several sample sets of tires of each available compound at the beginning of each event.
- iv. 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.

b. Tire Control

- i. 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.
- ii. Competitors in SuperSport will be allowed four (4) rear tires and four (4) front tires.
- iii. 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.
- iv. 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.
- v. 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.

- vi. 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 race tech or a penalty may be assessed.
- vii. 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.
- viii. No additional tires will be allocated for a red flag situation.
- ix. 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.
- x. In the event of wet racing conditions:
 1. American Superbike entrants will be allowed three (3) rear intermediates (DOT) and three (3) front intermediates (DOT) that will count against their tire allocation.
 2. 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).
 3. Competitors in SuperSport will be allowed two (2) full wet rear and two (2) full wet front.
 4. 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.
 5. Full wet tires will not be deducted from a competitors tire count for the race weekend.

1.17 Fuel Tanks

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

1.18 Fuel Specifications

- a. All motorcycles must use the approved spec fuel, provided by the official AMA Pro Racing fuel supplier. No additional additives are allowed.

1.19 Fuel Test Procedure

- a. Fuel tests may be carried out at any time during the course of any AMA Pro Road Racing event.
- b. AMA Pro Racing has sole authority to direct the administration of fuel tests.
- c. The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of AMA Pro Racing.
- d. The motorcycles selected for fuel sampling and testing will be placed in the impound area.
- e. AMA Pro Racing will supervise the collection of the test samples.
- f. Only AMA Pro Racing may take fuel test samples.

1.20 Fluid Containment

- a. All drain plugs and filler caps (except radiator and fuel caps) must be safety wired.
- b. Oil filter bolts must be secured with safety wire. Oil filter cans must be secured with metal clamps and safety wire or arranged so the clamp cannot turn.
- c. All vent, breather or overflow tubes coming from the radiator must be routed into a heat-resistant catch can with a capacity of at least 350cc.
- d. All air injection type valves on cylinder heads may be blocked. Crankcase breathers must vent into the air box only. Crankcase breathers may not be attached to a vacuum pump.
- e. Oil lines containing positive pressure, if altered, must be of steel braided construction with properly attached end fittings (crimped OEM type or threaded aircraft type). Hose clamps, tie wraps or safety wire are unacceptable for this application.
- f. Other fluid or breather tubes must be securely attached by utilizing wire clips, hose clamps, etc.
- g. Oil coolers must be securely mounted in a protected area.
- h. See additional requirements in Fairings and Bodywork – Section 1.23.

1.21 Weight and Weighing Procedures

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

- b. The official AMA Pro Racing Scale will be available for weight checking before qualifying and final events.
- c. If the weight displayed on the scales, after the momentary stabilization period, oscillates between two numbers, the higher number will be used.
- d. No fluids may be added to the motorcycle, except water to the radiator.
- e. Minimum weight requirements are listed in specific class rules.
- f. A motorcycle must be taken directly from the track to the scale and weighed with the remaining fuel in the tank. No additional fuel may be added.

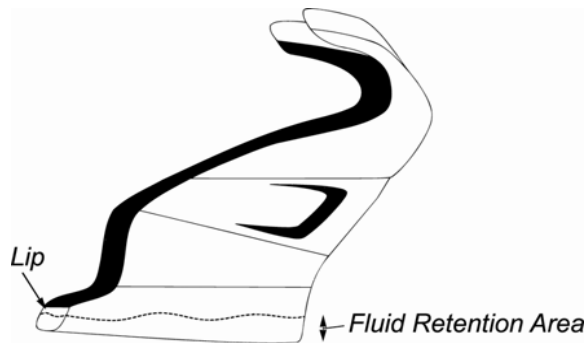
1.22 Telemetry and Traction Control

- a. For SuperSport and Moto-GT classes, any form of engine control system that can actively change the performance/acceleration of the engine using input from any sensors, that are not homologated with the motorcycle, to create a situation of better traction at the rear wheel at any time while the motorcycle is being ridden is not permitted.
- b. Electronic transmitting of information to or from a moving motorcycle is not permitted with the following exceptions:
 - i. Mandatory scoring equipment provided by AMA Pro Racing.
 - ii. Data or video transmitted for the sole use by AMA Pro Racing approved event television production (mandatory equipment assigned by AMA Pro Racing).
 - iii. Radio communication.
 - iv. Automatic lap timing devices.
- c. Selected teams in all classes may be required to carry either an assigned camera or weight package. The selection process will be carried out by the television production company and AMA Pro Racing.

1.23 Fairings and Bodywork

- a. No bodywork, other than a seat/tail section or 10-inch high by 12-inch wide number plate displays, is permitted to the rear of a plane drawn vertically through the axle of the rear wheel.
- b. 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.

- c. Seat/tail section cannot be more than 200mm in height, measured from the base of the seat.
- d. The front wheel must be clearly visible from both sides except for the portion covered by the front fender.
- e. It must be possible to see the rider completely, in the normal riding position, from either side and from above. It is forbidden to use transparent material to avoid application of this rule.
- f. Fairing must be mounted at a minimum of three separate points.



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

1.24 Fenders

- a. Fenders must provide adequate tire clearance.

1.25 Numbers and Number Plates

- a. Each competitor's assigned competition number for all classes must be correctly displayed at all times when on track. Numbers must be affixed to the front and the two sides of the motorcycle so that they are clearly visible to the spectators and AMA Pro Racing.

b. General Requirements:

- i. Three placement options are permitted for the rear and side number display. See Appendix F illustrations for interpretation and clarification.
 1. Numbers mounted on both sides of the rear tail section.
 2. Numbers mounted on top of the rear tail section with the number orientated to be viewed from the rear of the motorcycle.
 3. Numbers mounted on the side of the main fairing. Rider may not block side numbers when upright on the motorcycle.
- ii. In addition to one of the above number plate locations, numbers may be mounted on the underside of the rear tail section with the number oriented to be viewed from the rear of the motorcycle.
- iii. Appropriate AMA Pro Racing class logos must be displayed in the upper left corner of the number area on all motorcycles. Only approved numbers and the appropriate AMA Pro Racing class logos can be displayed on number plates/display areas. Please refer to Appendix F for logo placement requirements.
- iv. Final placement of class decals and legibility of numbers will be at the sole discretion of AMA Pro Racing.

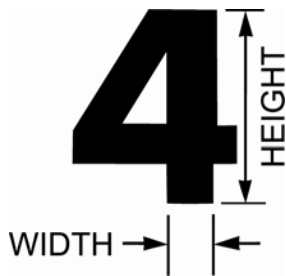
c. American Superbike Numbers:

- i. Stylized numbers and number plates are permitted in the American Superbike class.
- ii. Numbers must be a minimum height of five inches and must be affixed to the front and the two sides of the motorcycle so that they are clearly visible to the spectators and AMA Pro Racing.
- iii. Numbers must be of a contrasting color that is clearly visible and distinctive when viewed against the background color.
- iv. Backgrounds must be of one single color over an area large enough to provide a minimum clear area of one inch around the numbers.
- v. If any rider's stylized numbers are not approved by AMA Pro Racing, then the Daytona SportBike, SuperSport and Moto-GT numbers and number plate rules will apply.
- vi. Stylized numbers may not be offensive in nature or otherwise inappropriate.

vii. All stylized numbers must be submitted to AMA Pro Racing Technical Department for approval by AMA Pro Racing no later than 10 business days prior to the first event in which they will be used.

d. Daytona SportBike, SuperSport and Moto-GT:

i. Number plates or number display areas must provide a minimum of .75-inch or 20mm around and between numbers.



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

iii. Daytona SportBike	White Background	Black Numbers
SuperSport	White Background	Black Numbers
Moto-GT 1	White Background	Black Numbers
Moto-GT 2	Black Background	White Numbers

iv. Front, side and rear numbers must be a minimum of five inches high. Minimum stroke width is .75 inches. Maximum width is two inches except for current class champions' number ones, which may be up to three inches.

v. For light colored bodywork there must be a .25-inch or 7mm black line around the perimeter of the number plate.

vi. Outlining no larger than .25-inch or 7mm is permitted. Outlining must be one solid color only.

vii. The number styles (fonts) illustrated in Appendix G are acceptable. Excessive condensing or stretching of the numbers is not allowed.

viii. If adequate size number display area is not available, plastic number plates, no less than .125-inch in thickness, must be utilized.

ix. The current class champion is permitted to display a pre-approved specially prepared number 1.

1.26 Motorcycle Appearance and Crash Damage Repair

- a. All motorcycles must present a neat and clean appearance.
- b. Crash-damaged motorcycles must be repaired to minimum technical standards before returning to competition. See exceptions for Fairings and Bodywork under specific class rules.
- c. Any motorcycle that is involved in an incident where the motorcycle has incurred crash damage, yet is still operable must return immediately to pit road for inspection by AMA Pro Racing, before it will be allowed to continue in the event. This applies to practice, qualifying and races. Penalties may apply.

1.27 Rider Apparel

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

BSI:	6658 Type A
USA:	Snell M 2005
United Nations:	Regulation ECE 22.05 P'
Japan:	JIS T 8133:2

iv. It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device such as the Hats Off device. An approved list of emergency helmet devices is available from AMA Pro Racing.

v. Face shields must be shatter resistant.

- b. Boots must be at least 8 inches high.
- c. Gloves may be made of leather or other protective material and must be worn while the motorcycle is on the racetrack.
- d. Riding suit must be one-piece construction and made of leather or Kevlar.
- e. Riders are required to wear a commercially manufactured back protector specifically designed for race use.
- f. All riders must have their last name on the back of the riding uniform at the shoulder level.
- g. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.

1.28 Rider and Mechanic Appearance

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

1.29 Display of AMA Pro Racing Logos

- a. All riders are required to have approved color logos in place whenever they are competing in any part of an AMA Pro Racing sanctioned event.
 - i. Displaying appropriate AMA Pro Road Racing Class logo on number plates.
 - 1. Front Number Plate:
 - a. The area on the front number plate indicated in the graphic is reserved for the current, appropriate AMA Pro Road Racing Class logo. See Appendix F.
 - ii. Displaying AMA Pro Road Racing logo:
 - 1. Motorcycle (Main Fairing):
 - a. The area on the main fairing indicated in the graphic is reserved for the current, approved AMA Pro Road Racing logo and partner logos. See Appendix F.
 - iii. Displaying AMA Pro Racing logo:
 - 1. Rider Apparel:
 - a. The area on the leathers is reserved for the current AMA Pro Racing logo and partner logos as indicated. This location is the required area for the 2009 season. See Appendix F.
- b. How to obtain the logo and/or logo artwork file.
 - i. At Events:
 - 1. All number plate stickers and adhesive apparel patches will be available at Tech Inspection at each event.

ii. Online:

- 1. If a third party produces number plates and/or leathers for any entrant prior to events, they may request logo files for each of the above by e-mailing a written request to AMA Pro Racing. The request for artwork by a third party should include the rider's name.

c. Disclaimer for use of AMA Pro Racing registered Trademarks:

- i. 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 not permitted 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 not permitted without a license from, or the express, written permission of AMA Pro Racing.

1.30 Rider Responsibility

- a. **IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET AND APPAREL WHICH WILL PROVIDE APPROPRIATE PROTECTION.**
- b. **ALTHOUGH AMA PRO RACING APPROVES MATERIALS, AMA PRO RACING DOES NOT ENDORSE OR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS.**
- c. **RIDERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS AND APPAREL FOR PROTECTION AND DURABILITY.**

Section 2

American Superbike Equipment Standards

This section contains equipment standards for the American Superbike class. Motorcycle components may only be modified, removed or replaced with homologated items from the Eligible Equipment List. In addition, every motorcycle entered must meet the requirements listed in General Equipment Standards.

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2.1 Homologation

- a. Only homologated motorcycles may be used in American Superbike competition.
- b. American Superbike motorcycles must be street certified in the US and available through US retail dealers. Information on motorcycle homologation is available from AMA Pro Racing.
- c. See Homologation of Motorcycles under General Equipment Standards, Section 1.2.

2.2 Superseded Parts

- a. Superseded parts controlled by these rules must be submitted to AMA Pro Racing for review and approval before use in competition. In addition, these parts must then be listed in the current OEM parts list as supplied to AMA Pro Racing and must be available to all entrants.

2.3 Displacement Capacities and Weight Limits

- a. Minimum weight in the exact condition the machine finishes any competition activity (qualifying or race final) without the addition of fluids or other items of any kind:
 - i. 4 cylinder 375 pounds
 - ii. 2 cylinder 390 pounds
- b. Displacement capacities:
 - i. 4 cylinders 749cc up to 1000 cc 4-stroke.
 - ii. 2 cylinders 901cc up to 1200 cc 4-stroke
- c. Changes to engine type, configuration, stroke and any modifications of engine components to alter the stock OEM firing order of the cylinders are not permitted.
- d. The displacement capacities must remain at the homologated size. Stock bore and stroke must be maintained.

2.4 Tires

- a. Dunlop is the Official Tire of AMA Pro Road Racing and only tires produced by Dunlop and mounted at the event may be used in competition.
- b. The number of available compounds, configurations, and types of tires available for use at each event will be included in the Supplemental Regulations for that event.
- c. No tire changes will be allowed during a red flag situation.

2.5 Fuel

- a. The official fuel of AMA Pro Racing is Sunoco 260GTX and its exclusive use in unadulterated form is required.
- b. All competitors must use the official fuel, as supplied by the manufacturer at the track during all on-track sessions.
- c. Only air may be mixed with the fuel as an oxidant, and no other substances, chemicals and/or liquids whatsoever shall be added, combined, mixed and/or introduced to the official fuel whether intentionally or unintentionally unless approved in advance in writing by AMA Pro Racing for use by all competitors.
- d. All motorcycles must prominently display the appropriate unmodified official fuel company decal on the motorcycle at all times. See Appendix F for logo placement requirements.
- e. AMA Pro Racing has the right to sample a competitor's fuel at any time.
- f. Competitors are responsible for the safe and proper handling and security of their fuel from when it is dispensed to them until it is used.
- g. Competitors are responsible for properly disposing of all unused fuel.

2.6 Wheels/Brakes

- a. Wheels
 - i. Wheels and associated parts may be modified or replaced from those fitted to the homologated motorcycle. Any wheel from the Eligible Equipment List is allowed.
 - ii. Front wheels = 17" x 3.5" all machines
 - iii. Rear wheels = 17" x 6.00" all machines
 - iv. Carbon fiber or carbon composite wheels are not allowed.
 - v. Bearings, seals, spacers and axles may be altered or replaced from those fitted to the homologated motorcycle; axles must be made from the same materials as the original homologated parts. Bearings must maintain the stock inner diameter unless the bearing inner diameter captures the wheel spacers, and axles must maintain the stock outer diameter. Wheel spacers may be captured. A captured nut may be used on one end.

- vi. Rear wheel sprocket and brake rotor must remain with the wheel unless part of the original homologated design.

b. Brakes

- i. Front and rear master cylinder may be modified or replaced from those fitted to the homologated motorcycle with approved parts appearing on the Eligible Equipment List.
- ii. Front and rear calipers may be modified or replaced from those fitted to the homologated motorcycle with approved parts from the Eligible Equipment List.
- iii. Brake pads or shoes may be modified or replaced from those fitted to the homologated motorcycle.
- iv. Brake hoses and brake fittings may be modified or replaced from those fitted to the homologated motorcycle.
- v. Brake discs may be modified or replaced from those fitted to the homologated motorcycle with approved parts appearing on the Eligible Equipment List.
- vi. The use of carbon fiber, carbon composite or titanium materials for brake discs is not allowed.

2.7 Front Suspension

- a. Original front forks must be retained, including inner and outer tubes, fork bottoms, and caliper mounts.
- b. Aftermarket cartridge kits appearing on the Eligible Equipment List are permitted and aftermarket fork caps may be substituted.
- c. Internal parts may be modified consistent and within the foregoing restrictions, including substitution of springs, change of shims and/or spacers, and addition of kit/aftermarket valving units appearing on the Eligible Equipment List.
- d. External compression and rebound adjusters may be modified or changed.
- e. The upper and lower fork clamps (triple clamp, fork bridges) including steering stem, can be changed or modified using adjustable fork clamps or inserts to adjust rake and/or trail with approved parts appearing on the Eligible Equipment List.
- f. Steering damper may be added, relocated or replaced with an aftermarket damper that appears on the Eligible Equipment List.

- g. The steering damper cannot act as a steering lock limiting device.
- h. Active, semi-active or computer-controlled suspension units are not permitted.
- a. Fork bottoms may be modified to provide for mounting brackets for suspension stroke sensors and wheel speed sensors.
- b. Fender brackets may be modified to maintain stock tire to fender clearance when using race tires or to provide clearance for caliper mounting brackets.
- c. Fork bottom axle hole inside diameter may not be increased; however it may be sleeved to provide for captured axle nut.
- d. A fork brace may be installed with a homologated unit appearing on the Eligible Equipment List.

2.8 Rear Suspension

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

2.9 Frame

- a. Frame and Sub Frame
 - i. The main Frame must remain as originally produced by the manufacturer for use on the homologated motorcycle with the following modifications allowed:
 1. Strengthening gussets and tubes may be added, but none may be removed.
 2. Accessory brackets (radiator, shock reservoir, stands, etc.) may be changed, relocated, added or removed. Holes may be drilled only for the purpose of attaching brackets or other components.
 3. The homologated dimensions and the position of the steering head, engine, swingarm pivot point, rear shock, and suspension linkage mounting points must remain as homologated on the original machine. No alternative mounting points may be created.

- 4. The use of offset bearing races for the purpose of altering the steering angle is allowed as long as the steering stem remains within the confines of the stock steering head and no part of the insert protrudes axially more than 3mm beyond the original steering head.
- 5. If the homologated frame has provisions for swingarm pivot adjustment blocks then the pivot may be adjusted within that range. If the homologated frame comes with the swingarm pivot in a fixed position then the swingarm must be run in that position.
- 6. Front sub frame may be modified or replaced, but the material must remain as homologated and appear on the Eligible Equipment List.
- 7. Rear sub frame may be modified or replaced, but the material must remain as homologated and appear on the Eligible Equipment List.
- ii. Polishing of frame materials is not allowed.
- iii. Frame must display vehicle identification number.
- b. Swingarm may be modified as follows:
 - i. Rear wheel stand mounts may be added to the swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Mounting bolts must be recessed.
 - ii. It is required to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.
 - iii. Axle adjusters and axle adjuster blocks may be modified or replaced. Gussets and bracing may be added. A provision for shock absorber and spring clearances is allowed. Link and link arm pick up points must remain as homologated. The range of axle adjustment must remain as homologated unless there is inadequate tire clearance. This problem will be considered on a case-by-case basis and provided for under special allowances in that model's Technical Information Form.
 - iv. For Buell, the approved chain drive conversion is Buell Part # G0625.08A2.

2.10 Bodywork/Controls/Appearance

- a. Fairing and Bodywork
 - i. Fairing and bodywork, including the front fender and windscreen may be modified or replaced with aftermarket parts

which resemble the originally approved parts in design and which maintain similar dimensions. "Double bubble" screens will be allowed.

- ii. Bodywork must be approved and appear on the Eligible Equipment List.
 - iii. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber).
 - iv. See Fairing and Bodywork under General Equipment Standards, Section 1.23, for other restrictions and fluid containment.
- b. Seat
- i. Seat may be altered or replaced from those fitted to the homologated motorcycle.
 - ii. The top portion of the rear bodywork around the seat may be modified to a solo seat.
 - iii. The solo seat then may incorporate the rear number plate.
 - iv. The appearance from front, rear, and profile must conform in principle to the homologated shape.
 - v. The seat/rear cowl must allow for proper number display.
 - vi. All exposed edges must be rounded.
 - vii. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber).
- c. Instrument Panel
- i. Aftermarket instrument panels are allowed. They must be approved and appear on the Eligible Equipment List.
 - ii. A shift/indicator light may be added even if one did not exist from the factory.
- d. Foot Rest/Foot Controls
- i. Foot rest/foot controls may be modified, relocated or replaced from those fitted to the homologated motorcycle.
 - ii. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return to the normal position.
 - iii. The end of the footrest must have at least an 8mm solid spherical radius.
- e. Handle Bars and Hand Controls

- i. Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
- ii. Engine stop switch must be located on the handlebars and clearly marked.

2.11 Engine Modifications

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

- iii. See Engines under General Equipment Standards, Section 1.6
 - iv. The countershaft cover may be removed.
 - v. The addition of a crankcase protector at the countershaft is allowed.
- d. Valves, Springs and Retainers
- i. Aftermarket or modified valves, springs, retainers and other valve-train components are permitted. The original number of valves must be maintained.
 - ii. Valve diameter and minimum weight, including stem, must remain as homologated.
 - iii. Valves must remain in the same location and at the same angle as the homologated model.
 - iv. The material and dimensions of the rocker arms (if any) must remain as homologated.
 - v. The material of the tappets/buckets must remain as homologated.
- e. Camshafts and Sprockets
- i. The original camshafts may be modified or replaced from those fitted to the homologated motorcycle. They must be approved and appear on the Eligible Equipment List.
 - ii. The method of drive must remain as homologated.
 - iii. Cam sprockets can be modified or replaced to allow the degreasing of camshafts.
 - iv. The tooth count of the cam sprockets and cam drive sprocket on the crank must remain as homologated.
 - v. The cam chain style must remain as homologated.
 - vi. The camshaft duration is unrestricted but the lift must remain as homologated.
 - vii. The tensioning device(s) for the cam chain or cam belt is unrestricted.
- f. Crankshaft
- i. Crankshaft must remain as homologated with the following modifications allowed:
 - ii. Balancing: This may only be achieved by the same method used by the OEM. For example, heavy metal (i.e. Mallory

- metal) inserts are not permitted unless they were originally specified by the OEM.
 - iii. Bearing surfaces may be polished or surface treated.
 - iv. Polishing and lightening of the crankshaft is not allowed.
 - v. Primary gears cannot be changed or modified.
 - vi. Oil galley plugs may be modified, removed or replaced.
- g. Connecting Rods
- i. Connecting rods must remain as homologated. No modifications are allowed.
 - ii. Polishing and lightening is not allowed.
- h. Pistons
- i. Pistons may remain as homologated or be replaced with an approved substitute. Each brand is allowed one substitute piston, which must appear on the Eligible Equipment List.
 - ii. The approved piston may be coated and must weigh the same or more than the homologated piston.
 - iii. The approved piston must use the homologated piston rings, piston pin and piston pin clips. The intent of this substitution is to increase engine durability and reduce on-track failures.
- i. Piston Rings
- i. Piston rings must remain as homologated and installed. No modifications are allowed.
- j. Piston Pins and Clips
- i. Piston pins and clips must remain as homologated. No modifications are allowed.
- k. Oil Pumps, Oil Pans, Oil Lines and Water Pumps
- i. Original equipment oil pumps are required with the following modifications:
 1. Modifications may include, but are not limited to:
 - a. Blueprinting.
 - b. Changing the pressure relief spring.
 - c. Reducing gear and housing thickness.
 2. The external appearance must remain as homologated.

- ii. Aftermarket oil pans and the associated pump pick up will be allowed and must be approved and appear on the Eligible Equipment List.
 - iii. Oil lines may be replaced with high pressure braided stainless or equivalent for durability purposes.
 - iv. The internal parts of the water pump may be changed or modified. The drive ratio may be changed. The external appearance must remain as homologated.
 - v. Water lines may be modified or replaced.
- I. Clutch
- i. Clutch type (wet or dry) must remain as homologated.
 - ii. Aftermarket, modified or stock-type clutches with back-torque limiting capabilities are permitted. They must be approved and appear on the Eligible Equipment List.
- m. Transmission Shafts and Gear Sets
- i. Stock transmission shafts and gear set only. Transmissions may be shimmed for optimal engagement and durability.
 - ii. Undercutting and surface treatments are the only modifications allowed.
 - iii. Original equipment shift drum detent stars may be modified or replaced with approved, homologated aftermarket parts included on the Eligible Equipment List
 - iv. Other modifications to gearbox or selector mechanism are not allowed.
 - v. Manual “secondary” hand operated kill switch/quick shifters are not allowed.
 - vi. Kit-type electronic “quick shifters” are allowed.
 - vii. Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
 - viii. Final drive system, if not by chain, may be modified to chain type, utilizing kits specified on the Eligible Equipment List.
 - ix. The sprocket cover can be modified.
- n. Fuel injection system and throttle-body assemblies
- i. Fuel injection throttle body assemblies must remain as homologated.

- ii. Assemblies include all attached parts with the exception of injectors, fasteners, cables, cable actuating pulleys, flexible fuel lines, vacuum lines, airbox connection tubes and velocity stacks.
 - iii. Variable-length fuel injection intake tract devices that function while the engine is operating are prohibited unless it is standard equipment on the homologated OEM production model.
 - iv. Fuel injectors may be replaced with aftermarket units provided the original mounting locations are maintained and no modifications are made to the throttle body assemblies for injector fitment.
 - v. The total number of installed injectors must be the same as originally produced.
 - vi. Secondary butterfly valves may be fixed in the open position.
 - vii. Fuel pump and fuel pressure regulator must remain as homologated.
- o. Engine Control System
- i. Engine control system may be modified or replaced with aftermarket products that appear on the Eligible Equipment List.
 - ii. Wiring harness may be modified or replaced.
 - iii. Spark plugs and plug wires may be replaced.
 - iv. Data acquisition is allowed however telemetry or any type of real time data communication between bike and pits is not allowed.
 - v. Aftermarket sensors are permitted.
- p. Generator
- i. The generator may be modified or replaced.
 - ii. The starting system, electrical or manual may be modified or replaced but must be functional.
- 2.12 Airbox/Intakes/Fuel Supply**
- a. Intake Airboxes
- i. Airbox must remain as originally produced by the manufacturer on the homologated motorcycle.

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

2.13 Miscellaneous

- a. Exhaust System
- i. The exhaust pipes and silencers may be modified or replaced from those fitted to the homologated motorcycle. They must be approved and appear on the Eligible Equipment List.
 - ii. Catalytic converters must be removed.
 - iii. For safety reasons, the exposed edge(s) of the exhaust pipes(s) outlet(s) must be rounded to avoid sharp edges.
 - iv. The rear edge of the muffler must not extend past the rear of the tire when the tire is in its forward-most position in the swingarm.
- b. Radiators and Oil Coolers
- i. The original radiator or oil cooler may be modified or replaced from those fitted to the homologated motorcycle. They must be approved and appear on the Eligible Equipment List.
 - ii. Additional radiators and oil coolers are allowed. They must be approved and appear on the Eligible Equipment List.
 - iii. Oil coolers must not be mounted on or above the rear mudguard.
 - iv. The appearance from the front, rear and profile of the machine must conform to the homologated shape after the installation of additional radiators or oil coolers.
 - v. Radiator caps may be changed and thermostats may be changed or removed.
- c. The following items may be modified or replaced from those fitted to the homologated motorcycle:
- i. Any type of lubrication, brake or suspension fluid may be used. Any type of engine lubrication that is designed to enter the combustion chamber and acts as an oxygenator is prohibited.
 - ii. Any type of spark plug and plug cap may be used.
 - iii. Gasket and gasket material.
 - iv. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used, except where addressed previously in these rules.
 - v. Fasteners (nuts, bolts, screws etc.)
 - vi. Main wiring harness and connectors.

- vii. Battery and switches.
- viii. Countershaft sprocket, rear wheel sprocket and chain.
- ix. Oil and fuel filters
- d. The following items may be removed:
 - i. Instrument and instrument bracket and associated cables.
 - ii. Radiator fan and wiring
 - iii. Cooling system thermostat

2.14 Post-Qualifying and Post-Race Tech

- a. Immediately following each qualifying session or race, the top three finishers plus other motorcycles chosen at random at the discretion of AMA Pro Racing will be secured for inspection by AMA Pro Racing staff members.
- b. Motorcycle weights will be checked immediately following qualifying or races, in the same condition in which they finish the activity.
- c. No fluid and/or any other item(s) may be added to the motorcycle prior to the determination of weight.

Section 3

Daytona SportBike Equipment Standards

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

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3.1 Homologation

- a. Only homologated motorcycles may be used in AMA Pro Racing sanctioned Daytona SportBike competition.
- b. Daytona SportBike competition is restricted to motorcycles (engines and frames) produced for US street use and available in the US through retail dealers.
- c. See Homologation of Motorcycles under General Equipment Standards.

3.2 Weight

- a. **Minimum weight: Inline 4 cylinders 365lbs. 3 cylinders 375 lbs. 2 cylinders 385lbs.**
- b. Compliance with the minimum weight will be determined by weighing the machine in the exact condition in which the machine finishes any competition activity (qualifying or race) without the addition of fluids or other items of any kind.

3.3 Tires

- a. Dunlop is the Official Tire of AMA Pro Road Racing and only tires produced by Dunlop and mounted at the event may be used in competition.
- b. The number of available compounds, configurations, and types of tires available for use at each event will be included in the Supplemental Regulations for that event.
- c. No tire changes will be allowed during a red flag situation.

3.4 Fuel

- a. The official fuel of AMA Pro Racing is Sunoco 260GTX and its exclusive use in unadulterated form is required.
- b. All competitors must use the official fuel, as supplied by the manufacturer at the track during all on-track sessions.
- c. Only air may be mixed with the fuel as an oxidant, and no other substances, chemicals and/or liquids whatsoever shall be added, combined, mixed and/or introduced to the official fuel whether intentionally or unintentionally unless approved in advance in writing by AMA Pro Racing for use by all competitors.
- d. All motorcycles must prominently display the appropriate unmodified official fuel company decal on the motorcycle at all times. See Appendix F for logo placement requirements.

- e. AMA Pro Racing has the right to sample a competitor's fuel at any time.
- f. Competitors are responsible for the safe and proper handling and security of their fuel from when it is dispensed to them until it is used.
- g. Competitors are responsible for properly disposing of all unused fuel.

3.5 Wheels/Brakes

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

Axle adjuster must be OEM with the exceptions noted in Section 2.6.

3.6 Front Suspension

- a. Original front forks must be retained, including inner and outer tubes, fork bottoms, and caliper mounts.
- b. Aftermarket Cartridge kits appearing on the Eligible Equipment List are permitted and aftermarket fork caps may be substituted.
- c. Internal parts may be modified consistent and within the foregoing restrictions, including substitution of springs, change of shims and/or spacers, and addition of kit/aftermarket valving units appearing on the Eligible Equipment List.
- d. External Compression and Rebound Adjusters may be modified/changed.
- e. The upper and lower fork clamps (triple clamp, fork bridges) including steering stem, can be changed or modified using adjustable fork clamps or inserts to adjust rake and/or trail with approved parts appearing on the Eligible Equipment List.
- f. Steering damper may be added, relocated or replaced with an aftermarket damper that appears on the Eligible Equipment List.
- g. The steering damper cannot act as a steering lock limiting device.
- h. Active, semi-active or computer-controlled suspension units are not permitted.
- i. Fork bottoms may be modified to provide for mounting brackets for suspension stroke sensors and wheel speed sensors.
- j. Fender brackets may be modified to maintain stock tire to fender clearance when using race tires or to provide clearance for caliper mounting brackets.
- k. Fork bottom axle hole inside diameter may not be increased; however it may be sleeved to provide for captured axle nut.
- l. A fork brace may be installed with a homologated unit appearing on the Eligible Equipment List.

3.7 Rear Suspension

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

swingarm. The linkage must appear on the Eligible Equipment List.

3.8 Frame

- a. Frame and Sub Frame
 - i. The main frame must remain as originally produced by the manufacturer for use on the homologated motorcycle with the following modifications allowed:
 1. Strengthening gussets and tubes may be added, but none may be removed.
 2. Accessory brackets (radiator, shock reservoir, stands, etc.) may be changed, relocated, added or removed. Holes may be drilled only for the purpose of attaching brackets or other components.
 3. The homologated dimensions and the position of the steering head, engine, swingarm pivot point, rear shock, and suspension linkage mounting points must remain as homologated on the original machine. No alternative mounting points may be created.
 4. The use of offset bearing races for the purpose of altering the steering angle is allowed as long as the steering stem remains within the confines of the stock steering head and no part of the insert protrudes axially more than 3mm from the original steering head.
 5. If the homologated frame has provisions for swingarm pivot adjustment blocks then the pivot may be adjusted within that range. If the homologated frame comes with the swingarm pivot in a fixed position then the swingarm must be run in that position.
 6. Rear sub frame may be modified or replaced, but the material must remain as homologated and appear on the Eligible Equipment List.
 - ii. Polishing of frame materials is not allowed.
 - iii. Frame must display vehicle identification number.
- b. Swingarm
 - i. Axle adjuster slots may be enlarged for the following reasons: to make the brake caliper bracket captured to facilitate wheel changes and to provide for a captured axle nut. Axles must remain the same outer diameter as the homologated axle. Increasing the range of axle adjustment will be taken on a

case-by-case basis and included in the TIF under special allowances for each model. Axle adjusters must remain as homologated with the exception of the changes needed to accommodate captured nut and/or captured brake carrier

- ii. Rear wheel stand mounts may be added to the swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Mounting bolts must be recessed.
- iii. It is compulsory to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.

3.9 Bodywork/Controls/Appearance

a. Fairing and Bodywork

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

b. Seat

- i. Seat may be altered or replaced from those fitted to the homologated motorcycle.
- ii. The top portion of the rear bodywork around the seat may be modified to a solo seat. The solo seat then must incorporate the rear number plate.
- iii. The appearance from front, rear, and profile must conform in principle to the homologated shape.
- iv. The seat/rear cowl must allow for proper number display.
- v. All exposed edges must be rounded.

vi. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber).

c. Instrument Panels

- i. Aftermarket instrument panels are not allowed.
- ii. A shift/indicator light may be added even if one did not exist from the factory.

d. Foot Rest/Foot Controls

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

e. Handle Bars and Hand Controls

- i. Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
- ii. Engine stop switch must be located on the handlebars and clearly marked.
- iii. Titanium fasteners are not permitted.

3.10 Engine Modifications

a. Cylinder Head

- i. Cylinders heads must remain as homologated with the following modifications allowed:
 - 1. Cylinder head, cylinder and crankcase gasket surfaces only may be machined for increased compression. All other surfaces of the cylinder head, cylinder and crankcases must remain absolutely as homologated with no metal removal.
 - 2. Light cleaning of gasket surfaces with steel wool, Scotch-Brite®, etc. is permitted. Deburring radius of machined area must not be greater than 0.020 inches or 0.5mm.
 - 3. Valve seats may be machined but not replaced.
 - 4. The cylinder head gasket may be changed.

b. Cylinders

- i. No modifications are allowed.

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

- i. Crankshaft must remain as homologated with the following modifications allowed:
 1. Balancing: This may only be achieved by the same method used by the OEM. For example, heavy metal (i.e. Mallory metal) inserts are not permitted unless they were originally specified by the OEM.
 2. Bearing surfaces may be polished or surface treated.
 3. Polishing and lightening of the crankshaft is not allowed.
 4. Primary gears cannot be changed or modified.
 5. Oil galley plugs may be modified, removed or replaced.
- g. Connecting Rods
 - i. Connecting rods must remain as homologated. No modifications are allowed.
 - ii. Polishing and lightening is not allowed.
- h. Pistons
 - i. Pistons must remain as homologated.
 - ii. Polishing and lightening is not allowed.
- i. Piston Rings
 - i. Piston rings must remain as homologated and installed. No modifications are allowed.
- j. Piston Pins and Clips
 - i. Piston pins and clips must remain as homologated. No modifications are allowed.
- k. Oil Pumps, Oil Lines and Water Pumps
 - i. No oil pump modifications are allowed.
 - ii. Oil lines may be replaced with high pressure braided stainless or equivalent for durability purposes.
 - iii. No water pump modifications are allowed.
 - iv. Water lines may be modified or replaced.
- l. Clutch
 - i. Clutch type (wet or dry) must remain as homologated.

- ii. Aftermarket, modified or stock-type clutches with back-torque limiting capabilities permitted. They must be approved and appear on the Eligible Equipment List.
- m. Transmission Shafts and Gear sets
- i. Stock transmission shafts and gear set only. Transmissions may be shimmed for optimal engagement and durability.
 - ii. Original equipment shift drum detent stars may be modified or replaced with approved, homologated aftermarket parts included on the Eligible Equipment List
 - iii. Other modifications to gearbox or selector mechanism are not allowed.
 - iv. Manual “secondary” hand operated kill switch/quick shifters are not allowed.
 - v. Kit-type electronic “quick shifters” are allowed.
 - vi. Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
 - vii. Final drive system, if not by chain, may be modified to chain type, utilizing kits specified on the Eligible Equipment List.
 - viii. The sprocket cover can be modified.
- n. Fuel Injection System and Throttle Body Assemblies
- i. Fuel injection throttle body assemblies must remain as homologated.
 - ii. Assemblies include all attached parts with the exception of injectors, fasteners, cables, cable actuating pulleys, flexible fuel lines, vacuum lines, airbox connection tubes and velocity stacks.
 - iii. Variable-length fuel injection intake tract devices that function while the engine is operating are prohibited unless it is standard equipment on the homologated OEM production model.
 - iv. Injectors must be stock and unaltered from the original specification and manufacture.
 - v. Stock fuel mixture and exhaust sensor devices must be as provided on the homologated model.
- o. Engine Control System

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

3.11 Airbox/Intake/Scoops/Fuel Supply

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

3.12 Miscellaneous

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

- d. The following items may be removed:
 - i. Radiator fan and wiring.
 - ii. Cooling system thermostat.
 - iii. Chain guard, however it is compulsory to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.

3.13 Post-Qualifying and Post-Race Tech

- a. Immediately following each qualifying session or race, the top three finishers plus other motorcycles chosen at random at the discretion of AMA Pro Racing will be secured for inspection by AMA Pro Racing staff members.
- b. Motorcycle weights will be checked immediately following qualifying or races, in the same condition in which they finish the activity.
- c. No fluid and/or any other item(s) may be added to the motorcycle prior to the determination of weight.

Section 4

SuperSport Equipment Standards

This section contains equipment standards for the AMA Pro Racing SuperSport class. The motorcycles are based on production based, four-stroke street motorcycles and are the closest motorcycles to showroom stock in AMA Pro Racing sanctioned National Road Race Championship competition. In addition, every motorcycle entered must meet the requirements listed in General Equipment Standards.

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4.1 Homologation

- a. Only homologated motorcycles may be used in AMA Pro Racing sanctioned SuperSport competition.
- b. SuperSport competition is restricted to motorcycles (engines and frames) produced for US street use and available in the US through retail dealers.
- c. See Homologation of Motorcycles under General Equipment Standards, Section 1.2.

4.2 Weight

- a. **Minimum weight: Inline 4 cylinders 365lbs. 3 cylinders 375 lbs. 2 cylinders 385lbs.**
- b. Compliance with the minimum weight will be determined by weighing the machine in the exact condition in which the machine finishes any competition activity (qualifying or race final) without the addition of fluids or other items of any kind.

4.3 Tires

- a. Dunlop is the Official Tire of AMA Pro Road Racing and only tires produced by Dunlop and mounted at the event may be used in competition.
- b. The number of available compounds, configurations, and types of tires available for use at each event will be included in the Supplemental Regulations for that event.
- c. No tire changes will be allowed during a red flag situation.

4.4 Fuel

- a. The official fuel of AMA Pro Racing is Sunoco 260GTX and its exclusive use in unadulterated form is required.
- b. Only air may be mixed with the fuel as an oxidant, and no other substances, chemicals and/or liquids whatsoever shall be added, combined, mixed and/or introduced to the official fuel whether intentionally or unintentionally unless approved in advance in writing by AMA Pro Racing for use by all competitors.
- c. All competitors must use the official fuel, as supplied by the manufacturer at the track, during all on-track sessions.
- d. All motorcycles must prominently display the appropriate unmodified official fuel company decal on the motorcycle at all times. See Addendum F for logo placement requirements.
- e. AMA Pro Racing has the right to sample a competitor's fuel at any time.

- f. Competitors are responsible for the safe and proper handling and security of their fuel from when it is dispensed to them until it is used.
- g. Competitors are responsible for properly disposing of all unused fuel.

4.5 Wheels/Brakes

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

4.6 Front Suspension

- a. Original front forks must be retained, including inner and outer tubes, fork bottoms, and caliper mounts.
- b. Aftermarket cartridge kits appearing on the Eligible Equipment List are permitted and aftermarket fork caps may be substituted.

- c. Internal parts may be modified consistent and within the foregoing restrictions, including substitution of springs, change of shims and/or spacers, and addition of kit/aftermarket valving units appearing on the Eligible Equipment List.
- d. External compression and rebound adjusters may be modified/changed.
- e. The height and position of the front fork in relation to the fork crowns is free.
- f. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.
- g. A steering damper may be added, relocated or replaced with an aftermarket damper appearing on the Eligible Equipment List.
- h. The steering damper cannot act as a steering lock limiting device.

4.7 Rear Suspension

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

4.8 Frame

- a. Frame and Sub Frame
 - i. The main frame must remain as originally produced by the manufacturer for use on the homologated machine. The sides of the frame body may be covered by a protective part made of composite material. These protectors must fit the form of the frame.
 - ii. Nothing may be added by welding or removed by machining from the frame body.
 - iii. All motorcycles must display the manufacturer's vehicle identification number on the frame body (chassis number).
 - iv. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

- v. The original combination instrument/fairing brackets may be replaced with an approved item from the Eligible Equipment List.
 - vi. Rear sub frame must remain as originally produced by the manufacturer for the homologated machine or be an approved replacement that appears on the Eligible Equipment List
 - vii. Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly.
 - viii. Bolt on accessories to the rear sub-frame may be removed.
 - ix. Polishing the frame body or the sub frame is not allowed.
- b. Swingarm
- i. Every part of the rear swingarm must remain as originally produced by the manufacturer for the homologated machine (including rear swingarm pivot bolt and rear axle adjuster) with the exception noted above for the purposes of capturing the rear caliper bracket.
 - ii. Rear wheel stand positioning (support) brackets may be added to the rear swingarm. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed.
 - iii. It is compulsory to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.

4.9 Bodywork/Controls/Appearance

- a. Fairing and Bodywork
- i. Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated machine, with slight differences due to the racing use (different attachment points, fairing bottom etc.).
 - ii. Aftermarket, OEM-style bodywork and custom fairing mounts may be used.
 - iii. The fairing must match the shape of the OEM machine in silhouette and profile and the AMA shall have the right to use templates and go-no-go devices to check conformity.
 - iv. An oil retaining, "sealed" lower fairing is mandatory.

- v. The materials may be changed. The use of carbon fiber or carbon composite materials is not allowed.
 - vi. Overall size and dimensions must be the same as the original part.
 - vii. Windscreens may be replaced with a duplicate of transparent material.
 - viii. Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in the General Equipment Standards. This device cannot exceed above a line drawn horizontally from axle to axle.
 - ix. Front fenders may be replaced with a cosmetic duplicate of the original parts and may be spaced upwards for increased tire clearance.
 - x. Rear fenders fixed on the swinging arm can be modified or changed but the original profile must be respected.
 - xi. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.
- b. Seat
- i. The top portion of the rear bodywork around the seat may be modified to a solo seat.
 - ii. Tail sections may be increased in size to allow for required number display. Final approval rests with the Chief Technical Inspector.
 - iii. The appearance from both front rear and profile must conform to the homologated shape.
- c. Foot Rests/Foot Controls
- i. Foot rest/foot controls may be may be modified, relocated or replaced from those fitted to the homologated motorcycle. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return to the normal position.
 - ii. The end of the footrest must have at least an 8mm solid spherical radius.
 - iii. A foot operated quick shifter is not allowed.
- d. Handlebar and hand Controls
- i. Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.

Clutch and brake lever may be exchanged by an aftermarket copy.

- ii. Engine stop switch must be located on the handlebars and be clearly marked.
- iii. Non-standard “Kill Switches” must not be spring loaded and must be well marked.
- iv. Titanium fasteners are not permitted.

4.10 Engine Modifications

- a. Cylinder Head
 - i. No modifications are allowed except as follows:
 - ii. Cylinder head, cylinder and crankcase gasket surfaces only may be machined for increased compression. All other surfaces of the cylinder head, cylinder and crankcases must remain absolutely as homologated with no metal removal.
 - iii. Light cleaning of gasket surfaces with steel wool, Scotch-Brite®, etc. is permitted.
 - iv. De-burring radius of machined area must not be greater than 0.020 inches or 0.5mm.
 - v. The cylinder head gasket may be changed.
 - vi. Valve seats may be machined but not replaced.
- b. Cylinders
 - i. No modifications are allowed except as provided for above.
- c. Crankcase and all other Engine Cases (i.e. ignition case, clutch case, etc.)
 - i. Crankcases must remain as homologated. No modifications are allowed with the exception of machining the gasket surface; see under cylinder head, above.
 - ii. Engine case guards in the form of strengthened engine side covers or approved guards must be installed on all models. Replacement covers must be no lighter in weight than the stock covers. In lieu of replacement covers, approved carbon guards that bolt to the exterior of the cover may be used. They must be approved and appear on the Eligible Equipment List
- d. Valves, Springs and Retainers
 - i. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be

as originally produced by the manufacturer for the homologated machine. Valve spring shims are allowed.

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

- i. Must remain as homologated. No modifications are allowed.
- j. Piston Pins and Clips
 - i. Must remain as homologated. No modifications are allowed.
- k. Oil Pumps and Oil Lines and Water Pumps
 - i. No pump modifications are allowed.
 - ii. Oil lines may be modified or replaced.
 - iii. Oil lines may be replaced with high pressure braided stainless or equivalent for durability purposes.
 - iv. No Water Pump modifications are allowed.
 - v. Water lines may be modified or replaced.
- l. Clutch
 - i. Clutch type (wet or dry) must remain as homologated.
 - ii. Aftermarket, modified or stock-type clutches with back-torque limiting capabilities are permitted. They must be approved and appear on the Eligible Equipment List.
- m. Transmission Shafts and Gear sets
 - i. Stock transmission shafts and gear set only. Transmissions may be shimmed for optimal engagement and durability.
 - ii. Original equipment shift drum detent stars may be modified or replaced with approved, homologated aftermarket parts included on the Eligible Equipment List
 - iii. Other modifications to gearbox or selector mechanism are not allowed.
 - iv. Manual “secondary” hand operated kill switch/quick shifters are not allowed.
 - v. Kit-type electronic “quick shifters” are not allowed.
 - vi. Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
 - vii. Final drive system, if not by chain, may be modified to chain type, utilizing kits specified on the Eligible Equipment List.
 - viii. The sprocket cover can be modified.
- n. Fuel Injection System and Throttle Body Assemblies
 - i. Fuel injection throttle body assemblies must remain as homologated.

- ii. Assemblies include all attached parts with the exception of injectors, fasteners, cables, cable actuating pulleys, flexible fuel lines, vacuum lines, airbox connection tubes and velocity stacks.
- iii. Variable-length fuel injection intake tract devices that function while the engine is operating are prohibited unless it is standard equipment on the homologated OEM production model.
- o. Injectors must be stock and unaltered from the original specification and manufacture.
 - i. Stock fuel mixture and exhaust sensor devices must be as provided on the homologated model.
- p. Engine Control System
 - i. Homologated engine control unit (ECU), must be as homologated and inner software can be changed for the purposes of controlling spark and fuel only.
 - ii. Approved “piggyback” engine controllers may be used with their functions limited to spark and fuel table control only.

4.11 Airbox/Intake/Scoops/Fuel Supply

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

- iv. Fuel vent lines may be replaced.
- v. Fuel filters may be added.

4.12 Miscellaneous

a. Exhaust System

- i. The exhaust pipes and silencers may be modified or replaced from those fitted to the homologated motorcycle. They must be approved and appear on the Eligible Equipment List.
- ii. Catalytic converters must be removed.
- iii. For safety reasons, the exposed edge(s) of the exhaust pipes(s) outlet(s) must be rounded to avoid sharp edges.
- iv. The rear edge of the muffler must not extend past the rear of the tire when the tire is in its forward most position in the swingarm.

b. The following items may be modified or replaced from those fitted to the homologated motorcycle:

- i. Any type of lubrication, brake or suspension fluid may be used. Any type of engine lubrication that is designed to enter the combustion chamber and acts as an oxygenator is prohibited.
- ii. Any type of spark plug and plug cap may be used.
- iii. Gasket and gasket material
- iv. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used, except where addressed previously in these rules.
- v. Countershaft sprocket, rear wheel sprocket and chain.
- vi. Oil and fuel filters

c. The Following Items May Be Removed:

- i. Radiator fan and wiring.
- ii. Cooling system thermostat.
- iii. Chain guard, however it is compulsory to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.

4.13 Post-Qualifying and Post-Race Tech

- a. Immediately following each qualifying session or race, the top three finishers plus other motorcycles chosen at random at the

discretion of AMA PRO Racing and will be secured for inspection by AMA Pro Racing staff members.

- b. Motorcycle weights will be checked immediately following qualifying or races, in the same condition in which they finish the activity, including all fluids such as oil, water and fuel.
- c. No fluid and/or any other item(s) may be added to the motorcycle prior to the determination of weight.

Section 5

Moto-GT Equipment Standards

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5.1 Homologation

- a. Only homologated motorcycles may be used in AMA Pro Racing-sanctioned Moto-GT competition.
- b. Moto-GT competition is restricted to motorcycles (engines and frames) produced for US street use and available in the US through retail dealers.
- c. See Homologation of Motorcycles under General Equipment Standards.

5.2 Classes/Horsepower Limits/Legal Weights

- a. GT 1
 - i. Stock Bore and Stroke
 - ii. 600cc maximum 4 stroke/4 cylinder 118hp/365lbs
 - iii. 680cc maximum 4 stroke/3 cylinder 122hp/370 lbs
 - iv. Unlimited maximum 4 stroke/2 cylinder 130hp/385lbs
- b. GT 2 (2 cylinder only)
 - i. Stock Bore and Stroke not required
 - ii. 800cc maximum 4 stroke/2 cylinder, liquid-cooled 80hp/370 lbs
 - iii. 1100cc 4 stroke/ 2 cylinder, air-cooled 90hp/380lbs
 - iv. Unlimited maximum 4 stroke/2 cylinder, air-cooled, push-rod 95hp/390lbs
- c. Immediately following each qualifying session or race, the top finishers plus other motorcycles chosen at random will be tested on the Official Series dynamometer to verify rear wheel horsepower. The test numbers will be generated on the dynamometer using only numeric readings, with the "smoothing" set on five, using an "SAE" horsepower calculation.
- d. Compliance with the minimum weight will be determined by weighing the machine in the exact condition in which the machine finishes any competition activity (qualifying or race) without the addition of fluids or other items of any kind.
 - i. Moto-GT bikes that are over power or under weight will be gridded at the back.

5.3 Tires

- a. Dunlop is the Official Tire of AMA Pro Road Racing and only tires produced by Dunlop and mounted at the event may be used in competition.

- b. The number of available compounds, configurations, and types of tires available for use at each event will be included in the Supplemental Regulations for that event.

5.4 Fuel

- a. The official fuel of AMA Pro Racing is Sunoco 260GTX and its exclusive use in unadulterated form is required.
- b. Only air may be mixed with the fuel as an oxidant, and no other substances, chemicals and/or liquids whatsoever shall be added, combined, mixed and/or introduced to the official fuel whether intentionally or unintentionally unless approved in advance in writing by the AMA for use by all competitors.
- c. All competitors must use the official fuel, as supplied by the manufacturer at the track, during all on-track sessions.
- d. All motorcycles must prominently display the appropriate unmodified official fuel company decal on the motorcycle at all times. See Addendum F for logo placement requirements.
- e. AMA Pro Racing has the right to sample a competitor's fuel at any time.
- f. Competitors are responsible for the safe and proper handling and security of their fuel from when it is dispensed to them until it is used.
- g. Competitors are responsible for properly disposing of all unused fuel.

5.5 Wheels/Brakes

- a. Wheels
 - i. Original equipment wheels must be used, except where a TIF provides for substitutes. Substitutes must appear on the Eligible Equipment List.
 1. Front wheels = 17" x 3.5" all machines
 2. Rear wheels = 17" x 5.5" or 17" x 6" (See TIF for each machine)
 - ii. Original equipment wheels must be used, unless the OE wheels are wire-spoke wheels or not 17" in diameter, in which case they must be replaced by 17" non-wire spoke wheels from another model within the same manufacturer's product offering or aftermarket wheels as long as the aftermarket wheels with bearings, seals, brake rotors have a total weight equal to or

greater than the original wire-spoke wheel in the same application.

b. Brakes

- i. The front brake master cylinder may be substituted with an approved model from the Eligible Equipment List.
- ii. Front and rear calipers may not be modified or replaced from those fitted to the homologated motorcycle except where permitted on a TIF. All substitutes must be approved and appear on the Eligible Equipment List.
- iii. Aftermarket brake pads and lines may be installed.
- iv. Aftermarket front brake rotors may be used as long as the rotors are the same size (diameter) as OEM equipment. The must be approved and appear on the Eligible Equipment List.
- v. Caliper mounts and hangers, front and rear, may not be modified or substituted.
- vi. Front wheel spacers may be made "captive" at the approval of Tech. Inspector to allow for faster front wheel changes.
- vii. At the rear wheel, stock parts must be used, including the caliper mount and chain adjuster, but wheel spacers may be made "captive", and a caliper retaining device may be used, but must be approved by AMA Pro Racing.
- viii. Brake caliper mountings must be wire locked front and rear. The use of safety wired quick-change clips is permitted. Axles and/or pinch bolts must be safety wired or otherwise secured by acceptable means with the exception of wheel mounting nuts and/or bolts for single sided swingarms.

5.6 Front Suspension

- a. Original front forks must be retained, including inner and outer tubes, fork bottoms, and caliper mounts.
- b. Aftermarket Cartridge kits appearing on the Eligible Equipment List are permitted and aftermarket fork caps may be substituted.
- c. Internal parts may be modified consistent and within the foregoing restrictions, including substitution of springs, change of shims and/or spacers, and addition of kit/aftermarket valving units appearing on the Eligible Equipment List.
- d. External compression and rebound adjusters may be modified/changed.

- e. The upper and lower fork clamps (triple clamp, fork bridges) including steering stem, can be changed or modified using adjustable fork clamps or inserts to adjust rake and/or trail with approved parts appearing on the Eligible Equipment List.
- f. Steering damper may be added, relocated or replaced with an aftermarket damper that appears on the Eligible Equipment List.
- g. The steering damper cannot act as a steering lock limiting device.
- h. A fork brace may be installed with a homologated unit appearing on the Eligible Equipment List.
- i. For Suzuki SV1000S models only, replacement of the stock front end with complete original equipment Suzuki GSX-R model front end, including forks, triple clamps, brake rotors, brake calipers and front wheel is permitted. All items must be from the same production year/model motorcycle.

5.7 Rear Suspension

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

5.8 Frame/Adjustable Pivot

- a. Frame and Sub Frame
 - i. The main frame must remain as originally produced by the manufacturer for use on the homologated motorcycle with the following modifications allowed:
 1. Strengthening gussets and tubes may be added, but none may be removed.
 2. Accessory brackets (radiator, shock reservoir, stands, etc.) may be changed, relocated, added or removed. Holes may be drilled only for the purpose of attaching brackets or other components.
 3. The homologated dimensions and the position of the steering head, engine, swingarm pivot point, rear shock, and suspension linkage mounting points must remain as homologated on the original machine. No alternative mounting points may be created.

- 4. The use of offset bearing races for the purpose of altering the steering angle is allowed as long as the steering stem remains within the confines of the stock steering head and no part of the insert protrudes axially more than 3mm from the original steering head.
- 5. If the homologated frame has provisions for swingarm pivot adjustment blocks then the pivot may be adjusted within that range. If the homologated frame comes with the swingarm pivot in a fixed position then the swingarm must be run in that position.
- 6. Rear sub frame may be modified or replaced, but the material must remain as homologated and appear on the Eligible Equipment List.
- 7. Polishing of frame materials is not allowed.
- 8. Frame must display vehicle identification number.

b. Swingarm

- i. Axle adjuster slots may be enlarged for the following reasons: to make the brake caliper bracket captured to facilitate wheel changes and to provide for a captured axle nut. Axles must remain the same outer diameter as the homologated axle. Increasing the range of axle adjustment will be taken on a case by case basis and include in the TIF under special allowances for each model. Axle adjusters must remain as homologated with the exception of the changes needed to accommodate captured nut and/or captured brake carrier
- ii. Rear wheel stand mounts may be added to the swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Mounting bolts must be recessed.
- iii. It is compulsory to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.

5.9 Bodywork/Controls/Appearance

- a. Fairing and Bodywork
 - i. Fairing and bodywork may be replaced with exact cosmetic duplicates of the original with slight differences due to the racing use (different attachment points, fairing bottom etc.).
 - ii. Aftermarket, OEM-style bodywork and custom fairing mounts may be used.

- iii. The fairing must match the shape of the OEM machine in silhouette and profile and AMA Pro Racing shall have the right to use templates and go-no-go devices to check conformity.
 - iv. An oil retaining, “sealed” lower fairing is mandatory.
 - v. The materials may be changed. The use of carbon fiber or carbon composite materials is not allowed.
 - vi. A front fender must be mounted.
 - vii. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.
- b. Lighting
- i. Front driving lights and rear running lights of sufficient lighting capacity must be installed and operational for night racing and when the race director declares “lights on.”
 - ii. Brake lights must be disconnected.
 - iii. All headlight and tail light lenses must be taped during daylight hours. Tape may be removed during the final pit stop before “lights on.”
- c. Seat
- i. Tail sections may be increased in size to allow for required number display. Final approval rests with AMA Pro Racing.
- d. Foot Rests/Foot Controls
- i. Foot rest/foot controls may be modified, relocated or replaced from those fitted to the homologated motorcycle.
 - ii. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return to the normal position.
 - iii. The end of the footrest must have at least an 8mm solid spherical radius.
- e. Handle Bars/Hand Controls
- i. Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle. They must be approved and appear on the Eligible Equipment List.
 - ii. Engine stop switch must be located on the handlebars and clearly marked.
 - iii. Non-standard “Kill Switches” must not be spring loaded and must be well marked.
 - iv. Titanium fasteners are not permitted.

5.10 Engine Modifications

a. Engine Control System

- i. Homologated engine control unit (ECU), must be either:
 1. As homologated and inner software can be changed;
 2. An ECU kit model (produced and/or approved by the machine Manufacturer) can be used. A special connector can be used to connect the kit ECU and the original wire loom.
- ii. A “piggyback” system may be utilized for the purposes of changing spark and fuel and shifter functions. It must be approved and appear on the Eligible Equipment List.
- iii. Any software, wiring and manuals used for modifying the ECU must be made available to AMA Pro Racing on demand.

5.11 Airbox/Intake/Scoops/Fuel Supply

a. Intake Airboxes

- i. An airbox is required.
- ii. Ram air systems are permitted if specified and used on the homologated motorcycle. Ducts and scoops must be identical in specification to the original equipment system. The original air ducts running between the fairing and the airbox may not be altered.
- iii. An air filter is optional. Original equipment air filter and air filters appearing on the Eligible Equipment List are permitted.
- iv. Any boxes and ducting are optional for pushrod air-cooled twins.
- v. Crankcase ventilation must be routed into a heat resistant catch can of at least 350cc capacity or the airbox.
- vi. Ram air, if the machine is not so equipped from the factory, is not permitted. Exception: Suzuki SV1000S only; fully sealed ram air induction systems are allowed. Original equipment ram air as defined for the purpose of this rulebook requires a sealed system from inlet to airbox. Ducting can be altered or added to non-OE ram air equipped machinery, as long as the revised system is not sealed as described above.
- vii. If ventilation is routed into the airbox, any drains from the airbox must be sealed. If ventilation is routed to a catch can, the overflow tube from the catch can must be routed into the

intake area of the carburetors/injectors so that any overflow from the catch can will be drawn into the engine.

viii. Radiator overflow and battery vent tubes must be routed into a separate catch can that need not be vented into the intake area. Final approval of the catch can system rests with AMA Pro Racing.

b. Fuel

- i. The stock gas tank or tank cover area must appear as stock. Modification of the underside or non-visible areas of the stock tank are permitted.
- ii. Fuel capacity is limited to 4.5 US gallons (17 liter). The fuel capacity is measured with both wheels on level ground from stalling to full.
- iii. The fuel tank must be fitted with a dry break refueling cap.

c. Fuel Supply

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

5.12 Miscellaneous

a. Exhaust System

- i. The exhaust pipes and silencers may be modified or replaced from those fitted to the homologated motorcycle. They must be approved and appear on the Eligible Equipment List.
- ii. Catalytic converters must be removed.
- iii. For safety reasons, the exposed edge(s) of the exhaust pipes(s) outlet(s) must be rounded to avoid sharp edges.
- iv. The rear edge of the muffler must not extend past the rear of the tire when the tire is in its forward most position in the swingarm.

b. The following items may be modified or replaced from those fitted to the homologated motorcycle:

- i. Any type of lubrication, brake or suspension fluid may be used. Any type of engine lubrication that is designed to enter the combustion chamber and acts as an oxygenator is prohibited.

ii. Any type of spark plug and plug cap may be used.

iii. Gasket and gasket material

iv. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used, except where addressed previously in these rules.

v. Countershaft sprocket, rear wheel sprocket and chain.

vi. Oil and fuel filters.

c. The following items may be removed:

i. Radiator fan and wiring.

ii. Cooling system thermostat.

iii. It is required to use a chain guard fitted in such a way as to prevent trapping any part of the rider's body between the lower chain run and the final driven sprocket at the rear wheel.

5.13 Post-Qualifying and Post-Race Tech

a. Immediately following each qualifying session or race, the top three finishers plus other motorcycles chosen at random at the discretion of AMA Pro Racing and will be secured for inspection by AMA Pro Racing staff members.

b. Motorcycle weights will be checked immediately following qualifying or races, in the same condition in which they finish the activity, including all fluids such as oil, water and fuel.

c. No fluid and/or any other item(s) may be added to the motorcycle prior to the determination of weight.

d. Motorcycle horsepower will be tested on the Official Series dynamometer to verify rear wheel horsepower. The test numbers will be generated on the dynamometer using only numeric readings, with the "smoothing" set on five, using an "SAE" horsepower calculation.

Section 6

Licenses and Credentials

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6.1 Competition Licenses

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

6.2 License Classifications

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

Road Race Classes	License Requirements
American Superbike	AMA Pro Superbike only
Daytona SportBike	National Pro Expert or AMA Pro Superbike
SuperSport	National Junior or National Pro Expert
Moto-GT	National Junior, National Pro Expert or AMA Pro Superbike

6.3 Entries

- a. All entries will be pre-entry only. All entries will need to be received no later than the published event deadline.
- b. In American Superbike, Daytona SportBike and Moto-GT, the entrant is the individual or entity who is entitled to enter a machine for competition. Points in Team Championship and Purse awards will be paid to machine entrant. Penalties for Team infractions will be levied against the Team Entrant. Motorcycle numbers in these classes will be assigned to machine entrants.

- c. In the SuperSport class, the rider will be the designated entrant for each machine.

6.4 Credentials

- a. In order to process the credential application, it is required that the application be received at the AMA Pro Racing Daytona Beach office 30 days before the first event you wish to attend. Credentials are not issued at the racetrack.
- b. 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.
- c. 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.
- d. Transfer, misuse of, or failure to display both the credentials and specific AMA Pro Racing lanyard is cause for disciplinary action or revocation.
- e. A credentialed 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.

6.5 Contact Information

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

Administrative Services
AMA Pro Racing
735 Fentress Blvd.
Daytona Beach, FL 32114
Phone: (386) 492-1014
Fax: (386) 274-2335

Section 7

Race Rules and Procedures

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7.1 Participant Regulation

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

7.2 Substance Abuse Policy

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

7.3 Intravenous Hydration

- a. At no time during a meet may a rider receive any type of intravenous hydration unless such hydration is deemed medically necessary by appropriate medical personnel as a result of an emergency medical situation (e.g. heat stroke) encountered by a rider during, or as a result of competing in, an event or the practices, or qualifying sessions which are part of an event.
- b. Once a rider receives such hydration 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.

7.4 Track Rentals – Unofficial Practice

- a. At facilities where AMA Pro Racing road races are to be held, exclusive track rentals by participants, including manufacturers, teams or individuals, are not allowed. Regional race meets, promoter/racetrack organized open practice and recognized schools are not restricted. Contact AMA Pro Racing for guidelines.

7.5 Bulletins and Supplementary Regulations

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

7.6 Inclement Weather / Unacceptable Track Conditions

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

7.7 Motorcycle Usage

- a. Riders must use the same motorcycle (same main frame) for all practice sessions, qualifying events, and national races, except in those classes where a back up motorcycle is allowed. See Procedures for Red Flag Stops and Restarts.
- b. In classes where backup motorcycles are prohibited or when a backup motorcycle is not available(in the classes where backup motorcycles are allowed) when the motorcycle's main frame is damaged, and determined to be unsuitable for competition ,the frame may be changed, only with approval from the Race Director. Approval must take place prior to usage of the new frame.
- c. Riders must use the same motorcycle for parade or sighting laps as the races.

7.8 Pre- and Post-Race Technical Inspections

- a. 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.
- b. 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 AMA Pro Racing.
- c. Regardless of a motorcycle, equipment or apparel passing prior inspections, compliance with the rules must be made at the post-race inspection.

- d. More than one motorcycle per class may be presented and passed through initial tech inspection. If more than one motorcycle is to be presented for initial tech inspection:
 - i. They will be numbered with a "1" or "2" to identify each motorcycle.
 - ii. The numbers will be located on the triple clamp and clearly visible.
- e. AMA Pro Racing 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 staff or AMA Pro Racing designated personnel may inspect impounded motorcycles or equipment.

7.9 Pit / Paddock Regulations

- a. No rider, entrant or credential holder may, at any time, operate any motorcycle or other motor vehicle while on the race course or the event venue property in such a manner as to endanger other riders, AMA Pro Racing or the public.
- b. Riding of competition motorcycles, other than on the race track or designated test area, is strongly discouraged.
- c. Any operation of any vehicle in the paddock must be at a very slow, acceptable speed (15 MPH maximum). No golf carts, pit bikes or any other type of vehicle is permitted in the pits except for the pick up and drop off of equipment. All vehicles used in the pits and paddock must display an AMA Pro Racing Authorized Pit Vehicle sticker.
- d. Smoking is not allowed in pits, grid, signal area or other restricted areas.
- e. Persons less than 16 years of age are not allowed in pits, grid, signal area or other restricted areas unless participating in an approved event.
- f. Pets are not permitted in pits, grid, signal area or other restricted areas. Pets in the paddock must be on a leash or properly contained. Certain race tracks may not permit pets in the paddock. If pets are not permitted from the paddock it will be noted in the Supplemental Regulations.
- 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, entrants/riders/teams must transport such items from the facility for proper disposal. All tires, batteries, fuel drums and any other materials deemed to be hazardous waste must be removed from racetrack property at the conclusion of the event.

7.10 Rider Briefings

- a. All riders entered in a meet must attend the rider briefing.
- b. AMA Pro Racing may call roll or check attendance. Failure to appear may result in a penalty.

7.11 On-Track Regulations

- a. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, AMA Pro Racing or the public.
- b. Riders must not intentionally stop on the race course during practice, qualifying or any race, including cool-down laps. Stopping on the race course to perform a burnout is not allowed. Riders may be held responsible for any damage caused to the racing surface.
- c. No one except riders officially entered or event staff may ride or practice on any race course during the meet. Unofficial practice during the race meet is not permitted.
- d. Unless directed to do so by AMA Pro Racing, no one at any time will be permitted to ride a motorcycle in the wrong direction on the track or pit road.
- 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 AMA Pro Racing for the purpose of control with the following exceptions:
 - i. Assistance by crewmembers is allowed during practice and qualifying.
 - ii. Assistance by crewmembers is allowed in the starting grid area for the parade and warm-up laps. Immediately following the start of a race, when the grid is clear, assistance by crewmembers is allowed only to restart stalled motorcycles. See Procedures for Starts.

- g. A rider leaving the course may only continue the race by properly re-entering the course from the closest point to where that rider left the course without gaining an advantage.
 - i. The rider must re-enter the course under the direction of the turn marshals if they are present in the area where the run-off occurred.
 - ii. AMA Pro Racing will make the determination as to whether a rider gained any advantage by leaving the race course and re-entering. A rider may be determined to have gained an advantage without gaining race position.
- h. A rider whose motorcycle is disabled before reaching the finish line may, by that rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the course to complete the race unless the rider is determined to be a hazard by AMA Pro Racing.
- i. Testing of any non-homologated equipment deemed acceptable may be conducted in non-qualifying practice sessions, at the direction of the AMA Pro Racing.
- j. Once a rider is issued a scoring transponder it must be correctly attached to their motorcycle at all times when on track. Entrants owning hard-wired scoring transponders must have the transponder mounted correctly and connected to power at all times when on track.

7.12 Pit Road Speed

- a. Pit road maximum speed is 50 mph at all times. Any rider found to have exceeded the limit during practice or qualifying may be subject to a fine.
- b. Any rider who exceeds the pit lane speed limit during a race may be subject to a ride-through penalty.

7.13 Practice Starts

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

7.14 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:
 1. When on track activity is interrupted the red flag will be waved at the finish line and each flag marshal post. Riders must return slowly to the pits.
 2. When the pit-lane exit is closed, this flag will be displayed at the pit-lane exit. Riders are not allowed to exit the pit lane.
 3. The red flag will be shown motionless on the starting grid at the end of the warm-up lap.
- iv. Red Light: The red lights will be switched on at the start line for between two (2) and five (5) seconds to start each race.
- v. Black Flag with 12-inch Orange Center: Indicates a ride through penalty. A number board displayed with the flag indicates rider being signaled. When this flag is displayed to a rider, they must proceed through the hot pit at the posted speed. Riders must complete their ride through penalty within three (3) laps of notification or a time penalty may be assessed. If the number of laps remaining does not permit a three (3) lap notice, a time penalty will be assessed.
- vi. Black Flag: Indicates a problem with a motorcycle or a disqualification. A number board displayed with the flag indicates the rider being signaled. Riders must carefully reduce speed and stop at the first suitable location off the course.
- vii. Blue Flag: Indicates to a rider that they are about to be overtaken. Riders are advised to keep their line and allow the faster rider to pass. Riders disregarding this flag may be black-flagged at the discretion of AMA Pro Racing.

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 or other evidence deemed appropriate by AMA Pro Racing.

- 3. Double Yellow Flags: indicates the intervention of the safety car.
- iv. White Flag with Red Cross: Indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise caution.

c. Courtesy Flags

- i. White Flag: Indicates the final lap of a race.
- ii. White and Green Flags Crossed: Indicates 1/2 total race distance.

7.15 Procedures for Practice

- a. Riders practicing and/or qualifying in any class they do not intend to race must report to technical inspection to fill out a Class Withdrawal Form within 30 minutes of the conclusion of the final qualifying session of that class.
- b. Once a rider has completed a Class Withdrawal Form they will no longer be allowed to participate in any further on-track activities for that class.
- c. A rider that does not participate in a race in which they have qualified and has not filled out a Class Withdrawal Form must demonstrate a clear and justifiable reason for not participating in the event (i.e., injury, crash, sickness requiring medical attention).
- d. Should a practice session stop with less than 50% of the designated time remaining, the session may be considered complete at the discretion of AMA Pro Racing.
- e. Any practice session stopped with 5 minutes or less remaining will be considered complete.

7.16 Procedures for Superpole for American Superbike and Daytona SportBike

a. Preliminary Qualifying

- i. For American Superbike, a rider's best lap time must be within 108% of the fastest qualifying rider's best lap time in order to pre-qualify for one of the available grid positions in the race.
- ii. For Daytona SportBike, a rider's best lap time must be within 110% of the fastest qualifying rider's best lap time in order to pre-qualify for one of the available grid positions in the race.

- iii. A maximum of 36 riders will be placed on the grid at all American Superbike final events except Daytona. These limits apply regardless of the method used to order the grid.

b. Participants

- i. The fastest ten riders from qualifying practice results must take part in Superpole.
- ii. A list of participants will be available following their qualifying session.
- iii. If, before Superpole, a rider classified in the top ten is declared unable to race (medical declaration required) then the 11th fastest rider will take his place.
- iv. If, before Superpole, a rider classified in the top ten is declared unable to participate in Superpole (medical declaration required) but uncertain for the race, then no other rider will advance to Superpole and the rider will be assigned to the number ten grid position.

c. Superpole Procedure

- d. Each rider will complete three laps. A warm up lap, a timed lap, and a cool down lap.
- e. The riders will start one at a time under the direction of AMA Pro Racing.
 - i. The starting order will be opposite of the qualifying order (i.e. 10th will go first, 9th will go second, etc.).
 - ii. All Superpole qualified machines must be placed (staged) in single file order, as per pit lane markings/cones, no less than five minutes before the scheduled start time of the Superpole session. Machines must be placed on stands, and tire warmers powered by small portable generators may be fitted. No other maintenance or adjustments of any kind are permitted, and at no time following the five minute period can a computer be connected to any part of the motorcycle. Any machine that arrives late for single file staging will be excluded from Superpole, and that rider will be placed in 10th position on the starting grid for the race.
 - iii. Once a rider has crossed the start /finish line to begin his timed lap the next rider will be released onto the track at a pre-determined time.

- iv. This procedure will be followed until all Superpole participants have finished.
- v. It is mandatory for each rider to return back to the staging area and remain there with their machines. They must then proceed to technical inspection for machine verification.
- vi. Any rider that ~~shows up late~~ arrives late for the Superpole staging-to-start flag warm-up lap procedure will be fined and excluded from Superpole. ~~He will be placed in 10th position on the grid.~~ This rider will not be allowed to take part in Superpole on-track activities for the event in question, and will be placed in 10th position on the starting grid for the race.
- vii. Any rider that blocks or otherwise slows down another rider will be fined and excluded from Superpole. He will be placed at the back of the grid.

7.17 Procedures for SuperSport and Moto-GT Qualifying

- a. Timed qualifying shall be used to determine which riders are eligible to start final events, and the starting positions of those riders.
- b. Timed Qualifying Procedures:
 - i. Schedule of timed qualifying sessions and number of qualifying positions will be listed in the Supplementary Regulations or the race schedule.
 - ii. The official timing point may not be the finish line at all racetracks.
 - iii. Fastest lap time of each rider will be posted after every timed qualifying session.
 - iv. Qualifying results will determine grid positions. Moto-GT bikes over power or under weight will be placed at the back of the grid.
 - v. Ties in qualifying times will be broken in favor of the rider who achieved the time first.
 - vi. A rider's best lap time must be within 110% (108% in 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.
 - 1. 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.

- 2. Individual rider circumstances will not be considered as sufficient reason to waive this requirement.
- vii. Should a qualifying session be stopped with less than 50% of the designated time remaining, the session may be considered complete at the discretion of AMA Pro Racing.
- viii. Any qualifying session stopped with 5 minutes or less remaining will be considered complete.
- c. Should circumstances prevent all scheduled timed qualifying for a particular class from being run, the next scheduled timed practice for the effected class will be deemed a qualifying session.
- d. Should circumstances prevent all scheduled timed qualifying for a particular class from being run, and no further timed practice sessions of suitable duration are scheduled before the final event for that class, the grid will be based upon timed practice session(s) previously completed during the meet. No pole position point will be awarded in this circumstance.
- e. If no timed sessions are available to set the grid for a class, riders will be ordered on the final event grid, based upon point standings for the current season and order of entry. No pole position point will be awarded in this circumstance. For the first race of the season the final point standings from the previous season will be used. Priority for grid positions will be determined as follows:
 - i. Rider point standings.
 - ii. Riders without points in the class being raced by order of signup.
- f. The maximum number of qualified riders allowed to participate in final events will be published in the Supplemental Regulations for each event.
- g. Moto-GT motorcycles will be placed at the back of the grid if under weight or over powered.

7.18 Provisional Starts

- a. To be eligible for a provisional start, a rider must be either:
 - i. Among the top 10 riders in the current point standings for the class in which they are requesting a provisional start.
 - ii. Among the top 10 riders in the previous season's final point standings for the class in which they are requesting a provisional start.

- iii. Riders will only be granted one provisional start per season per class. Riders granted provisional starts will be placed on the back row of the grid for the final race ordered by points, which may increase the number of riders for that race over the set limit for the class or track.
- iv. Riders eligible for a provisional start must notify AMA Pro Racing in writing of their request for a provisional start within 30 minutes of the conclusion of qualifying for the class the request is made for.
- v. At the discretion of AMA Pro Racing, past AMA champions and/or riders from the FIM World Superbike, Moto GP and other prestigious international or national motorcycle racing series may be added to the last row of the final race if they qualify. This may increase the number of riders over the set limit for a specific class or track.

7.19 Procedures for Grids

- a. Grid sheets will be posted indicating row and rider. It is the responsibility of the rider to notify AMA Pro Racing if there is an error in the grid sheet within 30 minutes of posting.
- b. The official starting line for each starting row will be plainly marked with approximately 30 feet between each row to form a grid.
 - i. The starting positions will be staggered backward from the pole side resulting in slightly diagonal starting rows. Approximate stagger from position to position will be three feet. Pole position for each track is noted in the supplemental regulations.
 - ii. Each starting position will be marked by a grid box approximately 12 inches square, representing the area where the front tire contact patch must be located to be properly staged.
 - iii. Riders who are not properly staged may be assessed a penalty.
- c. Electric power must be disconnected from tire warmers on the pre-grid or grid. Tire warmer use is allowed only next to the pit wall in the pit road service areas. Any generators must remain in the cold pit, with only extension cords allowed over the wall.

7.20 Procedures for Starts

- a. Staging announcements will be made prior to the start procedure for each race. All classes will be given a sighting lap and a warm-up lap prior to the start of races. For live TV races, a schedule with

the timing of the start procedure will be posted. All riders should report to the designated staging area prior to the final call.

- b. Motorcycles are not permitted from entering the hot pit for staging until 80% of the previous race is complete.
- c. Starting lights or flags will be displayed in front of the first row and in view of each rider.

d. Sighting lap procedure:

- i. Two-minute board and horn.
- ii. One-minute board and horn.
- iii. Thirty-second board and horn.
- iv. Pit lane open for sighting lap. Pit lane exit closed after one minute.
- v. Riders must be present in their grid position following the sighting lap unless the competitor enters the pits to change motorcycles (American Superbike or Daytona SportBike only) or perform maintenance.
- vi. Riders not taking part in the sighting lap may push their bikes onto the grid at the direction of AMA Pro Racing. Depending on the track configuration, they may be instructed to start the warm up lap from pit lane prior to the return of the field from the sighting lap.
- vii. Refueling is allowed only after the sighting lap in designated areas. Riders must be off the bike during refueling. The ignition must be off and the motorcycle must be on a rear stand before refueling is permitted to start.
- viii. After the sighting lap, only two crew members and one umbrella person are allowed on the grid until all riders have returned from the sighting lap. AMA Pro Racing will indicate when it is safe for non-crew to enter the grid.

e. Warm-up lap procedure:

- i. Three-minute board and horn. It is not permitted for any rider to take a warm-up lap for any race in which that rider is not an entrant.
- ii. Two-minute board and horn. All but two team personnel and one umbrella person must leave the grid. All adjustments and/or repairs must be completed at this time. Teams that wish to continue making adjustments or repairs must remove the bike from the grid.

- iii. One-minute board and horn. Tire warmers and stands must immediately be removed. Team personnel and umbrella holders must start to clear the grid. Motorcycles requiring assistance with starting must return to their grid position prior to the 30-second board being displayed.
- iv. Thirty-second board and horn. Engines must be running and all personnel must immediately clear the grid.
- v. Warm up lap starts from row one on a row-by-row basis. Riders on each row must be prepared to start when signaled by AMA Pro Racing. Team personnel are not permitted back onto the grid unless directed to do so by AMA Pro Racing.
- vi. The riders will make one lap, at unrestricted speed. As soon as the riders have passed the pit lane exit, any rider waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the pit lane will be closed and AMA Pro Racing will display a red flag closing the pit lane exit. A safety car will follow the pack.

f. Race Start Procedure

- i. On returning to the grid, the riders must take up their positions with the front wheel of their motorcycles up to or behind the front line and between the sidelines defining the grid position.
- ii. An official will stand at the front of the grid holding a red flag. Any rider who arrives back at the grid after the arrival of the safety car will be directed into the pits and may start the race from there.
- iii. Any rider who encounters a problem with their machine on the warm up lap may return to the pit lane and make repairs or change machines if allowable (American Superbike and Daytona SportBike only). Machine changes can only be made in the hot pit. They may start the race from pit lane after the field has passed the exit under the direction of AMA Pro Racing.
- iv. As each row of the grid is set, AMA Pro Racing officials will raise a board indicating that the row is complete. Boards will not be raised when a rider in that row has indicated that they have stalled their motorcycle or has other difficulties. When all boards have been raised the starter will then instruct the official at the front of the grid displaying the red flag to walk to the side of the track.

- v. At this time, any rider who stalls their engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm.
- vi. A red light will be displayed for between two (2) and five (5) seconds. The red light will go out to start the race.
- vii. Any rider who anticipates the start will be required to carry out the ride through procedure.
- viii. Anticipation of the start is defined by the motorcycle moving forward while the red lights are on.
- ix. Should there be a problem, the starter will display a "Start Delayed" board. Should the delay be short, the start procedure will begin at the one-minute board stage. The riders will complete an additional warm up lap and the race distance will be reduced by one (1) lap.
- x. Should the delay prove lengthy, the countdown will be restarted at the three-minute board and Horn and the riders will complete an additional warm up lap. Each subsequent warm up lap will reduce the race length by one lap.
- xi. Starts may be divided and started in separate groups or waves. Time interval between waves will be determined by conditions at each racetrack.
 1. The light will be activated separately for each wave.
 2. Once the first group has started, if it is necessary to abort the start of the remaining groups, the red flag will be displayed immediately and there will be a restart in accordance with the Procedures for Red Flag Stops and Restarts.

7.21 Wet Start Events

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

prior to the race. The sighting lap prior to the warm-up lap may be eliminated depending on the available time.

7.22 Red Flag Stops and Restarts

- a. In circumstances where a local caution flag is not sufficient to ensure safe and orderly continuation of competition, the red flag will be displayed at all flagging stations.
- b. All riders will stop racing (NO OVERTAKING), safely reduce speed and proceed with caution in their current running order to the pit lane.
- c. Upon entering the hot pit area, riders must maintain current running order and take a position to the rear of the preceding motorcycle and adjacent to the pit wall, on the opposite side of the pit lane from the pit boxes.
- d. Riders may not approach or ride to their pit box unless specifically directed to do so by an AMA Pro Official.
- e. Any race intervention will be at least five minutes in duration.
- f. Engines must be shut off.
 - i. At this time two (2) mechanics for each motorcycle may assist the rider with the following:
 1. Bikes may be raised on support stands.
 2. Tires may be wrapped with tire warmers but not changed. Portable generators are allowed.
 3. Refueling is not permitted.
 4. All riders and crew must return to their pit boxes until further instructions from AMA Pro staff.
 5. Adjustments to suspension and gearing are not allowed.
 6. Computers may not be attached to the motorcycle.
- g. No motorcycles may be serviced without permission and supervision from AMA Pro staff.
- h. If a motorcycle is approved for service, the bike must be rolled to the rider's pit box, where mechanics may visually inspect the motorcycle for safety issues. All safety issues should be brought to the attention of AMA Pro Racing. Mechanics will be directed as to how to proceed by AMA Pro staff.
- i. All machines brought to a pit box for service and approved for the restart will start behind all other machines that did not require service.
- j. If repairs are not completed in time for the bikes to be placed in their assigned restart positions, these machines will start the race from the hot pit lane exit under the direction of AMA Pro Racing.

- k. Any machine taken behind the pit wall will be disqualified from the race.
- l. Any race or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader and any action requiring a penalty will be considered to have taken place during competition.
- m. In the case of a restart, any rider that did not complete an assessed penalty will still be required to comply with the penalty after the restart.
- n. When a race is stopped with three or more laps completed by the leader, it will be restarted with the riders in single file, in the running order on the track on the lap preceding the red-flagged lap.
- o. Prior to the restart, all riders staged on the pit lane ahead of the leader will be led around the track for one lap in single file in running order behind the Safety Vehicle, returning to take their position at the back of the line of riders on hot pit road. This will set the field for the restart.
- p. For the restart, the Safety Vehicle will lead the entire field from the pits in single file for one lap before releasing the field for the start. Corner stations will show waving yellow flags and Safety Vehicle signs. When the Safety Vehicle with lights off has pulled into the pit lane, riders must maintain their speed and may not pass until they cross the start/finish line after the track goes green.
- q. 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 original starting positions. Riders must return safely to hot pit lane and park in their original designated two-by-two rolling start pre-grid location on hot pit lane for Daytona SportBike and Moto-GT classes, or to their original pre-grid location on hot pit lane for American Superbike or SuperSport. Riders restarting the race on a back-up bike will be placed at the rear of the grid.
- r. Riders unable to restart will be listed in the results relative to the order in which they dropped out.
- s. Riders determined by AMA Pro Racing to be intentionally responsible for stopping a race will be disqualified.
- t. Should a race be stopped in which 50% or more of the total laps have been completed by the leader, the race may be considered complete at the discretion of AMA Pro Racing.
- u. Should a race be stopped in which 80% or more of the total laps have been completed by the leader, the race will be considered complete and there will be no restart.

- v. Riders who are not present at the starting grid for the original start of a race are barred from any subsequent restarts.
 - i. Riders who are present at the grid but are unable to start due to a stalled motorcycle may join the race from the pit road or starting grid 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 occurring with more than two laps completed by the leader.
- w. Should a race intervention require an extended period of time before a restart may take place, the race may be shortened. If a change in race length is announced, the remaining number of laps will be posted at pit exit prior to the display of the 3 minute sign.
- x. If refueling is permitted by AMA Pro Racing prior to a restart, motorcycles may only be refueled with supervision from AMA Pro staff in a designated area.

7.23 Backup Motorcycles

- a. Backup motorcycles are permitted in the following classes:
 - i. American Superbike
 - ii. Daytona SportBike
- b. If more than one motorcycle is to be presented for initial tech inspection the primary motorcycle must be declared at this time. They will be numbered, on the ~~triple-clamp~~ frame and easily visible, with a "1" or "2" to identify each motorcycle.
- c. During practice and qualifying only the primary bike may be on the hot side of the pit wall **except for the first 15 minutes of the first practice session of either American Superbike or Daytona SportBike**
- d. 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 on a backup motorcycle until two laps have been officially completed, (leader has crossed the finish line to begin the third lap), using the following procedure:
 - i. Rider must obtain permission from AMA Pro Racing.
 - ii. All backup motorcycles must be staged behind pit lane or in a designated area and identified to AMA Pro Racing.
 - iii. Rider will be placed on the last row of the restart grid in a position determined by AMA Pro Racing.

- iv. Riders who are present at the grid but are unable to start may join the race from the pit road/grid until the time the race leader completes the first lap.
- e. Back up bikes may be used in wet conditions in practice or qualifying. If a race is declared dry and stopped for wet weather, section 7.1 d applies. Only one bike may be on the hot pit side of the wall at a time.
- f. Tire warmers are permitted on backup bikes provided they are unplugged from the start of the sighting lap to the start of the race.

7.24 Scheduled Pit Stops During a Race

- a. During refueling only:
 - i. During the refueling process, the rider is not permitted to be on his machine.
 - ii. The ignition must be off and the motorcycle must be on a rear stand before any refueling is permitted to start.
- b. Refueling is permitted only on pit road in the rider's pit area, utilizing the following equipment:
 - i. Only dry brake dump cans are permitted for refueling stops.
 - ii. Fuel must flow from container to fuel tank by force of gravity only.
- c. When refueling during a scheduled pit stop, a crewmember must be standing by with a fire extinguisher ready for use.
 - i. "Standing by" means close enough to be immediately involved if needed.
 - ii. "Ready for use" means with the pin pulled and the nozzle aimed at the motorcycle.
 - iii. Each rider's crew or team must be equipped with its own fire extinguisher.
 - iv. Fire extinguisher must be fully charged and have a minimum 10 lb. BC Rated specification.
 - v. Teams must have their equipment in place, including all required gear one half hour before the sighting lap for inspection by AMA Pro Racing.
- d. The number of crew members permitted on the hot side of the pit wall for servicing, refueling and tire changes during a pit stop race is limited to five per motorcycle.

- i. A sixth crew member may be on the track side of the pit wall solely to perform the fire extinguisher duty as previously described during the refueling process. This crew member is not permitted to assist or work on the motorcycle while over the wall.
- ii. Any other crew members on the track side of the pit wall, above the maximum of six involved with the motorcycle, are allowed to perform signaling/timing duties only in the designated signal area.
- iii. All crew members are required to wear long pants.
- e. Pneumatic, hydraulic or electrically-operated motorcycle stands or lifts are not permitted for use during pit stops. Only hand or foot-operated leverage stands are permitted.
- f. Lap or Time Penalties – AMA Pro Racing may impose a time or lap penalty during a race by:
 - i. Calling a motorcycle into and holding the motorcycle in the pits or holding a motorcycle already in the pits for a specified period of time or number of laps.
 - ii. By adding time to a motorcycle's total elapsed time at the conclusion of the race.
 - iii. Through the use of ride-through penalties which must be completed during green flag conditions.
- g. AMA Pro Racing will impose the following standard time penalties during an event:
 - i. Any individuals over the pit wall prior to the motorcycle stopping in the pit – 10 seconds.
 - ii. Individual over the pit wall in improper attire – 10 seconds.
 - iii. Equipment over the wall early – 10 seconds.
 - iv. Fire bottle improperly manned – 20 seconds.
 - v. More than six individuals over the wall and/or working on the motorcycle during a pit stop – 20 seconds.
 - vi. Engine running on stand – 20 seconds.
 - vii. Fuel spill – 20 seconds after first warning.
 - viii. Fueling with:
 - 1. Rider on bike – 20 seconds.
 - 2. Bike off stand – 20 seconds.

- 3. Engine running – 20 seconds.
- ix. Exceeding the designated pit lane speed – Ride through penalty.
- x. Passing before crossing the starting line during a race start or restart (Jump start) – Ride through penalty.
- xi. Manipulation of the pace/speed and/or the spacing on a restart – Ride through penalty.
- xii. Shortcutting the racetrack – Ride through penalty.
- xiii. Leaving the pit with pit equipment, hoses, tools, etc. still attached to the motorcycle – Stop and go penalty.
- xiv. Hitting or running over equipment during a pit stop – Stop and go penalty.
- xv. Equipment out of designated pit space – Stop and go penalty.
- xvi. Repeat of any timed infraction – Double the time penalty.

7.25 Races Utilizing a Safety Car

- a. Upon display of the double yellow flags, several conditions and activities take place simultaneously. Competition is suspended, passing is not permitted anywhere on the circuit and safety and medical personnel may be dispatched to the scene of the incident. All competitors must close the gap on the motorcycle ahead of them and follow the safety car in single file.
- b. It is the responsibility of each motorcycle to reduce speed to a level that will allow the safety car to safely enter the track. An attempt may be made to introduce the safety car in front of the lead motorcycle. The pace of the safety car will be appropriate to allow the competitors to close up in single file in the shortest time possible. As soon as AMA Pro Racing deems appropriate, the safety car will wave by any motorcycles in front of the leader in order to achieve this.
- c. When the race leader is not the first motorcycle behind the safety car, during the wave by period riders will be instructed to pass the safety car until the overall race leader is directly behind the safety car. In addition to strobes and flashing roof lights, the safety car may have a red 'stay-behind' light and a green 'pass' light on. Hand signals also may be used from the passenger side of the safety car. Pass only on the right. There is no passing of the safety car in pairs or groups; When in doubt, pause to pass but do not delay once past the safety car.

- d. Motorcycles that have been instructed to pass the safety car must proceed safely around the course in single file without passing until they take their position at the rear of the field. Competitors on pit lane must not pass/overtake the safety car on course and may only reenter the course under the specific signals of AMA Pro Racing. Competitors must leave the pit road, in single file, once the main field has passed the pit exit.
- e. After the situation has been cleared and if, as a result of pit stops, the leader is no longer the motorcycle immediately behind the safety car, the safety car will again begin waving motorcycles by, until the overall race leader is directly behind the safety car.
- f. Should the lead motorcycle pit after this wave by, the next motorcycle in line will be deemed the lead motorcycle for the restart. This will occur once at the end of the caution period. Competitors who have been waved by must pick up their speed and proceed in single file with no passing to catch up to the rear of the field or until the green flag to restart the race.
- g. Passing is permitted only if the competitors involved are currently trying to catch the field and the rider being passed clearly motions the following motorcycle to pass.

7.26 Race Finishes

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

- f. Any riders who do not complete the checkered flag lap will be scored in order of finish and laps completed. Riders dropping out of a race on the same lap will be scored in the order that they last crossed the finish line.

7.27 Official Race Results

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

7.28 Championship Points

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

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

- b. A bonus point will be paid to the fastest qualifier (pole position) in all classes. If Superpole is not conducted no bonus point will be awarded.
- c. One bonus point will be paid to the rider leading the most laps in each final event. In the event of a tie for most laps led, the rider last in the lead position will be awarded the bonus point.

- d. In the event that there is a tie for a championship, that tie will be broken based on the number of wins in the series. If that does not break a tie, the number of second-place finishes will be compared, then thirds, fourths, etc. until the tie is broken. If a tie remains, the best finish in the last race will determine the champion. Ties will be broken as they occur.
- e. Riders must complete a minimum of 70% of the race laps run in order to receive championship points. Riders will not be credited for partial laps; only completed laps will count towards the minimum requirement. However, riders will receive purse money for their earned grid positions if there are purse-paying positions beyond the number of riders listed in the results.

7.29 Manufacturer Points

- a. To establish a manufacturer champion, points will be awarded to each manufacturer for its highest-placed finisher in main events.
- b. The same 20-position points payoff scale will be used.

7.30 Entrant Points

- a. To establish an entrant champion, points will be awarded to each entrant for its highest-placed finisher in main events.
- b. The same 20-position points payoff scale 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. Each entrant in the American Superbike, Daytona SportBike and Moto-GT classes, and each rider in the SuperSport class, assumes full responsibility for any violation of equipment rules involving their motorcycle.

A3.1 Equipment offenses are divided into two categories:

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

A3.2 Impounding of Motorcycles and Components

- a. AMA Pro Racing may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow AMA Pro Racing to perform detailed inspections and testing.
- b. In the case of an appeal, AMA Pro Racing may retain custody of impounded equipment until the appeal process has been completed.
- c. In any case where a part has been determined to be in violation of AMA Pro Racing Rules, that part may be held indefinitely by AMA Pro Racing, to prevent the use of that part in future AMA Pro Racing competitions. Entrants may submit requests in writing to AMA Pro Racing for the return of illegal parts which will be addressed on a case by case basis. Any parts found to be illegal, will be held by AMA Pro Racing at least until the completion of the competition season.

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

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

A4 Protests

- A4.1 Unless specifically excluded herein, entrants and riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine with these rules or the eligibility of a rider.
- A4.2 There are two types of protests: technical and administrative. Technical protests relate to the legality of motorcycles and

components used in competition. All other protests will be defined as administrative.

- A4.3 Every protest must be made separately and in writing. Each protest must specify the violation of AMA Pro Racing rules or procedures which is alleged, and must be accompanied by a filing fee. For a technical protest the filing fee is \$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.

AMA - (acronym) American Motorcyclist Association

AMA Pro Racing – The official sanctioning body of the AMA Pro Racing National Road Race Championship.

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

Backup bike - An additional motorcycle used for the purpose of racing, by the same rider in the same class during the same race

Bodywork - Seat/tail section, body panels and fenders

CC - (acronym) Cubic centimeters

Claiming - Special procedures that permit AMA Pro Racing to purchase motorcycles used in final event SuperSport competition

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

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

DOT - (acronym) United States Department of Transportation

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

Event - Any one of the races in a meet

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

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 homologated motorcycles may be utilized in AMA Pro Racing sanctioned Road Racing competition

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

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

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

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

OEM - (acronym) Original equipment manufacturer

Official Results - A listing of the final finishing order of 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 entrant, rider, 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 race track that may include staging and signal zones. Access is limited to mechanics, officials or those with appropriate track pass credentials

Pole Position - Innermost front row starting position

Program - The predetermined outline of 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 holding, proposing to hold or organizing a meet

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

Race - Competition in which two or more riders compete

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

Race track - The actual racing surface and runoff areas, plus the pit 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

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

Scoring - Officials who provide all timing information and race results

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

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

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

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

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

Technical Information Form (TIF) - Individual technical specification summary for each homologated motorcycle approved for use in the National Road Race Championship

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

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

Appendix F Required Logo Placement



American Superbike Requirements

1. American Superbike Class Decal: 4" x 1.75" Within 1" of the top-left corner of first number.



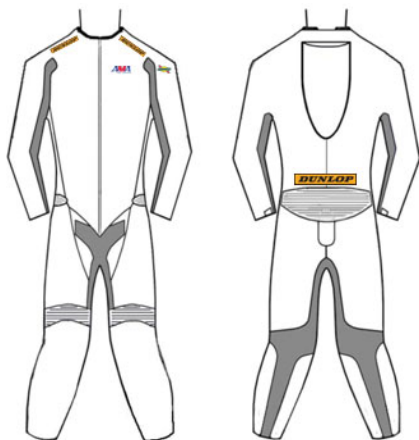
Daytona SportBike, SuperSport and Moto-GT Number Plate Requirements

1. Appropriate AMA Pro Road Racing Class Decal: 4" x 1.75" in top left corner of number plate.



Crew Uniform Requirements

1. Dunlop: 4.875" x .875" on Right and Left Collarbone (2)
2. Sunoco: 4.5" x 1.75" (measurements do not include arrow dimensions) on Left Sleeve
3. AMA Pro Racing: 2.875" x 1.25" (measurements include white box enclosing logo .125" beyond each dimension) on Left Chest below Dunlop.



Rider Leather Requirements

1. Dunlop: 4.875" x .875" on Right and Left Collarbone (2) and 10" x 1" on Middle lower back
2. Sunoco: 4.5" x 1.75" (measurements do not include arrow dimensions) on Left Sleeve
3. AMA Pro Racing: 2.875" x 1.25" (measurements include white box enclosing logo .125" beyond each dimension) on Left Chest below Dunlop.

Motorcycle Logo Placement Requirements (All Classes)

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

Appendix G
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

Newthree Bold

0 1 2 3 4 5 6 7 8 9

Newthree Bold Italic

0 1 2 3 4 5 6 7 8 9