

Introduction

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

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

Requests for rule clarifications or interpretations must be submitted in writing by riders and teams to AMA Pro Racing technical staff. Any prior verbal approval from AMA Pro Racing staff or officials without a written statement from the Technical Department 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. Decisions regarding rules enforcement will be made by the Race Manager.

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 EVENTS 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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For questions regarding these rules or regarding competition as affected by these rules, or for entry and credential inquiries, contact:

XTRM Sports Network
Supermoto Division
P.O. Box 5184
Belmont, CA 94002
Phone: (866) 367-9289
www.xtrm.com

For questions regarding rider licensing, contact:

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

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Section 1

General Equipment Standards

Supermoto motorcycle components may be modified, removed or replaced with the following exceptions and restrictions. See additional restrictions and requirements under each Supermoto class.

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1.1 Special Technical Requirements

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

1.2. Approval of Motorcycles

- a. Only motorcycles on the Supermoto approved equipment list may be used in competition.
- b. Supermoto competition is restricted to motorcycles (engines and frames) produced for Motocross and Supermoto and available in the US through retail dealers.
- c. Approval procedure information is available from the AMA Pro Racing Technical Department.

1.3 Engines

- a. Engine Displacement Measurement Calculation
 1. Engine displacement shall be recorded in cubic centimeters.
 2. Displacement = $B^2 (0.7854) H X$ B= Cylinder bore; H= Stroke; X= Number of cylinders (bore x bore x 0.7854 x stroke x number of cylinders)
- b. Engine displacements are listed in each class equipment requirements. Class displacement limits are absolute, with no overbore allowance.
- c. Fuel injection is not permitted unless it is standard equipment on the approved OEM production model.
- d. Supercharging and turbocharging are not permitted.
- e. Safety wire used to secure required items must be a minimum of .024" diameter.
- f. Coolant must not contain ethylene glycol.
- g. All motorcycles must be driven by rear wheel transmitted power only.

1.4 Transmissions

- a. Primary drive type must be the same as the originally approved model.

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

1.5 Fluid Containment

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

1.6 Frame

- a. Stock main frame for the originally approved model must be retained with only the following modifications permitted:
 - 1. Frame must display the vehicle identification number.
 - 2. Strengthening gussets and tubes may be added.
 - 3. 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. Crash bars/bumpers may be added.
 - 4. Steering head angle, shock linkage location, swing arm pivot location and engine location may be changed.
 - 5. Frames may be painted, powder coated, polished, plated or surface treated.
- b. Cracked or broken frames are not permitted.
- c. All stands must be removed.

1.7 Fenders

- a. All motorcycles must be equipped with front and rear fenders.
- b. Fenders must provide adequate tire clearance.

1.8 Fuel Tanks and Bodywork

- a. Fuel tanks and bodywork (fenders, seats, radiator covers, side covers, etc.) may be replaced with aftermarket parts which resemble the original OEM components in design and which maintain similar dimensions.
- b. Fuel tank vent lines must have a device which prevents the escape of gasoline.

- c. Shut-off valves are required on all fuel lines coming from the fuel tank.

1.9 Footrests

- a. Both footrests must fold backward at a 45 degree angle.
- b. The maximum length of the footrest from the pivot point is five inches.
- c. Protective sliders must be attached to the outside bottom edge of the footrest.

1.10 Handlebars and Controls

- a. Cracked or broken handlebars are not permitted.
- b. Control levers must have minimum 1/2 inch diameter ball ends.
- c. Hand guards shall be installed and must extend beyond the lever and attach to the bar end. All hand guards must have a protective slider on the outside edge.
- d. All motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar within reach with hand on the grip.
- e. All motorcycles must be equipped with a self-closing throttle mechanism.

1.11 Protective Sliders

- a. All motorcycles must have protective sliders in the following areas:
 - 1. Footrest, outside bottom edge
 - 2. Hand guards, bar end
 - 3. Rear axle
- b. All protective sliders must be securely mounted and constructed of a non-sparking material. The Chief Technical Inspector will make the final determination if a protective slider meets the requirements.

1.12 Forks

- a. Fork stops must be installed of sufficient size and strength to prevent fork tubes from contacting the fuel tank in a crash.
- b. Fork oil drain screws must be safety-wired or securely taped.
- c. See section 3.2 for additional restrictions for Supermoto Lites.

1.13 Brakes

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

1.14 Wheels

- a. Maximum diameter for front and rear wheels is 17".
- b. Maximum wheel rim width is not restricted.
- c. Carbon fiber or carbon composite wheel components are not permitted.

1.15 Tires

- a. Tires permitted in Supermoto competition must meet the following criteria:
 1. Approved by the manufacturer for racing use and accepted as ligible by AMA Pro Racing.
 2. Motocross, enduro or trial tires are not permitted.
 3. The maximum tread depth of the front or rear tire is 10mm.
 4. Grooving or cutting of the tread pattern is permitted.
- b. AMA Pro Racing reserves the right to impound tires at anytime during a meet for whatever inspection and/or testing it deems necessary.

1.16 Exhaust System

- a. Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame. Mufflers must have internal mechanical or packed baffling.
- b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.
- c. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame.

1.17 Sound Requirements

- a. Motorcycles must meet sound limits of **99 dB/a** measured on the "A" scale at 20 inches (500mm). Test procedure prescribed by AMA pro racing, is in accordance with SAEJ1287, with the following clarifications:
 1. Test RPM will be determined by 306,000 divided by the stroke.
 2. For enforcement the dB/a limits are absolute. Variations due to changes in test conditions and instruments have been considered.
- b. Post race testing can be done at the request of the Race Manager, with the AMA Pro Racing Technical Inspector carrying out the test. The motorcycle must meet sound limits of **101 dB** measured on the "A" scale at 20 inches (500mm).
- c. See Appendix D "Sound Test Procedures".

1.18 Weight Limits and Weighing Procedures

- a. Weight limits must be met after qualifying or after a race, in the condition the motorcycle finishes the event, as determined by the official AMA Pro Racing scale at the meet.
- b. A scale will be available for weight checking before qualifying and final events.
- c. No fluids may be added to the motorcycle, except water to the radiator.
- d. See weight requirements listed under each Supermoto class. Minimum weights are listed with and without fuel.
- e. Minimum weights are adjusted to allow weight checking to be accomplished without draining fuel tanks after qualifying or races.
- f. If a motorcycle is weighed with fuel and is found to be under the adjusted minimum or at the Chief Technical Inspector's discretion the fuel tank must be drained and the motorcycle weight checked at the dry weight minimum.

1.19 Fuel Specifications

- a. All motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814, with the following clarifications:
 1. The specific gravity must fall within the range: .715 - .775 at 60F.
 2. The maximum oxygen content is 4.0% m/m.
 3. The only allowable oxygenates are ether and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814.
 4. Epoxides (i.e. propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not permitted.
 5. Lubrication additives are permitted provided the resulting mixture would meet all other requirements.
 6. See Appendix E "Fuel Test Procedures"

1.20 Telemetry and Traction Control

- a. Electronic devices designed specifically for traction control are not permitted. This includes sensors that can determine front wheel speed, and any electronic control to the brake systems.
- b. Electronic transmitting of information, including radio communication, to or from a moving motorcycle is not permitted with the following exceptions:
 1. AMA Pro Racing transponders utilized for scoring purposes (mandatory equipment assigned by AMA Pro Racing).

2. Data or video transmitted for the sole use by the AMA Pro Racing-approved event television production (mandatory equipment assigned by AMA Pro Racing).

c. Electronic lap timing devices are permitted. Transmitter beacons must be in an approved area. Receivers shall not be mounted on the front area of the front number plate.

1.21 Street Equipment

- a. Turn signals, mirrors, lights and headlight must be removed.
- b. Taillight/brake light must be removed.
- c. Horn must be removed.

1.22 Numbers and Number Plates

a. The approved front number plate design will contain AMA Pro Racing Supermoto logos and the riders last name, with the following background and numeral colors for each class:

- 1. Supermoto White with black numerals
- 2. Supermoto Lites Black with white numerals
- 3. Supermoto Unlimited Blue with white numerals

b. All AMA Pro Racing Supermoto Championship classes use pre-printed number plates that are designed and approved by AMA Pro Racing. The rider's last name and competition number will be added to the number plate design upon ordering. They must be pre-ordered and can be obtained from DeCal Works, at www.decalmx.com, phone 800-843-8244 or email info@decalmx.com. Additional information can be obtained by contacting AMA Pro Racing technical department.

c. Current National Champions will use a special number plate designed and approved by AMA Pro Racing. They will also have the option of using the number one or their assigned competition number.

d. Number plates or number display areas must be of adequate area to provide ample space (approximately 1inch) around and between numbers. Front number plate and side number display areas may be enlarged to accommodate required number dimensions.

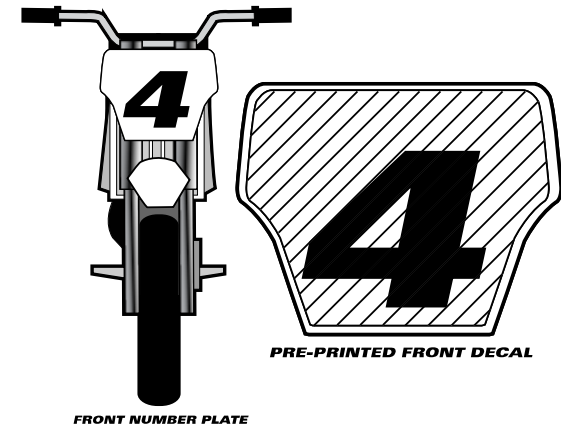
e. Front number plates must be mounted parallel to the fork tubes in such a manner as to prevent deflection of the plate during the event.

f. Plastic or fiberglass number plates may be no less than 1/16 inch thick. Metal plates may be no less than 0.045 inch thick or 0.030 inch thick if bead-edged.

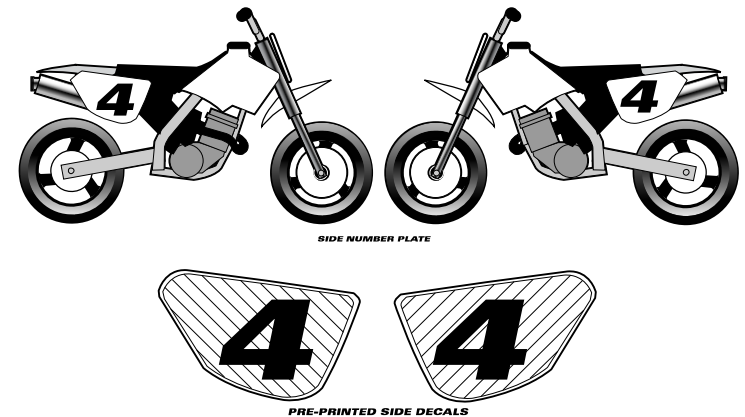
g. Side number plates may be incorporated into the side frame covers if they provide an adequate area for a clearly legible number display.

h. Front numbers must be a minimum of 7 inches high and side numbers a minimum of 5 ½ inches high.

i. Number plate designs.



1. Front number plates for the AMA Pro Racing Supermoto Championship will be pre-printed and must be pre-ordered. The rider's last name and competition number will be added to the number plate design upon ordering.



2. Side number plates for the AMA Pro Racing Supermoto Championship will be pre-printed and must be pre-ordered. The rider's competition number will be added to the number plate design upon ordering.

3. Number plate decals can be ordered direct from DeCal Works, at www.decalmx.com, phone 800-843-8244, email info@decalmx.com.

1.23 Riders Apparel

a. Helmet

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

USA: Snell M 2005

UNITED NATIONS: Regulation ECE 2205 P'

UK: BSI 6658 Type A

JAPAN: JIS T 8133:2

3. It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device such as the Hats Off device. An approved list of emergency helmet devices is available from AMA Pro Racing.
- b. Face shields or goggles must be shatter resistant and must be worn at the start of each event.
- c. Boots must be at least eight inches high.
- d. Gloves may be made of leather or other protective material and must be worn while the motorcycle is on the race track.

e. Riding Suit

1. One-piece or two-piece (upper and lower pieces must be securely attached together) suits made of leather or Kevlar® are highly recommended.
2. Riders may use commercially manufactured motocross jerseys and pants provided they are constructed with elbow pads, knee cups and hip pads. A commercially manufactured chest/back protector must be worn with motocross apparel.
3. All riders must have their last name on the back of their jersey, riding suit or chest/back protector at the shoulder line.
4. All riders must display the AMA Pro Racing Logo on the upper left front torso or left shoulder area of their jersey or riding suit.



- f. Riders must present a clean and neat appearance.
- g. Devices solely designed for the purpose of reducing wind resistance and attached to any of the rider's apparel are not permitted.

1.24 Display of AMA Pro Racing Logo

- a. All riders are required to have approved logos in place whenever they are competing in any part of an AMA Pro Racing sanctioned event.
- b. The following logo is the approved images to display on side number plates. Please note the unique text associated with each. The logo is also a part of the front number plate design, which may also include the series title sponsor.
 - i. Number Plate Logo – AMA Pro Supermoto



ii. Rider Apparel – AMA Pro Racing



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

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

- c. Number plate stickers and adhesive apparel patches will be available at AMA Pro Racing Tech Inspection at each meet.
- d. Artwork for number plates and/or jerseys may be requested by e-mail or in writing from the Technical Department at AMA Pro Racing. The request for artwork should include the rider's name.
- e. Disclaimer for use of AMA Pro Racing registered Trademarks. AMA Pro Racing and the other logos and trademarks shown herein are trademarks of AMA Pro Racing. Participants are to use the approved logos on number plates and apparel only when participating in AMA Pro Racing events. Any further use of the mark outside of this capacity is 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.

1.25 Mechanics

- a. Mechanics must present a clean and neat appearance.
- b. Only appropriately dressed persons displaying proper credentials will be allowed in the pit, signaling and starting areas.
- c. Mechanics must be in uniform designating a rider or team.
- d. Cut-offs, sleeveless shirts and open-toe shoes are not permitted in the pit area. Shirts must have a collar.
- f. Mechanics are encouraged to display the AMA Pro Racing patch on uniform shirts.

1.26 Rider Responsibility

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

Section 2

Supermoto Technical Standards

AMA Pro Racing Supermoto Championship motorcycles are subject to the following requirements in addition to the applicable requirements in General Equipment Standards. 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. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.

2.1 Engines

- a. Engine Displacements: 350cc - 450cc 4-stroke single and twin cylinder
- b. Material and castings of the cylinders, cylinder heads and crankcases must be the same as the originally approved model. Material may be added or removed from these items.

2.2 Weight Limit

Minimum weight requirement:

Single cylinder 234 pounds (with fuel) 230 pounds (without fuel)

Twin cylinder 254 pounds (with fuel) 250 pounds (without fuel)

See Weighing Procedures (Section 1.18)

Section 3

Supermoto Lites Technical Standards

AMA Pro Racing Supermoto Championship motorcycles are subject to the following requirements in addition to the applicable requirements in General Equipment Standards. 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. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.

3.1 Engines

- a. Engine Displacements: 200 - 250cc 4-stroke single cylinders
- b. Material and castings of the cylinders, cylinder heads and crankcases must be the same as the originally approved model. Material may be added or removed from these items.

3.2 Forks and Shocks shall have the following restrictions:

- a. Forks and shocks must be the stock units from the originally homologated model.
- b. Originally homologated inner and outer fork tubes, axle lugs, cartridge, and piston rods must be retained, but may be modified. All other fork parts may be replaced.
- c. Modifying the finish of the originally homologated inner fork tubes is not permitted.
- d. Originally homologated shock body, shaft, and reservoir must be retained but may be modified. All other shock parts may be replaced.
- e. Modifying the finish of the originally homologated shock shaft is not permitted.

3.3 Weight Limit

Minimum weight requirement

Single cylinder 224 pounds (with fuel) 220 pounds (without fuel)

See Weighing Procedures (Section 1.18)

Section 4

Supermoto Unlimited Technical Standards

AMA Pro Racing Supermoto Championship motorcycles are subject to the following requirements in addition to the applicable requirements in General Equipment Standards. 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. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.

4.1 Engines

- a. Engine Displacements: 475cc - unlimited displacement 2 or 4-stroke single cylinders and 451cc- 575cc 4-stroke twin cylinders.
- b. Material and castings of the cylinders, cylinder heads and crankcases must be the same as the originally approved model. Material may be added or removed from these items.

4.2 Weight Limit

Minimum weight requirement:

Single cylinder 234 pounds (with fuel) 230 pounds (without fuel)

Twin cylinder 254 pounds (with fuel) 250 pounds (without fuel)

See Weighing Procedures (Section 1.18))

Section 5

Licenses and Credentials

5.1 Competition Licenses

- a. Riders participating in any on-track practice, qualifying or racing must have a valid AMA Pro Racing Supermoto Championship license.
- b. 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 prior to the first event in which the rider intends to participate.
- c. Specific eligibility requirements and competition license applications are available from AMA Pro Racing, or available online at www.amaproracing.com.

5.2 Credential Display

- a. All Credentials provided by AMA Pro Racing are the property of AMA Pro Racing and can be revoked at any time without refund of credential fees.
- b. Credentials are issued for exclusive use by the person named on the credential. The lanyard is considered part of the credential and must be worn with the credential around the neck.
- c. Transfer, misuse of, or failure to display both the credentials and specific AMA Pro Racing lanyard is cause for disciplinary action or revocation.
- d. 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.

5.3 Contact Information

Additional licensing information and applications are available from the AMA Pro Racing.

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

Section 6

Race Rules and Procedures

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Article I.

6.1 The Racing Program

Each round of the AMA Pro Racing Supermoto Championship may be conducted in a single day or multiple days. Riders in each class are given practice or timed practice on the track leading up to one or more timed qualifying sessions or heat races, which set the field for final races. The riders for each race line up on a grid, similar to road racing.

6.2 Participant Regulation

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

6.3 Bulletins and Supplementary Regulations

Competition Bulletins or Supplementary Regulations established by AMA Pro Racing for the purpose of implementing, interpreting and enforcing these Competition Rules will be deemed to be part of the rules.

6.4 Substance Abuse Policy

In the interest of maintaining the integrity of motorcycle sports, AMA Pro Racing has established a Substance Abuse Policy. Random tests for banned substances and alcohol may be conducted at the discretion of AMA Pro Racing. Compliance with the AMA Pro Racing Substance Abuse Policy is an essential precondition to the issuance of a professional competition license. Any violation of the policy, or refusal to submit to testing as requested by AMA Pro Racing, will result in the immediate cancellation of licenses and loss of all rights to compete in AMA Pro Racing sanctioned meets. A copy of the AMA Pro racing Substance Abuse Policy is provided to each rider at the time the rider license is issued.

6.5 Intravenous Hydration

a. At no time during a meet will 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, practices, heat races, qualifying sessions or final events.

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

6.6 Track Rentals - Unofficial Practice

At racetrack facilities where Supermoto meets are to be held, exclusive track rentals by participants, including manufacturers, teams or individuals, within ten days preceding the first day of official practice, are not permitted. Regional race meets, promoter/racetrack organized open practice and open schools are not restricted.

6.7 Inclement Weather / Unacceptable Track Conditions

a. In the event of rain or other conditions, it may be necessary for the Race Manager to adjust the order of the event schedule, the length of races, practices and qualifying sessions, or to stop the program completely. Should this occur, the Race Manager will make every effort to resume the schedule in a timely fashion if conditions improve sufficiently.

b. If a meet is stopped due to weather or other conditions, riders will be paid for any purse-carrying events which have been completed.

6.8 Motorcycle Usage

a. Riders must start and complete any race on the same motorcycle (same main frame).

b. Riders are not permitted to change motorcycles if there is a race stoppage and subsequent restart.

6.9 Pit / Paddock Regulations

a. Riding of competition motorcycles, other than on the race track or designated test area is strongly discouraged.

b. Any operation of a vehicle in the paddock must be at a very slow, acceptable speed (15 MPH maximum).

c. When a rider or mechanic is testing a motorcycle in a designated test area, that person must wear a helmet and be dressed to offer some protection (pants, shirt and shoes).

d. Smoking is not allowed in pits, grid, signal area, or other restricted areas.

e. Persons under 16 years of age are not allowed in pits, grid, signal area, or other restricted areas.

f. Pets are not allowed in pits, grid, signal area, or other restricted areas. Pets in the paddock must be on a leash or properly contained.

g. Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their waste fuel, motor oils, coolants and all other hazardous wastes in racetrack-provided, proper hazardous waste locations only. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal. 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.

6.10 Rider Briefings

a. All riders entered in a meet must attend the rider briefing.

b. The Race Manager may call roll or spot-check attendance.

6.11 Technical Inspections

a. Technical inspections of motorcycles, equipment and riding apparel may be held prior to and after a race meet or at other times as determined by the Race Manager or Chief Technical Inspector.

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

c. Motorcycles must have passed technical inspection before they will be allowed on the race track. Motorcycles must be class legal and must meet all equipment requirements.

d. The Race Manager may require post-race tear downs to begin at any time following the completion of an event.

e. During post-race technical inspections or tear downs, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area. Only AMA Pro Racing officials or AMA Pro Racing designated personnel may inspect impounded motorcycles or equipment.

f. AMA Pro Racing may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow the Technical Manager or other independent personnel authorized by AMA Pro Racing to do detailed inspections and testing.

6.12 On Track Regulations

a. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, officials or the public.

b. No one, except riders officially entered, may ride or practice on the race course on the day of the meet. Unofficial practice on the day of the race meet is not permitted.

c. Unless directed to do so by the Race Manager or his designee, no one at any time will be permitted to ride a motorcycle in the wrong direction on the track or pit road.

d. Except in the designated pit or work area, no adjustment, repair or refueling may be made to competing motorcycles by pit crews during a race or during a red-flag period. Any motorcycle that enters the paddock/garage area will not be permitted to return to the race track. Crash trucks retrieving disabled motorcycles from the track may pass through the paddock/garage area to deliver such motorcycles to the designated pit area.

e. A rider may make repairs during a race, without assistance, in a suitable area off the race course.

f. Any form of outside assistance to riders on the course is forbidden during any race except when the assistance is given by officials or corner marshals assigned by the Race Manager.

g. A rider leaving the course may only continue the race by properly re-entering the course from the closest point to where that rider left the course without gaining an advantage. It will be the duty of the Race Manager or his designee to make the determination as to whether a rider gained any advantage by leaving the race course and reentering. A rider may be determined to have gained an advantage without gaining race position.

h. A rider whose motorcycle is disabled before reaching the finish line may, by that rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the course to complete the race unless the rider is determined to be a hazard by the Race Manager.

i. Testing may be conducted at the direction of the Race Manager, in practice sessions, of any equipment deemed acceptable by AMA Pro Racing.

j. Riders must not intentionally stop on course during practice, qualifying, or any race, including cool-down laps.

k. Practice starts will be permitted only in a designated area determined by the Race Manager.

6.13 Flags / Lights

a. Operational Flag / Lights

1. Green Flag/Light: Indicates the start of a race or clear track conditions.

2. Checkered Flag: Indicates the end of a race or practice session. Proceed around the course to the designated track exit.

3. Red Flag/Light: Indicates the race has been stopped. Reduce speed and proceed safely to the work or staging area.

4. Black Flag with 12" Orange Center: Indicates a stop and go penalty. A number board displayed with the flag will indicate rider being signaled.

5. Black Flag: Indicates a problem with a motorcycle or a disqualification. Number board displayed with the flag indicates the rider being signaled. Carefully reduce speed and stop at the first suitable location off the course.

b. Warning Flags / Lights

1. Yellow Flag with Red Stripes: Indicates debris, fluid or a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.

2. Yellow Flag / Light

a. Stationary Yellow Flag: Indicates a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.

b. 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.

3. White Flag with Red Cross: Indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise caution.

c. Courtesy Flags

1. White Flag: Indicates the final lap of a race.

2. White and Green Flags Crossed: Indicates 1/2 total race distance.

3. Blue Flag: Indicates that a rider is about to be overtaken by faster riders. Hold your line and do not impede their progress.

6.14 Procedures for Qualifying

a. Heat races and a last chance qualifier or timed qualifying and a last chance qualifier will be used to determine main event grid positions, at the discretion of the Race Manager.

b. Heat race format:

1. A schedule of timed practice sessions and heat races, along with the number of qualifying positions will be listed in the Supplementary Regulations or the race day program of events.

2. Electronically-timed results will determine heat race grid positions when available. Should electronically-timed results be unavailable for

setting heat race grid positions, the grid will be determined by Championship points with 1st place in Heat 1 and 2nd place in Heat 2 and so on, until the grid is filled. Riders without points will be placed on the grid by entry order.

3. Once the heat race grids are filled the remaining entries will not advance further in the program.
 4. Riders must attempt to start a heat race in order to qualify for the final event. Riders who attempt to start but do not complete a heat race, will be scored for advancement to the final event first by number of laps completed and then by fastest heat times.
 5. Riders who do not qualify for the final event by finishing in a direct transfer position will be placed in a last chance qualifier race, up to the maximum density of the grid. Transfer positions from the last chance qualifier will be the last opportunity for riders to qualify for the final event.
- c. Timed qualifying format:
1. A schedule of timed qualifying sessions and the number of qualifying positions will be listed in the Supplementary Regulations or the race day program of events.
 2. Riders must participate in a timed-qualifying session and record at least one completed lap in order to advance to the last chance qualifier or finals.
 3. Riders who do not qualify for the final event by finishing in a direct transfer position will be placed in a last chance qualifier race, up to the maximum density of the grid. Transfer positions from the last chance qualifier will be the last opportunity for riders to qualify for the final event.
 4. Should electronically-timed results be unavailable, the grid will be determined by the heat race format or Championship points and order of entry at the discretion of the Race Manager.
- d. The timing point may not be at the finish line at all racetracks.
- e. Ties in qualifying times will be broken by the rider who achieved the time first.
- f. The number of riders allowed to start in any meet or race will be subject to approval of the Race Manager and/or AMA Pro Racing.
- g. At the option of AMA Pro Racing, past champions, and/or riders from FIM International or other national series may be added to the field.

h. If a rider who is qualified for a final event is not able to take part in that event, the rider's grid position will be left open and alternates will not be allowed.

6.15 Provisional Starts

- a. Riders currently listed in the top ten in points in one or more classes, will be permitted one provisional start per season in each of those classes. Such riders will be placed on the back row of the grid should they not qualify through the normal procedure.
- b. Riders eligible for provisional starts must notify the Chief Technical Inspector in writing of their intent to use a provisional start within 10 minutes of the conclusion of the LCQ or final timed qualifying session for the class in which they are requesting the provisional.
- c. For the first race of the season, the top ten points from the previous season will be used to determine eligibility for a provisional start.
- d. Riders must attempt to qualify for the main event to use the provisional start option.
- e. Riders using a provisional start for the main event will not be eligible for any purse money but will receive Championship points.

6.16 Procedures for Grid Positions

- a. The official starting line for each starting row will be plainly marked with approximately 15-18 feet between each row to form a grid.
 1. Each starting position will have a front and rear grid mark, approximately 12 inches apart. The front tire contact patch must be between the front and rear mark to be properly staged.
 2. Grid sheets will be posted indicating row and starting position for each rider.
- b. Electric power must be disconnected from tire warmers on the pre-grid or grid. Tire-warmer use will be allowed only in the staging area. Any generators and electrical cords must remain in the staging area at all times.

6.17 Procedures for Starts

- a. An electronic countdown display of numbers will precede the start of each scheduled race. The electronic display and starting lights or flags will be displayed in front of the first row and in view of each rider.
- b. Staging announcements will be made prior to the countdown for each race. All riders should report to the designated staging area prior to the final call.
- c. An air horn will be used to signal three minutes before the display of the #5. When the countdown begins with the #5 displayed, gridded

riders may proceed on one lap of the circuit, returning to their assigned grid position. The warm-up lap is not mandatory. Riders not taking a warm-up lap must proceed immediately to their starting positions as directed by the grid personnel.

- d. Refueling after the start of the warm-up lap is not permitted.
- e. All crew personnel must be cleared from the grid when the #3 is displayed. Failure to quickly leave the grid may result in a penalty or fine at the discretion of the Race Manager.
- f. At a time designated by the Race Manager or the Chief Steward the grid will be closed to all competitors.
- g. It is expressly prohibited for any rider to take a warm-up lap for any race in which that rider is not an entrant.
- h. Once the #5 has been changed to the #4, no rider may begin a warm-up lap. Those riders who have not left staging will be barred from that particular race.
- i. When the #2 is displayed, riders not in their starting position must start from the staging area or from the back of the grid depending on the track configuration.
- j. It is the responsibility of the rider to report to the correct grid position. Should the countdown reach #1, and a rider is found in the wrong grid position, that rider may be assessed a penalty.
- k. Should circumstances dictate an abort of the countdown, the Starter will stop the displayed countdown and may go back to the previous number displayed. The countdown will resume once the problem is solved.
 - 1. Should the delay be short, the countdown will be resumed at the #2 mark.
 - 2. Should the delay prove lengthy, the countdown will be restarted at the #5 and the riders permitted an additional warm-up lap.
- l. Should an engine stall once the #1 has been displayed, the rider should wave to get the attention of the Starter or a Grid Marshal. The rider will be given time to remove the motorcycle from the grid, and will then be permitted to join the race once the field has left the grid.
- m. Once the #2 is displayed, there will be a minimum 5 second delay before the #1 is displayed. Following the #1 display there will then be a 2-5 second delay before the green light will be turned on signaling the start of the race. Should a rider's front wheel axle cross the designated front grid mark before the green light signal, the rider will have jumped the start and a penalty will be assessed.

n. Jump start penalties will consist of a "Stop and Go Penalty" (see section 6.4) for main events. The penalty for all other races will be 20 seconds.

6.18 Procedures for a Stop and Go Penalty

- a. A stop and go penalty will be indicated by a black flag with a 12 inch orange center. Along with the flag, the rider will be signaled with a number board.
- b. The rider must complete the stop and go penalty within three laps of being shown the penalty flag.
- c. Stop and go penalties not taken within the three laps following the display of the initial penalty flag will result in a penalty to be determined by the Race Manager.

6.19 Procedures for Red Flag/Light, Stops and Restarts

- a. If a race already in progress must be stopped, a red flag/light will be displayed at the finish line and at all corner working stations. Riders should proceed around the track at reduced speed and come to a stop at the staging area.
- b. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
- c. When a race is stopped with two laps or less (less than one lap in heat races) completed by the leader, it will be restarted at the beginning of lap one using original starting positions. Riders unable to restart will be listed in the results relative to the order in which they dropped out.
- d. Except in heat races, should a race be stopped with more than two laps, but less than 50% of the total laps completed by the leader, the field will be re-gridded for the restart.
 - 1. In order to determine re-grid positions for a restart, riders who ride directly onto the pit road when a red flag is displayed will be credited with completing the lap they were on.
 - 2. Riders' re-grid positions will be determined by their race positions (not track positions) in the lap preceding the red-flagged lap.
- e. Should a race be stopped in which 50% (one lap in heat races) or more of the total laps have been completed by the leader, the race may be considered complete at the discretion of the Race Manager. Should the race be restarted, the re-grid will be determined per the procedure utilized for races stopped with more than two laps completed by the leader.

- f. 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.
- g. Riders who are not present at the starting grid for the original start of a race are barred from any subsequent restarts.
 - 1. 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/grid until the time the race leader completes the first lap.
 - 2. 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.
- h. Riders determined by the Race Manager to be responsible for stopping a race may be placed on the restart or the finishing order in last place of the lap in which they were scored, in accordance with the restart procedure and relative to their involvement (first rider involved last, next rider involved next to last, etc.).

6.20 Race Finishes

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

6.21 Official Race Results

- a. No official announcement of race results will be given until all scoring materials are examined and approved.
- b. Provisional results will then be posted and will become official if no recheck is requested by a rider within 30 minutes after the posting of those results.
- c. If rechecks are filed within the time limit, a new posting time limit of 30 minutes will be required if changes are made to the previously posted results.
- c. The issuing of official results does not exempt riders who competed in the event from penalties for rules violations determined by AMA investigations following the protest period.

6.22 Individual Championship Points

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

Finish Position	Points	Finish Position	Points
1	25	11	10
2	22	12	9
3	20	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. Riders who qualify for a final event must participate in the race and complete 50% of the race laps run in order to receive championship points. 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.
- c. In the event of a tie for a position in the point standings, the higher position will be determined based on the number of final event wins in the series. Should it still remain a tie, finishes of second, third, etc. will be tallied until the tie is broken. If a tie remains, the best finish in the season finale will determine the higher position.

6.23 Manufacturer Points

- a. To establish a Manufacturer Champion for AMA Pro Racing Supermoto Championship, points will be awarded to each manufacturer for its highest-placed finisher in final events.
- b. The regular season 20-place points schedule will be used.
- c. In the event that there is a tie for the 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 season finale will determine the champion.

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 participant agrees to abide by AMA Pro Racing's rules and procedures. In addition, AMA Pro Racing, licensed riders are held responsible for the actions of their crewmembers. As part of entering an AMA Pro Racing meet, a rider assures AMA Racing that his/her 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 license and event credential holders, and all such participants understand that violation of AMA Pro Racing rules and procedures can lead to forfeiture of their competition licenses or event credential, 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, but AMA Pro Racing neither warrants safety if the rules are followed nor compliance with and enforcement of 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, the Race Manager may disqualify any 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 the Race Manager 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, the Race Manager is empowered to levy fines and to recommend to AMA Pro Racing that a party or parties be suspended from participation in AMA Pro Racing-sanctioned activities. Unless otherwise specifically provided for in these rules, AMA Pro Racing is empowered to suspend from competition any rider, crewmember 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 a 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 Race Manager and/or AMA Pro Racing. This list is provided as guidance to licensed competitors and event credential holders but does not restrict AMA 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 unfair 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 unfair 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 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. An 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 rider refusing to immediately surrender his or her machine to the Race Manager or his designee upon demand, 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 unfair advantage.
- m. Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition, except as provided for in these rules.
- n. Failure to appear for scheduled registration and/or pre or post race tech inspection.

- o. Failing to immediately respect and comply with operational or warning flags/lights or other signals from AMA Pro Racing officials.
- p. Failure to attend riders' briefings.
- q. Riding or operating any vehicle on the property of a race meet at any time in such a manner as to endanger the life or limb of other riders, officials or the public.
- r. Wagering by a participant on the outcome of any AMA Pro Racing-sanctioned race.
- s. Failing a test for drugs or refusing to submit to drug testing as required by AMA Pro Racing under its Substance Abuse Policy.
- t. Causing or attempting to cause a race to be stopped. At the sole discretion of the Race Manager or his designee, a rider who is judged to have intentionally caused a red flag may be excluded from restarting the event in question.
- u. Failure to comply with various claiming rules promulgated by AMA Pro Racing.
- v. Failure on the part of a manufacturer/distributor to fulfill the requirements of homologation agreements.
- w. Any other act or actions deemed by a Race Manager or AMA Pro Racing to be detrimental to the sport of motorcycle racing AMA Pro 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 participant assumes full responsibility for any violation of equipment rules involving his/her motorcycle.

A3.1 Impounding of Motorcycles and Components

- a. AMA Racing may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow the Technical Manager or other independent personnel authorized by AMA Racing to perform detailed inspections and testing.

b. In the case of an appeal, AMA Racing may retain custody of impounded equipment until the appeal process has been completed.

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

1. Disqualification
2. Total or partial loss of points or laps
3. Total or partial loss of prize money
4. Suspension
5. Fine
6. Warning
7. Probation

A4 Protests

A4.1 Unless specifically excluded herein, 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. The Race Manager will not accept verbal protests or protests which are not accompanied by the required fee.

A4.4 All protests must be filed within 30 minutes of the posting of results of the event in question. The posting of provisional results begins the 30 minute protest period.

A4.5 Final determination of the timeliness of a protest will rest with the Race Manager and such decision will be final to all concerned.

A4.6 Protests will not be accepted which concern the decision of the scorer for an event with respect to timing and scoring or any recheck thereof by AMA Pro Racing.

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 operational 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 the black flag; assessment of finishing position, lap or time penalties; and disqualifications, see Appeals, whether from a single event or the entire race meet.

A4.8 The Race Manager or his designee will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, he may permit a protested rider to compete under protest. In such cases, the Race Manager will withhold payment of all affected points and monies pending a decision on the protest.

A4.9 The Race Manager or his designee will be empowered to levy the appropriate penalty listed under General Offenses and Penalties or Equipment Offenses and Penalties as the result of a protest and subsequent investigation.

A4.10 In cases involving technical protests, the Race Manager or his designee will call for engine measurement or other needed examination following the conclusion of the race meet if it is impractical to do so prior to the event.

A4.11 Once made, a protest cannot be withdrawn without the permission of the Race Manager or his designee.

A4.12 Any legitimate expense to which AMA Pro Racing may be put as the result of a protest must be paid by the protesting party, and the Race Manager or his designee 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.

A4.13 If the Race Manager or his designee decides a protest in the favor of the protesting party, the official will refund the protest fee and forward a report in writing to AMA Racing.

A4.14 If the Race Manager or his designee decides a protest in favor of the protested party, the official will forward the protest fee to AMA Racing along with 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 participants 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.
- b. An appeal may be lodged by a rider who is the subject of disciplinary action taken by AMA Pro Racing that is not the result of a protest by another rider, except where prohibited in section A5.2.

A5.2 Items which may not be appealed include:

- a. Decisions of AMA Pro Racing officials with respect to the interpretation of AMA Pro Racing rules as they pertain to race procedures. 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 assessment of finishing position, lap or time penalties; black flag disqualifications, whether from a single event or the entire race meet.
- b. Decisions of the scorer for an event with respect to timing and scoring or any recheck thereof by AMA Pro Racing.
- c. 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 an event.)

A5.3 An appeal must be in writing, signed by the appealing participant, and state with specificity the elements of the protest, fine, suspension, or technical disqualification being appealed and the grounds for the appeal. The appeal may either be filed with the Race Manager at the meet or submitted to:

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

via facsimile transmission, express mail service, United States mail or such other delivery service of the appellant's choice; provided that the appeal must be received at AMA Pro Racing headquarters by 5:00 p.m. on the third business day after notification to the participant via fax, telephone, or mail of the ruling or incident in question.

A5.4. A filing fee of \$1,000 must accompany the appeal. The filing fee will be refunded only if the appealing party prevails. Laboratory fees for fuel testing must be paid by appealing party and are non-refundable.

A5.5 Both AMA Pro Racing and 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.

A5.6 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. If the ruling or incident being appealed is of a technical nature, the determination will be made by the Vice President of Competition and the 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 and the Director of the racing discipline at issue.

- a. If the appealing party is appealing an AMA Pro Racing decision, AMA Pro Racing shall take one of three initial actions: (i) rule in favor of the appealing party, take appropriate remedial action and refund the filing fee; (ii) convene an appeal board, or (iii) determine the appeal to be without merit. If the appeal is determined to be without merit, an amount in addition to the \$1,000 filing fee may be assessed against the appealing party. Said 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.
- b. 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, must convene an appeal board to hear the matter. (For these purposes, a dispute between two riders is deemed to exist only if one party or the other has filed a formal protest against the other. Having a material interest in an appeal, e.g. being in a position to gain or lose monies or points as a result of the outcome, will not constitute a dispute.

A5.7 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.

A5.8 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.

A5.9 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.

A5.10 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.

A5.11 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.

A5.12 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.

A5.13 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 permitted.
- 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 any AMA Pro Racing official or AMA Pro Racing competition 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.

A5.14 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.

A5.15 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.

A5.16 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.

A5.17 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.

A5.18 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 vehicle in such a manner as to endanger the life or limb of other riders, officials or the public.

A5.19 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 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.

A5.20 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 further agree that they shall not bring a cause of action against AMA Pro Racing, or their respective directors, trustees, officers, employees, agents and assigns as a result of such publication.

Appendix B

Professional 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 a 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. Riders 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 riders in the same manner and to the same extent as the AMA Pro Racing Rules for Competition. All licensed riders are provided with a copy of the AMA Pro Racing Substance Abuse Policy with the issuance of their rider license

Appendix C

Glossary

The following definitions and abbreviations are adopted for use in these Rules.

AMA - (acronym) American Motorcyclist Association

AMA Pro Racing - A subsidiary of the American Motorcyclist Association

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

Back-up 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 other race participants to purchase motorcycles or equipment used in final event 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

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 approval process initiated by manufacturers or distributors of motorcycles. Only homologated motorcycles may be utilized in AMA Racing competition

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

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

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

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

OEM - (acronym) Original equipment manufacturer

Official Results - A listing of the final finishing order of an event issued by scoring after the 30 minute protest period has expired

Paddock - Designated area primarily used for maintenance of event-entered competition motorcycles. May also include parking area for motorcycle transport and support vehicles

Participant - Every rider, 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

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

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

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

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

Appendix D
Number Fonts

Futura Bold

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Futura Bold Italic

0 1 2 3 4 5 6 7 8 9

Univers Bold

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Newthree Bold

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