

Introduction

This book contains rules and technical requirements governing all events that make up the AMA Pro Road Racing Championship.

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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For questions regarding these rules or regarding competition as affected by these rules, contact:

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

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1.1 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. For American SuperBike and Daytona SportBike competitors, it is recommended that processing of the license be completed through the AMA Pro Racing office 30 days before the first event in which they wish to participate. Additional licensing information and applications are available from the AMA Pro Racing office.
- b. In the case where a new applicant's resume documents being from the FIM MotoGP, World SuperBike, and other prestigious international or national motorcycle racing series, AMA Pro Racing may use its discretion to issue the appropriate license.
- c. AMA Pro Racing licensed riders not qualifying in AMA Pro Racing sanctioned events for a period of three years may lose their prior classification.
- d. Applicants renewing a license that has been expired three or more years must complete a Road Race Eligibility Questionnaire.
- e. Any rider that is a new applicant or changes AMA Pro Racing license classification will compete under a probationary period of two (2) race weekends. AMA Pro reserves the right to then evaluate the supervised results to determine inclusion or exclusion in the new class.

1.2 License Classifications

- a. There are three classes of rider licenses for AMA Pro Racing sanctioned road racing events:
 - i. American SuperBike
 - ii. Daytona SportBike
 - iii. SuperSport
- b. **Entrant License (applicable to American SuperBike and Daytona SportBike classes only):**
 - i. **An entrant is defined as the individual or entity who is entitled to enter (submit an entry form) a machine for competition, and will be the party responsible for all communications and contact with AMA Pro Racing regarding all business matters in connection with number assignments, vehicle registrations and entries.**
 - ii. **The entrant can also be the rider.**
 - iii. **Entrants must be at least 21 years old.**
 - iv. **To secure and maintain an entrant license, an AMA Pro Racing Member at a minimum must be able to execute contracts and execute and deliver to AMA Pro Racing such authorizations, releases, applications, consents, waivers and other documents as may be required by AMA Pro Racing.**
 - v. **Entrant Championship Points and Event Purse Awards are paid to the entrant.**

- vi. **Penalties for team infractions are levied against the entrant.**
- vii. **An entrant license is non-assignable and non-transferable. With respect to a motorcycle owner that is a partnership, corporation or other business entity, the member shall inform AMA Pro Racing Headquarters in writing promptly if the partnership is altered in any material manner or the corporation's stock or assets are sold (other than routine daily stock sales) or become the subject of a merger or the business entity's ownership interest materially changes. When informed of such a change, by the entrant or otherwise, AMA Pro Racing in its sole discretion may revoke the license, as of the date of the change or otherwise. If AMA Pro Racing revokes the license, the new partnership, corporation or business entity must submit a new entrant license application. AMA Pro Racing may assign the old competition number or numbers to the new license, or it may assign a new competition number or numbers. AMA Pro Racing in its sole discretion may assign to the new license, championship points earned by the former license, if doing so is in the interest of competition and motorcycle racing. AMA Pro Racing may make such other determinations regarding scoring, point funds, and the distribution of the purse or prize monies as it determines to be in the interest of competition and motorcycle racing.**

1.3 American SuperBike Licenses

- a. Eligible for American SuperBike, Daytona SportBike and XR1200 classes only.
- b. An AMA Pro Racing American SuperBike license is issued to eligible riders who have reached the minimum age of 18 years. (Age specific classes and endurance events do not count towards your eligibility.) AMA Pro riders who have held a Daytona SportBike license for one full year and have earned 100 advancement points in Daytona SportBike competition may apply for this license. New applicants must meet the following criteria:
 - i. Successfully complete at least two full racing seasons (including at least 20 race weekends) as a full Expert riding a motorcycle(s) eligible for AMA Pro Racing American SuperBike competition.
 - ii. Earn at least 600 Expert points within a maximum of (5) years, from a recognized RR organization, riding a motorcycle(s) eligible for AMA Pro Racing American SuperBike competition.
 - iii. All new applicants must complete and have certified by the Race Director of the recognized organization the Road Race Eligibility Questionnaire verifying Expert classification, points earned, and rider qualification for an AMA Pro American SuperBike license.
 - iv. All new applicants must also provide a copy of your current expert rated license with the recognized organization from which you are submitting points.

- c. American SuperBike licensed riders may not compete in SuperSport.

1.4 Daytona SportBike Licenses

- a. Eligible for Daytona SportBike and XR1200 classes only.
- b. An AMA Pro Racing Daytona SportBike license is issued to eligible expert riders who have reached the minimum age of 16 and meet the following criteria:
 - i. Successfully complete at least two full racing seasons (including at least 20 race weekends) of road racing competition with a recognized motorcycle racing organization(s), with at least one full racing season (including at least 10 race weekends) as a full Expert riding a motorcycle(s) eligible for AMA Pro Daytona SportBike competition.
 - ii. Earn at least 300 Expert points, from a recognized RR organization(s), riding a motorcycle(s) eligible for AMA Pro Daytona SportBike competition.
 - iii. All new applicants must complete and have certified by the Race Director of the recognized organization the Road Race Eligibility Questionnaire verifying Expert classification, points earned, and rider qualification for an AMA Pro Daytona SportBike license.
 - iv. All new applicants must also provide a copy of your current expert rated license with the recognized organization from which you are submitting points.
- c. Provided that all other applicable criteria have been met, AMA Pro riders who have held a Daytona SportBike license for one full year and have earned 100 advancement points in Daytona SportBike competition may apply for an American SuperBike license.
- d. Daytona SportBike licensed riders may not compete in American SuperBike or SuperSport.

1.5 SuperSport Licenses

- a. Eligible for SuperSport and XR1200 classes only.
- b. An AMA Pro Racing SuperSport license is issued to eligible expert riders who have reached the minimum age of 16 and meet the following criteria:
 - i. Successfully complete at least 5 race weekends as a full Expert riding a motorcycle(s) eligible for AMA Pro SuperSport competition.
 - ii. Earn at least 150 expert points, from a recognized RR organization(s), riding motorcycles(s) eligible for AMA Pro SuperSport competition.
 - iii. All new applicants must complete and have certified by the Race Director of the recognized organization the Road Race Eligibility Questionnaire verifying Expert classification, points earned and rider qualification for an AMA Pro SuperSport license.

- iv. All new applicants must also provide a copy of your current expert license with the recognized organization from which you are submitting points.
- v. Riders who have won two divisional or national SuperSport championships are no longer eligible to participate in the SuperSport class. Any overall National Championship along with the qualifying Divisional Championship earned in the same season will be counted as one.
- vi. Riders who have finished in the top 15 final points positions in a prior AMA Pro Road Racing season in any class other than SuperSport, XR1200 or Red Bull Rookies Cup may not be eligible for participation in the SuperSport class.
- c. AMA Pro Racing past or present license holders that request reclassification should contact AMA Pro Racing's designated Race Director. Individual circumstances may be reviewed and considered in the case of such requests.
- d. Provided that all other applicable criteria have been met, AMA Pro riders who have earned 100 advancement points in SuperSport competition may apply for a Daytona SportBike license.
- e. SuperSport licensed riders may not compete in American SuperBike or Daytona SportBike.

1.6 Vehicle Registrations

- a. **Vehicle registrations are required for American SuperBike and Daytona SportBike classes only.**
- b. **All entrants must register their individual racing vehicle(s) with AMA Pro Racing by completing the necessary application forms and paying the appropriate fees before a competition number will be assigned to them. Competition numbers will be assigned by AMA Pro Racing following the completion of the vehicle registration process.**
- c. **AMA Pro Racing will issue vehicle registrations in the name of the entrant.**
- d. **If a partnership, corporation or other business entity owns the motorcycle, the managing partner or president must satisfy the same requirements as the entrant in order for the vehicle to be registered.**

1.7 Competition Numbers

- a. **Competition numbers are non-assignable and non-transferable, except by AMA Pro Racing.**
- b. **AMA Pro Racing reserves the right to revoke, reassign or transfer competition numbers to another entrant or rider at any time.**
- c. **Entrant-Based Classes (American SuperBike and Daytona SportBike):**

- i. ***In entrant-based classes, competition numbers are assigned to the entrant on a yearly basis. The entrant can also be the rider. Note: If a rider would like to establish or retain a historically identifiable competition number season to season, it is recommended that they license themselves as an entrant/rider.***
- ii. ***If a competition number is issued to an entrant but is not actively used in any event during the season in which it was assigned, that number may not be held for renewal but instead may become available for re-assignment. In this case, the number will be issued in the order that it is requested.***
- iii. ***If AMA Pro Racing changes any entrant's number during the season, AMA Pro Racing, at its option, may transfer entrant points accumulated using the previous number to the new number.***

a. Rider-Based Classes (SuperSport and Harley-Davidson)

- i. ***In rider-based classes, competition numbers are assigned to the rider on a yearly basis.***

1.8 Entries

- a. Entries for American SuperBike, Daytona SportBike, SuperSport and XR1200 will be pre-entry only. All entries must be received no later than the published deadline.
- b. In American SuperBike and Daytona SportBike, the Entrant is the individual or entity who is entitled to enter a motorcycle for competition. ***Please see License Classifications, rule 1.2b, for additional information on entrant licenses.***
- c. Unless otherwise stated, in all other classes, the rider will be the designated entrant for each motorcycle.

1.9 Credentials

- a. All credentials provided by AMA Pro Racing are the property of AMA Pro Racing and may 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 credential 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 will be required to pay the applicable race day rates to be issued the appropriate pass for access to the event.

1.10 Contact Information

- a. Additional information concerning licensing and credentials is available from the AMA Pro Racing Member Services Department:
 - i. Member Services
AMA Pro Racing
525 Fentress Blvd. Suite B
Daytona Beach, FL 32114
Phone: (386) 492-1014 Ext. 151
Fax: (386) 274-2335
Web: <http://members.amaproring.com>

**Section 2
Race Rules and Procedures**

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2.1 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 event will be deemed participants and therefore bound by the AMA Pro Racing Rulebook, event Supplementary Regulations and Bulletins.

2.2 Participant Insurance

- a. AMA Pro Racing will provide participant accident insurance coverage at the AMA Pro Racing sanctioned events as follows –
 - i. Accidental Death & Dismemberment - \$10,000
 - ii. Excess Medical - \$50,000
- b. This policy should be considered as a secondary policy to the rider's own primary insurance coverage.

2.3 Substance Abuse Policy

- a. In the interest of maintaining the integrity of motorcycle sports, AMA Pro Racing has established a Substance Abuse Policy (**see Appendix B**).
- b. Random tests for drugs and alcohol may be conducted at the discretion of AMA Pro Racing.
- c. Compliance with 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.

2.4 Intravenous Hydration

- a. At no time during an event 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 any practices, qualifying sessions or races which are part of an event.
- b. Once a rider receives such hydration during an event, that rider will not be permitted to compete in any further activities including, but not limited to, practices, qualifying sessions or races comprising the event unless and until the rider is released by the medical personnel who treat the rider for the specific emergency medical situation at issue.

2.5 Track Rentals, Club Races, Track Time, Unofficial Practice and Testing

- a. At race facilities that are on the AMA Pro Road Racing schedule, exclusive track rentals, unofficial tests and/or practice by participants, including manufacturers, teams or individuals, are not allowed between January 1 and the completion of the last day of AMA Pro Racing's race activities at said venue, unless the prior written approval of AMA Pro Racing has first been granted.
- b. Any and all approved official tests must be open to all AMA Pro Racing licensed competitors.
- c. Unless otherwise announced by AMA Pro Racing, regional race events, club races, "track time" arrangements, promoter/ racetrack organized open practice and recognized schools are not restricted or discouraged, except within the thirty (30) day period immediately before the start of a scheduled AMA Pro Racing event. Any rider who meets the criteria outlined below that participates in such activity (AMA Pro Racing having determined that such activities give rise to a competitive advantage) within this thirty (30) day period will be gridded behind non-violating riders, at the back of the field for all race finals, regardless of class, at the respective AMA Pro Racing event. If more than two violating riders with current championship points are required to start at the back of the grid, the rider with the higher current point standing will start further back. The qualifying lap times for violating riders will confirm class qualifying cut-off percentages, and will be used to order the violating rider(s) that do not have current championship points. In the case of grid-number limitations, violating riders cannot displace non-violating riders who qualify for the event.

Class	The 30 day testing regulation will apply to the following riders within each class
American SuperBike or riders from other prestigious international racing series	Top 15 in current or past three (3) years' final points standings
Daytona SportBike or riders from other prestigious international racing series	Top 10 in current or past three (3) years' final points standings
SuperSport or XR1200	Top 5 in current or past three (3) years' final points standings
All Classes	Prior to the first race of the season, any rider on track within 30 days at that facility is subject to testing regulation

- i. Prior to the first official race of a current season, any rider participating in such on-track activity within 30 days at that facility will be gridded behind non-violating riders. For subsequent rounds, the current class point standings (along with the final standings from the previous three 3 years) will be used to determine riders subject to the testing regulation.
- ii. Riders that move up in class will reference their current class point standings. Examples being: Former final top 10 Daytona SportBike riders now competing in American SuperBike will reference the current American SuperBike standings. Former final top 5 divisional SuperSport riders now competing in Daytona SportBike will reference the current Daytona SportBike standings.
- iii. Riders competing in multiple classes will reference their highest relevant points position regardless of class.
- iv. Test riders cannot be utilized to circumvent the testing regulation.
- d. Notwithstanding the foregoing, bona fide on-track media and promotional activities may be conducted with the prior written approval of AMA Pro Racing. These activities may be used solely to expose media to the sport, generate favorable reaction to new OEM product and motorcycles, and to generate publicity for the promotion of the event and the Series and, if conducted accordingly and in good faith, will not be deemed by AMA Pro Racing to violate the restrictions above.

2.6 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 Competition Bulletins and Supplementary Regulations are available for viewing at www.amapro racing.com.

2.7 Inclement Weather / Unacceptable Track Conditions

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

2.8 Motorcycle Usage

- a. In *American SuperBike*, riders may practice on two motorcycles providing that all such motorcycles have been approved by Tech Inspection in the rider's name.
- b. In all other classes, riders may compete on one complete motorcycle as defined below.

- i. *During the entire duration of the event, each rider can only use one (1) complete motorcycle, as presented for Technical Inspection, with the frame clearly identified with a unique V.I.N. number and AMA Pro supplied seal. In case the frame needs to be replaced, the rider or the team can request the use of a spare frame to the acting AMA Pro Technical Director.*
- ii. *The pre-assembled spare frame must be presented to the Technical Director to receive permission to rebuild the motorcycle. The pre-assembly of the frame shall be strictly limited to:*

Main frame

Bearings (steering pipe, swing arm, etc.)

Swing arm assembly

Rear suspension linkage and shock absorber

Upper and lower triple clamps

Wiring harness

- iii. *The spare frame assembly will not be allowed to be in an active team work area before the rider or the team has received authorization from the Technical Director.*
- iv. *The motorcycle, once rebuilt, must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the motorcycle frame.*

c. EXPLANATION OF THE PROCEDURES

- i. *Only one (1) complete motorcycle may be presented for the preliminary technical inspection and it will be the only motorcycle allowed on the track and in the team's working area during the practices, qualifying and races.*
- ii. *The frame of this motorcycle will be officially sealed by the acting AMA Pro Technical Director or by his appointed staff. The seal will bear a serial number, which will be recorded. Any attempt made to remove the seal will damage it irreparably.*
- iii. *At any time during the event the technical stewards, under the direction of the Technical Director, may check the seal and verify that it conforms to the motorcycle and rider it was assigned to. For cross reference, every frame must have a unique and confirmable V.I.N. number punched on it, preferably on the steering-head.*
- iv. *If the complete motorcycle is damaged in a crash or in any other incident, it can be repaired using spare parts to rebuild the motorcycle.*

- v. ***When a team decides that a crashed or damaged motorcycle requires a change of frame, it must request approval from the Technical Director. If approved, the pre-assembled spare frame can then be brought into the team's working area.***
- vi. ***The spare frame may be pre-assembled with the following items ONLY: frame assembly, swing-arm assembly, rear suspension linkage, shock-absorber, steering head bearings, upper and lower triple clamps and wiring harness.***
- vii. ***Once the assembly of the replacement motorcycle is completed, it will then undergo technical and safety checks and it will be officially sealed. The seal on the damaged frame will be confiscated by the technical staff and the chassis of this motorcycle must not be used for the remainder of the event. The new serial number will be recorded by the Technical Director.***
- viii. ***The replacement motorcycle may be used on the track only after the end of the practice and qualifying sessions or race in which the damage occurred. The damaged motorcycle must be removed from the team work area as soon as possible and put in storage outside this working area.***
- ix. ***After the pre-assembled spare frame has been used, should it become necessary to replace the frame again because of a further crash or damage, the assembly work must be done using a bare frame with no components attached. The AMA Pro Technical Director must inspect the bare frame and give his approval before work can start.***

2.9 Pre- and Post-Race Technical Inspections

- a. Motorcycles must have passed pre-race technical 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 qualifying or a race, or at other times as determined by AMA Pro Racing.
- c. If more than one motorcycle is to be presented for initial tech inspection they will be numbered with a "1" or "2" clearly visible on the frame to identify each motorcycle.
- d. During post-race technical inspections, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area. Only AMA Pro Racing officials may inspect impounded motorcycles or equipment.

- e. Immediately following each qualifying session or race, the top three finishers and / or other motorcycles chosen at the discretion of AMA Pro Racing may be secured for inspection by AMA Pro Racing officials. Any participant that refuses inspection may be subject to one or more of the following penalties: fine, rider placed on the back of the grid for the next race not restricted to the current event, disqualification, loss of championship points, suspension.
- f. Motorcycle weights will be checked immediately following qualifying or races, in the same condition in which they finish the activity. No fluid and/or any other item(s) may be added to the motorcycle prior to the determination of weights.

2.10 Radio Communications (Mandatory)

- a. AMA Pro Racing Race Control communicates schedule, track, rider and motorcycle status information on frequency **451.800 MHz (12.5 KHz channel bandwidth, CSQ Squelch, Receive only)** throughout each race event. It is mandatory each team possess either a radio or scanner to monitor AMA Pro Racing Race Control. Radios must not be capable of broadcasting on the AMA Pro Racing control frequency. Every team is required to bring an example of their equipment to tech inspection prior to the first on track activity and a once a year log will be maintained to monitor rule compliance. All teams must have at least one crew member monitor this "listen only" communications channel during all practice, qualifying, and races. Failure to comply may result in one or more of the following penalties; fines, rider being placed on the back of the grid, ride through or event disqualification.

2.11 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 pit lane is strongly discouraged.
- c. 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 cold pits except for the pickup and drop off of equipment. All vehicles used in the pits and paddock must display an AMA Pro Racing Authorized Pit Vehicle sticker. Stickers may be obtained at the tech garage.
- d. 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.
- e. Smoking is not allowed in pits, grid, signal area or other restricted areas.
- 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 in the paddock it will be noted in the Supplemental Regulations.

- g. Before leaving a race facility, it is the responsibility of entrants/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. AMA Pro Racing reserves the right to impose one or more of the following penalties to participants that do not comply with this regulation: fines, loss of championship points, suspension. Penalties may not be limited to the current season.

2.12 Mandatory Competitor Activities

- a. Rider, Entrant and Crew Chief Meetings
 - i. All riders and entrants must attend the briefings as published on the event schedule and must confirm attendance with AMA Pro Racing officials. Rider representatives / substitutes are not permitted without prior approval from the Race Director.
 - ii. The location of the briefings will be published in the Supplementary Regulations. Failure to attend the briefings in full may result in a penalty including but not limited to disqualification from the next practice session or race.
- b. Riders are expected to participate and promote the sport of motorcycle road racing through activities including, but not limited to, the following:
 - i. Fan walk / Autograph Sessions
 - 1. All AMA Pro Racing teams and riders are required to participate, in full, in all fan walk sessions, displaying at least one motorcycle on the hot side of the team's individual pit box. Riders are to be fan accessible on the hot side of pit wall. Riders must wear their team shirts or leathers and should bring their own signing stock. AMA Pro Racing will supply series stock for riders without posters. All riders, motorcycles and equipment must be present in their individual hot pit stalls ten (10) minutes prior to the start of the fan walk, as designated in the event schedule. All engines must be turned off and stay off during the fan walk. Refueling is not permitted on the hot or cold side of pit lane. The fan walk will be 45 minutes in length including the Invocation and singing of the National Anthem. Rider participation is mandatory. Failure to participate, in full, without the prior approval of the Race Director may result in the following penalties: First offence, starting the next race from the back of the grid. Second offence, disqualification from the next race final.
 - ii. Media Exposure

- 1. At AMA Pro Racing events, riders are encouraged to be available to the press and media for interviews and favorable exposure whenever possible and are expected to exercise good judgment, professionalism and respectful behavior.
- iii. Press Conferences
 - 1. Following preliminary qualifying the top rider (provisional pole) from each class must proceed directly to the designated press room for post-qualifying interviews.
 - 2. Following each final qualifying session, the top four riders from each class must proceed directly to the designated press room for post-qualifying interviews.
 - 3. Following each race's victory lane ceremony, the top three riders from each class must proceed directly to the designated press room for post-race interviews.
 - 4. Failure to participate in these mandatory press conferences, in full, without the prior approval of the Race Director may result in the following penalties: First offence, starting the next race from the back of the grid. Second offence, disqualification from the next race final.

2.13 On-Track Regulations

- a. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, AMA Pro Racing or the public.
- b. Any rider, participant or team that intentionally engages in activities, including by way of example but not limitation, avoidable contact, with the consequence negatively impacting a competitor's performance will be subject to one of the following penalties: disqualification from the current session, gridding at the back of the field, loss of championship points, disqualification from the event, suspension. Further official action will be at the discretion of AMA Pro Racing.
- c. Riders must not intentionally stop on the racing surface during green flag practice, qualifying or race sessions. Exception; any rider assisting another rider, i.e. giving a ride back to pit lane, after the checkered flag or red flag. Under no circumstances should the assisting rider stop on the racing surface or within any potential impact area.

- i. Celebratory activity is permitted only after the checkered flag of a race final. This includes wheelies, burn-outs, victory lap with checkered flag, etc. All riders must strive to conduct any such activity in such a manner so as to not endanger the public, other riders or AMA Pro Racing. In the case of celebratory burn-outs, it is mandatory that these activities happen **off the racing surface proper** and under no circumstances can a rider do a burn-out in close proximity to any spectators, participants or anyone that could be injured from flying debris or mechanical failure. **Riders may be liable for damage to any surface due to such activity.** Burn-outs in or near the podium are strictly forbidden. It shall be AMA Pro Racing's sole discretion to enforce this regulation, regardless of whether injuries are sustained, and one or more of the following penalties may be applicable: Disqualification from the latest completed race or entire weekend event, fines, loss of championship points, suspension.
- d. Only officially entered riders or event staff may ride or practice on any race course during the event. Unofficial practice during the race event is not permitted.
- e. 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 lane.
- f. Any rider that is involved in an incident where the motorcycle incurs crash damage yet is still operable may re-enter the race track and continue. Any rider whose motorcycle creates a hazardous track condition may be subject to penalties. It is the sole responsibility of the rider to determine if their motorcycle can continue to be operated on the racetrack. Riders may be shown the meatball flag and in this case must report to pit lane. If shown the black flag, riders must exit the track surface and proceed to a non-impact area immediately. A rider may make repairs during a race, without assistance, in a suitable area off the race course.
- g. 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 crew members is allowed during practice and qualifying.
 - ii. Assistance by crew members is allowed in the starting grid area for the sighting 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 and only at the direction of AMA Pro officials. See Procedures for Starts.
- h. Any rider who runs off the track must re-enter the course safely and from the closest possible point to where that rider left the course, without gaining a time or position advantage. 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.
- i. Track Cuts:

- i. Any rider deemed to have cut the track during practice or qualifying will have the lap time from that lap invalidated.
- ii. Any attempt to cut course to "beat the clock" for the purpose of starting a flying lap at the end of a timed session will forfeit the next lap as well.
- iii. Any rider that cuts the track in order to enter hot pit lane to prepare for the final minutes of a qualifying session will forfeit the next two (2) completed timed laps.
- iv. Riders are instructed to self govern any advantage gained, and must exhibit and abide by a clear understanding of fair competition.
- v. During a race final, AMA Pro Racing will make the final determination as to whether a rider gained any advantage by leaving the designated race course and re-entering, and may apply one or more of the following penalties: overall time penalty, loss of championship points, disqualification.
- vi. Any rider whose motorcycle spills oil on the track surface causing interruption of practice, qualifying, warm up or race twice in the same event will be penalized with one of the following: fine, disqualification, suspension.
- j. 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.

2.14 Pit Lane Speed

- a. The pit lane speed limit for all classes is 50 mph at all times. The 50 mph limitation is absolute, and shall be between the beginning and end signs designating the speed zone. It is the rider's responsibility to identify these signs in advance and comply fully with this provision.
- b. The Pit lane speed limit will be enforced via radar guns and/or such other instrumentalities as AMA Pro Racing may utilize placed at either end of the pit lane and a speed trap(s) set up in the pit lane. Radar display locations do not designate the speed zone. The first practice session for each class will be designated for competitors to calibrate and dial in their pit lane speeds. Warnings will be issued for overages during this practice session. Additional infractions committed during the remainder of the event may result in fines, rider placed on the back of the starting grid, ride through penalty, or event disqualification.

2.15 Practice Starts

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

2.16 Flags / Lights

- a. Operational Flags / Lights
 - i. **Green Flag/Light:** Indicates the start of a race or clear track conditions.

- ii. **Checkered Flag (waving):** Indicates the end of a race or practice session. Proceed around the course to the designated track exit.
- iii. **Red Flag / Flashing Red Lights**
 1. When on-track activity is interrupted the red flag will be waved at the finish line and designated flag marshal post(s). All riders will stop racing, safely reduce speed, signal to riders behind them and proceed with caution to the pit lane. Riders should report to their hot pit stalls.
 2. When the red flag is displayed during practice or qualifying, official timing is immediately suspended. Any incomplete laps will be invalid.
 3. When the pit-lane exit is closed, this flag will be displayed stationary at the pit-lane exit. Riders are not allowed to exit the pit lane.
 4. The red flag will be shown motionless on the starting grid at the end of the warm-up lap.
- iv. **Black Flag with 12-inch Orange Center (stationary):** During a race final, this *“Meatball”* flag indicates a ride through penalty. A number board displayed with the flag indicates the rider being signaled. When this flag is displayed to a rider, they must proceed through the pit lane at the posted speed. Penalty notification will be displayed at the start / finish line for a maximum of three (3) consecutive laps. Failure to respond will result in a black flag and disqualification. If the ride through penalty cannot be served before the end of a race, a time penalty of thirty (+30) seconds will be added to the rider’s overall race time and the official finishing results of the race will be adjusted accordingly. During practice or qualifying sessions, this flag will be displayed to call a rider into pit lane to report to an AMA Pro official at Pit Central.
- v. **Black Flag (stationary):** Indicates a problem with a motorcycle or a rider 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 ***away from any potential impact zone.***

- vi. **Blue Flag (waving):** This flag is displayed by individual corner stations as well as the starter to indicate to a rider that they are about to be overtaken or lapped. These riders must allow the overtaking rider(s) to safely pass at the earliest opportunity. Lapped riders must not interfere or engage in racing with overtaking rider(s) in any way. If two or more riders are being overtaken, these riders must hold position relative to each other, not taking advantage of other competitors’ obedience to this provision. AMA Pro Racing will make the final determination as to whether any rider individually disregarded this flag or gained any competitive advantage and may apply one or more of the following penalties: overall time penalty, fine, disqualification, loss of championship points. In the case where a rider will be lapped for the second time in an uninterrupted race, AMA Pro Racing reserves the right to black flag these riders.
- b. Warning Flags / Lights
 - i. **Yellow Flag with Red Stripes (stationary):** Indicates debris, fluid or a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution. In the case of localized rain, marshals may also point to the sky to indicate this specific condition. AMA Pro officials will make every attempt to indicate this condition prior to riders encountering the localized area affected.
 - ii. **Yellow Flag / Light**
 1. **Stationary Yellow Flag / Constant Yellow Light:** Indicates a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.
 2. **Waving Yellow Flag / Flashing Yellow Light:** Indicates serious hazards on or near the track. Proceed with extreme caution. Passing is not allowed from the flag stations displaying the waving yellow flag or flashing yellow light until the rider is beyond the incident. Any rider passing under a waving yellow during practice or qualifying will have the lap time from that lap invalidated and may be subject to additional penalties. Any rider passing under a waving yellow during a race will have a twenty (+20) second time penalty added to their overall race time and the official race outcome results will be adjusted accordingly. Repeat offenders will be black flagged and disqualified from the current race final and may be subject to additional penalties. Violations will be determined from corner worker reports or other evidence deemed appropriate by AMA Pro Racing.
 - iii. **White Flag with Red Cross (stationary):** Indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise caution.
 - c. Courtesy Flags
 - i. **White Flag (waving):** Indicates the final lap of a race.
 - ii. **White and Green Flags Rolled Up and Crossed:** Indicates 1/2 total race distance.

2.17 Practice Procedures

- a. Riders will begin practice from pit lane when the green flag is displayed at the exit of pit lane.
- b. A countdown clock will display the minutes of practice remaining.
- c. The end of practice will be displayed by a waving checkered flag at which time the pit exit will be closed. A rider's lap time will continue to be recorded until he passes the finish line after the practice time has elapsed. After the checkered flag, riders must return to pit lane.
- d. Should any practice session be stopped, the session clock will continue running. If the delay threatens to eliminate the remainder of the scheduled session, the time remaining may be frozen with a minimum of ten (10) minutes remaining. However, if circumstances dictate, and less than 50% of the designated time is remaining, the session may be considered complete at the discretion of AMA Pro Racing.
- e. Any practice session stopped with five minutes or less remaining will be considered complete.

2.18 Timed Qualifying Procedures

a. **Qualifying for the Race:**

- i. Timed qualifying shall be used to determine which riders are eligible to start final events, and the starting positions of those riders.
- ii. ***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 qualify for one of the available grid positions in the race.***
- iii. ***For all other classes, a rider's best lap time must be within 110% of the fastest qualifying rider's best lap time in order to qualify for one of the available grid positions in the race.***
- iv. A rider who fails to set a qualifying time within the proper percentage may be permitted to take part in the race provided that in any of the practice sessions they set a time at least equal to the qualifying percentage in their class of the fastest rider in the same session. In this case, it is the rider's responsibility to promptly petition the Race Director, providing suitable lap time documentation supporting such request.
- v. ***In the case of "Single Header" events, at the discretion of AMA Pro Racing, the final on-track session (warm up) prior to the respective race final may be considered a qualifying opportunity.***

- vi. Any rider who has not qualified at the end of the last qualifying session cannot take any further part in the event. At the discretion of AMA Pro Racing, the qualifying percentage regulation may be waived due to special circumstances such as track delays resulting in an extreme reduction in qualifying time, significant changes in weather conditions, etc. Individual rider circumstances will not be considered as sufficient reason to waive this requirement.
- vii. The schedule of timed qualifying sessions will be listed in the race schedule and the maximum number of qualified riders allowed to participate in final events, if applicable, will be listed in the Supplementary Regulations.

b. **Timed Qualifying Procedures:**

- i. The fastest lap time of each rider will be posted after every timed qualifying session.
- ii. The qualifying results will be based on the fastest time recorded by the riders in all qualifying sessions to determine grid positions.
- iii. Ties in qualifying times will be broken based on the riders' second and subsequent best times.
- iv. Should any qualifying session be stopped, the session clock will continue running. If the delay threatens to eliminate the remainder of the scheduled session, the time remaining may be frozen with a minimum of ten (10) minutes remaining. However, if circumstances dictate, and less than 50% of the designated time is remaining, the session may be considered complete at the discretion of AMA Pro Racing.
- v. Any qualifying session stopped with five minutes or less remaining will be considered complete.
- vi. 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 race for that class, the grid will be based upon timed practice session(s) previously completed during the event.
- vii. If no timed sessions are available to set the grid for a class, riders will be placed in order on the final race grid based upon point standings for the current season and order of entry. 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:
 1. Rider point standings.
 2. Riders without points in the class being raced by the order in which they registered for the event.
- viii. The official timing point may not be the finish line at all racetracks, and will be listed in the Supplementary Regulations.

c. **Timed Qualifying Procedures for Group A and B Sessions**

- i. The fastest time for each rider from the first combined qualifying session will determine group placement for final qualifying. Should circumstances prevent the first timed qualifying session to take place, the A and B groups will be based upon the fastest time for each rider from the first session of official practice.
- ii. Group A will be the faster half and group B the slower half. If groups cannot be divided equally, the extra rider will be placed in group B.
- iii. A list of riders in each group will be posted following first qualifying. It is the responsibility of each rider to qualify with the correct group. Riders that qualify in the wrong group will be placed (if qualified) at the back of the grid for the race. Any rider not listed in either group will qualify in group B.
- iv. If AMA Pro Racing determines that track conditions have changed significantly between the two qualifying sessions, group A riders will be placed on the grid in front of group B riders. Each group will be sorted by times from their respective sessions.
- v. Group B (slower) riders will qualify first followed by Group A (faster) to set the final starting grid.

2.19 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.
- b. 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 order by points, which may increase the number of riders for that race.
- c. 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.
- d. At the discretion of AMA Pro Racing, past AMA Pro champions and/or riders from the FIM World Superbike, MotoGP 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 for that race.

2.20 Gridding Procedures

- a. Grid sheets will be posted indicating row and rider. Any rider challenging their position on the grid must notify AMA Pro Racing 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. ***There will be three (3) machines per row.***

- 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 ***approximately ten (10) feet***. Pole position for each track is noted in the Supplementary 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. ***The grid box does not designate how much a competitor can move, it only designates a riders starting position on the grid.***
- iii. Riders who are not properly staged may be assessed one of the following penalties; overall time penalty, ride through, disqualification.

2.21 Wet Start Events

- a. AMA Pro Racing will determine whether a pending race will be designated as a wet start if conditions are threatening or if the track is wet.
 - i. During race finals, if a race is initially declared wet or re-started and declared wet, any tire listed for the specific event in the respective class may be fitted with no grid position penalty.
 - ii. Slick and DOT tires require control stickers and will count against event tire allocation. Full wet tires do not require control stickers and will not count against event tire allocation.
- b. Should rain begin during a race not originally designated as a wet start race, 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 race will not be stopped solely because of drying track conditions. Riders who wish to change tires or make adjustments must enter the pits and do so during the actual race.
- 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.

2.22 Race Start Procedures

- a. All classes may be given a sighting lap and a warm-up lap prior to the start of races. A schedule with the timing of the start procedure will be posted.
- b. Motorcycles are prohibited from entering the pit lane for staging until 80% of the previous race is complete. Backup motorcycles may be staged on hot pit lane if the starting grid is located on the race track. If the starting grid is located on hot pit lane, backup motorcycles must be staged in a pre-determined area as designated by AMA Pro Racing in the event specific Supplementary Regulations. Tire warmers are permitted on backup motorcycles in the designated staging areas until the motorcycles are ineligible for use.
- c. Sighting lap procedure:

- i. The sighting lap starts from individual pit stalls on hot pit lane.
- ii. Two-minute board and horn. Riders must be ready to start the sighting lap.
- iii. One-minute board and horn. Tire warmers must be removed and bikes must be started.
- iv. Thirty-second board and horn. The safety vehicle will travel down hot pit lane toward pit exit. Riders are instructed to begin forming behind safety vehicle.
- v. Pit lane opens for sighting lap. The safety vehicle will lead the field from hot pit lane. The pit exit will be open for one (1) minute. If a rider fails to join the sighting lap behind the safety vehicle within that one (1) minute window, they will be gridded at the back of the field. Riders are instructed to follow the safety vehicle in a professional manner, reporting to their assigned grid position. Do not pass the safety vehicle unless waved past by the driver to take grid position. Generators may be used to power tire warmers and a maximum of two air blowers. Generators must be of the “hand-carried” type and have a maximum capacity of two kilowatts. Generators should be located to the rear of the motorcycle. The Race Director may, at this stage, declare the race as “wet” or “dry” and will indicate this by announcement and display of a sign board.
- vi. Only riders who have participated in the sighting lap will be permitted to start the race from their original grid position. Riders that did not participate in the sighting lap must start the race from the back of the grid.
- vii. Following participation in the sighting lap, if a rider does not join the grid due to motorcycle problems or otherwise, they may elect to change to their back up motorcycle (***in the case of American SuperBike***) or repair their primary motorcycle. Machine changes ***or repairs*** can only be made on the pit lane ***or outside a “GP” style garage within visual custody of an AMA Pro official.*** Under no circumstances may they push their motorcycle onto the grid from the pit lane or ride counter course to proceed to the grid. In this case, riders must start the warm up lap from pit exit under the direction of AMA Pro Racing officials and are permitted to start the race from their original grid position.
- viii. Refueling is allowed only after the sighting lap in a designated area behind the last row of the grid. 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. A crew member must be standing by with a fire extinguisher with the pin pulled and the nozzle aimed at the motorcycle. No electrical devices such as battery chargers, fans, or tire warmers may be plugged in during any re-fueling operations. Safety infractions could result in one of the following penalties: The rider being placed to the back of the grid, ride through, disqualification.
- ix. During the sighting lap, only two crew members and one umbrella holder 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.
- d. Warm-up lap procedure:
 - i. Three-minute board and horn. All non-team personnel must exit the grid with the exception of the official television crew(s) and AMA Pro Racing officials.
 - ii. Two-minute board and horn: Generators must be disconnected and removed from the grid as quickly as possible. Carts and air blowers must be removed from the grid. All but two team personnel and one umbrella holder 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 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: All riders must be in their assigned position, engines must be running and all personnel must immediately be clear of the grid. No further assistance from team mechanics or crew personnel is permitted. Should a rider stall his or her motorcycle, they may be assisted by AMA Pro Racing staff to restart. If, after a reasonable amount of time, the engine does not start or the motorcycle does not become properly raceable, the rider and motorcycle will be escorted off the grid to a suitable location. ***At this point American SuperBike riders may retrieve their back up motorcycle and start the warm up lap from pit exit at the direction of AMA Pro Racing officials. Once the warm up lap begins, the pit exit will be open for thirty (30) seconds.***
 - v. The warm-up lap starts at row one on a row-by-row basis. Riders on each row must be prepared to start only when signaled by AMA Pro Racing officials. Any rider that leaves their individual designated row prior to instruction may be subject to one of the following penalties: starting from the back of the grid, ride through or disqualification. Team personnel are not permitted back onto the grid unless directed to do so by AMA Pro Racing grid officials.
 - vi. The riders will make one lap at unrestricted speed. ***AMA Pro Racing officials will instruct riders waiting at the pit lane exit when to join the warm up lap.*** An official will display a red flag closing the pit lane exit thirty (30) seconds after the warm up lap starts. If a rider cannot leave pit lane within that thirty (30) second period, they must start the race from pit road, after the field passes pit exit, at the direction of AMA Pro Racing officials. The rider may start the race from pit lane until the time the race leader completes the first lap.

- vii. A safety vehicle will follow the pack and may overtake slow riders. Any rider who arrives back to the grid after the arrival of the safety vehicle must start in the last grid position. If a rider disregards this penalty they may be assessed an overall time penalty, ride through, or disqualification.

e. Race Start Procedure

- i. Upon returning to the grid, the riders must take their assigned grid positions with the front wheel of their motorcycles located within the assigned grid box and keep their engines running. The grid box is a visual reference for rider location relative to each other as well as the designated starting location. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.
- ii. An official will stand at the front of the grid holding a stationary red flag.
- iii. Any rider who encounters a problem with their motorcycle on the warm up lap may return to the pit lane and make repairs or, **in the case of American SuperBike**, change motorcycles. Machine changes can only be made in the pit lane **or outside a "GP" style garage**. The rider may start the race from pit lane until the time the race leader completes the first lap and only under the direction of the AMA Pro Racing officials.
- 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 have 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 stationary on the motorcycle and vigorously wave an arm above their head. It is not permitted to attempt to delay the start by any other means. Should there be a problem; the starter may display a "Start Delayed" board.
 - 1. Should the delay prove short, the start procedure will quickly resume with the official again displaying the red flag at the front of the grid
 - 2. Should the delay prove lengthy, the countdown will be restarted at the three-minute board and horn when appropriate. AMA Pro Racing will make the determination if riders may remain on the grid and crews will be instructed to return to their riders. In this case, the riders will complete an additional warm-up lap and the race will be shortened by one lap. If the delay requires the grid to be cleared, riders will be instructed to return to their individual pit lane stalls and await further restart information.

- 3. Any participant determined to have purposefully delayed the start not related to motorcycle or safety concerns may be penalized with one or more of the following penalties: **Start at the back of the grid**, fine, ride through, disqualification, loss of championship points.

- vi. Starting lights will be displayed in front of the entire grid in view of each rider. When the starting sequence begins, red lights will be illuminated for between two and five seconds. The red lights will go out to officially commence the start of the race.
- vii. Any rider who anticipates (**jumps**) the start will be assessed a penalty.
- viii. **Penalty notification will be given within the first five (5) laps in races twenty laps or under or within ten (10) laps in races with more than twenty laps.**
- ix. **Any attempt to "give positions back" will not neutralize possible pending jump start penalties. Riders are instructed to carry on without disrupting other competitors in any way.**
- x. Anticipation of the start is defined by the motorcycle moving forward while the red starting lights are illuminated. Before the lights are illuminated, reasonable "staging" movement may occur. This movement includes, but is not limited to, feeling the engagement point of the clutch, settling rider's weight onto the motorcycle, or clicking the transmission into gear. When the starting lights become illuminated, riders must be stationary within their grid box. **The grid box does not designate how much a competitor can move, it only designates a riders starting position on the grid. Any competitor that moves forward prior to the lights turning off will be imposed one of the following penalties by AMA Pro Racing:**
 - 1. **Ten (+10) seconds will be added to the offending riders overall race time in the case of an uninterrupted race, and their final finishing position will be adjusted accordingly. Rider notification of the time penalty will be via sign board indicating the offending rider's competition number accompanied by (+10) displayed by the starter at the start / finish line for three (3) consecutive laps.**
 - (a) **In the case of a jump start time penalty / restart scenario, the offending rider will re-grid based on their dynamic penalized race position in the last official lap preceding the red-flagged lap. Explanation: Following the original start, timed penalties are displayed dynamically by Timing and Scoring. The results are updated at the end of each lap and the at-track timing screens, mobile apps and live timing websites reflect each offending rider's running / finishing position with the timed penalty included.**

(b) *The full jump start time penalty will apply to the first re-start, regardless of how many laps have been officially completed or even if the race distance has been shortened. As described in section (a) above, ten (10) seconds will be added to the offending rider's last official lap preceding the red-flagged lap therefore applying the penalty to their re-grid position. When the race restarts and the field completes one lap, the original jump start time penalty shall be deemed as having been served in full and the rider will be scored by their physical position through the balance of the race. However, if the offending rider anticipates any subsequent restart, they may receive one of the following penalties: ride through or disqualification.*

2. Pit lane ride through:

- a. Rider notification of this penalty will be via sign board indicating the offending rider's competition number accompanied by the Black Flag with 12-inch Orange center displayed by the starter at the start / finish line for three (3) consecutive laps. Failure to enter pit road within three laps of initial notification will result in a black flag and disqualification.
- b. ***Riders cannot enter the pit lane to serve a ride through prior to being officially notified by AMA Pro officials. If this is the case, the rider may be assessed another ride through or be subject to disqualification.***
- c. Penalized riders must adhere to the 50 mph pit lane speed limit. The speed zone is clearly designated with "Beginning 50 mph" and "End 50 mph" signs. The location of radar displays do not define the speed zone. If a rider speeds during a ride through penalty, a time penalty of thirty (+30) seconds may be added to the rider's overall race time, and his or her final finishing position will be adjusted accordingly.
- d. The penalty is served only after the rider completes the entire lap containing the ride through. Example: the offending rider enters pit lane crossing the finish line in the process. It is not until the rider exits onto an active race track, and completes that working lap, that the penalty shall be deemed as having been served in full.
- e. If the race is red flagged prior to the ride through penalty being completed, and the race is to be re-started, the rider will be required to ride through after the re-start within three (3) laps. Failure to comply with this provision will result in a black flag and disqualification.

- f. In the case of a rider carrying over a start penalty (not completing it before a red flag), and subsequently anticipates the second start, as defined above, they may be shown the black flag and disqualified.
- g. If the ride through penalty cannot be served before the end of the race, a time penalty of thirty (+30) seconds will be added to the rider's overall race time, and his or her final finishing position will be adjusted accordingly.
- xi. Starts may be divided and started in separate groups or waves. Time interval between waves will be determined by conditions at each racetrack and other factors, if any, deemed relevant by AMA Pro Racing.
 - 1. The starting 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.

2.23 Red Flag Stops and Restart Procedures

- a. A lap is defined as the completion of a single circuit around the race course as designated by AMA Pro Racing. A lap will only be considered full and complete when it starts and ends at the officially designated Start / Finish line, including passes on pit road. For the first lap of a race, the lap is defined as a full-course circuit completed from the rider's grid position to the officially designated Start / Finish line, including passes on pit road.
- b. A Race lap is defined as the last completed lap by the official race leader.
- c. In circumstances where a local caution flag is not sufficient to ensure safe and orderly continuation of competition, the red flag and / or **flashing** red lights will be displayed at the flagging stations.
 - i. All riders will stop racing, safely reduce speed and proceed with caution to the pit lane. Riders should report to their hot pit stalls.
 - ii. Red flags that occur during a race will then result in a minimum ten (10) minute delay until the restart. This time period will begin when the last active motorcycle enters pit lane. If the circuit is deemed raceable, the three (3) minute horn / board may be displayed seven (7) minutes into this minimum hiatus time.

- iii. During the red flag hiatus period, repairs, adjustments and refueling may be performed on all competing motorcycles. All refueling regulations apply, see 2.22.g.viii. In addition, any electrical equipment such as cooling fans, battery chargers or tire warmers must be clearly unplugged while refueling is in process. Failure to do this may result in penalties applied to the restart which may include placement on the back of the grid, time penalties or a ride through. Repeat offenses may result in disqualification from the current race.
- iv. If the race re-start is declared dry, tires may not be changed during such red flag hiatus period without the prior approval of the Race Director (who may confer with the official tire representatives as to the condition of specific tires).
 - 1. After receiving specific approval, all riders who have changed any tires during such red flag hiatus period must restart at the back of the grid.
 - 2. Riders who have changed any tire without the specific prior approval referred to above, may be subject to one or more of the following penalties: disqualification from restart, black flag and disqualification, loss of championship points, suspension. Further official action will be at the discretion of AMA Pro Racing.
- d. When a race is stopped before the leader completes two laps, the race will be deemed a complete restart with riders restarting from their original grid positions. The race distance may be modified at the discretion of AMA Pro officials.
 - i. 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 their original motorcycle from their original grid position.
 - ii. **American SuperBike** riders who **were** present at the starting grid, but was unable to start or dropped out after the start, **are** permitted to restart on their designated second motorcycle from the back of the grid. Second motorcycles are eligible for use two (2) laps are completed by the leader.
 - 1. All second motorcycles must be staged on pit lane or in a designated area and identified to AMA Pro Racing officials.
 - 2. Riders that were moved to the rear of the grid for the initial start must again start from the back of the grid for the restart. Riders that started in their original grid position and will re-start on a back up motorcycle must start at the rear most row of the grid.
 - 3. Riders who are unable to join the race by this procedure are barred from any subsequent restarts occurring with more than two laps officially completed.
- iii. The restart procedure will begin from the three-minute board with a single warm-up lap beginning from pit lane following a "grid and go" procedure. Riders will report to their original grid positions unless otherwise directed by AMA Pro officials. See Section 2.22h for detailed start information. Once a rider exits pit lane to start the warm up lap, no further assistance from team mechanics or crew personnel is permitted. Should a rider stall his or her motorcycle, they may be assisted by AMA Pro Racing staff to restart. If, after a reasonable amount of time, the engine does not start or the motorcycle does not become properly raceable, the rider and motorcycle will be escorted off the grid to a suitable location.
 - e. When two (2) of the laps are completed by the leader, backup motorcycles must be removed from the hot side of pit road immediately and placed on the cold side of the pit wall or into the paddock, at the discretion of the race team. At this time backup motorcycles are no longer eligible for use in the current race.
 - f. When a race is stopped after the completion of two (2) or more laps by the race leader, riders' re-grid positions will be determined by their race positions in the last official lap preceding the red-flagged lap. At the time the red flag is displayed, riders who did not participate in the original start and therefore are not actively competing in the race will not be classified for the restart. The remaining race distance may be modified at the discretion of AMA Pro officials.
 - i. Examples of the foregoing race consisting of twenty (20) laps:
 - 1. If a Red Flag is shown when the leader and all other riders on the leader's lap have completed the 9th lap then the re-grid positions will be determined from the 9th lap and the re-start will consist of eleven (11) laps.
 - 2. If a Red Flag is shown when the leaders have completed their 9th lap, but all other riders on the leaders lap have not completed the 9th lap, then the re-grid positions will be determined from the 8th lap and the restart will consist of twelve (12) laps.
 - g. In the case of a disabled motorcycle, if repairs are not completed in time for the rider to exit pit lane within thirty (30) seconds of the start of the warm up lap, these motorcycles will start the race from the pit lane exit only under the direction of AMA Pro Racing officials. The rider may start the race from pit lane until the time the race leader completes the first lap following the restart. Only riders that participated in the original start are eligible to rejoin a re-started race.
 - h. Any motorcycle taken off pit lane without supervision by AMA Pro Racing official will be disqualified from the race.
 - i. 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.

- j. Riders unable to restart will be listed in the results relative to the order in which they dropped out.
- k. Riders determined to have caused the red flag will restart from the back of the field. If a clear determination of fault cannot be made, all riders involved, regardless if all parties crashed or not, may be gridded at the back of the field based on their race position on the last official completed lap.
- l. Riders determined by AMA Pro Racing to be intentionally responsible for stopping a race could be subject to one or more of the following penalties: **starting at the back of the grid**, disqualification, loss of championship points, suspension.
- m. Riders that crash and are unable to remove themselves from an impact area under their own power and / or demonstrate behavior necessitating immediate medical attention, causing any session including race finals to be red flagged, may not resume any on-track activity until cleared by medical professionals and AMA Pro Racing's designated Race Director.
- n. The restart procedure will begin from the three-minute board with a single warm-up lap starting from pit lane following a "grid and go" procedure. Riders will report to their re-grid positions unless otherwise directed by AMA Pro officials. See Section 2.22h for detailed start information. Once a rider exits pit lane to start the warm up lap, no further assistance from team mechanics or crew personnel is permitted. Should a rider stall his or her motorcycle, they may be assisted by AMA Pro Racing staff to restart. If, after a reasonable amount of time, the engine does not start or the motorcycle does not become properly raceable, the rider and motorcycle will be escorted off the grid to a suitable location.
- o. 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.
- p. 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. If the race is considered complete in either scenario;
 - i. All riders on the lead lap will be scored according to their running order from their last official completed lap.
 - ii. Riders not on the lead lap will be scored according to their running position from their last official completed lap within their respective lap group.
- q. In the event that a race is deemed complete and the race was stopped due to a rider(s) involved red flag, the riders involved will finish at the back of their respective lap group. i.e. a rider involved in the red flag incident who was one (1) lap down at the time of the red flag would be given a finishing position as the last bike one (1) lap down.

2.24 Scheduled Pit Stops During a Race

- a. Regulations regarding scheduled pit stops during a race will be listed in the Supplementary Regulations for the specific event.

2.25 Race Finishes

- a. Races are officially ended for all competitors at the completion of the lap on which the checkered flag is displayed to the winner. Riders will be credited with all official laps they complete during a race unless a penalty has been assessed.
- b. In the event any portion of the field has taken the checkered flag and the race is stopped due to red flag;
 - i. All riders on the lead lap that have taken the checkered flag have completed the race. These riders will be scored according to their running order as they crossed the official finish line.
 - ii. Riders on the lead lap that have not taken the checkered flag will be scored according to their running position from their last official completed lap.
 - iii. Riders not on the lead lap will be scored according to their running position from their last official completed lap within their respective lap group.
- c. 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.
- d. Should a rider be given the checkered flag ahead or with the official leader, the rider will be scored based on his official race position.
- e. AMA Pro Racing will utilize all reasonable means available to it at the race venue to determine the official finish of a race. AMA Pro Racing Timing and Scoring may delay the broadcast of the final results to team scoring monitors and broadcast entities pending any review of a race finish deemed necessary by AMA Pro Racing officials. In consultation with AMA Pro Racing's Timing and Scoring staff, the Race Director will have the final determination in all decisions related to the final finishing position results of a completed race.
- f. In the case of a photo-finish between two or more riders, the win will be awarded to the competitor whose front wheel crosses the plane of the finish line first. In the case of a visual tie or where a clear determination cannot be made, the riders concerned will be ranked in the order of the best lap time made during the race.
- g. Once the race leader takes the checkered flag and all active riders complete their working lap, finishing positions will be determined according to the most laps traveled in the least total time, whether a motorcycle is actively circulating or not.

2.26 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, including the assessment of penalties in the following season.

2.27 Championship Points

- a. When the results of Championship races are declared official, points will be awarded to the top 20 finishing riders 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. 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.
- c. Riders must complete a minimum of 50% 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.

2.28 Manufacturer Points

- a. To establish a manufacturer champion, points will be awarded to each manufacturer for its highest-placed finisher in races. The same 20-position points schedule will be used.

2.29 Entrant Points

- a. To establish an entrant champion, points will be awarded to each entrant for its highest-placed finisher in races. The same 20-position points schedule will be used.

2.30 Performance Balancing and Special Allowance

- a. **AMA Pro Racing will evaluate comparative performance every two event weekends to determine if any steps need to be taken to maintain competitive balance. If it is determined that any type or model of motorcycle gains an unfair performance advantage or disadvantage, AMA Pro Racing reserves the right, at any time, to implement restrictions or special allowances to restore competitive balance.**
- b. **If a homologating motorcycle manufacturer believes their machine is at a performance disadvantage, they may submit a written Request for Special Allowance. Once this signed and dated request is received by AMA Pro Racing, it will be processed within fifteen (15) business days using the following procedure:**
- i. **AMA Pro Racing will evaluate the request to determine if it has merit. If the request is deemed to not have merit, the submitting representative will receive written notification within 5 business days.**
 - ii. **If the request is determined to have merit, additional supporting information may be required. Once all supporting documentation is received, AMA Pro Racing will convene a review panel consisting of one representative from each of the active homologating manufacturers relevant to the competition class where the Special Allowance will apply. This panel will convene at the earliest possible date either in person, video or telephone conference. All supporting documentation will be made available to every member of the review panel. All data, information and discussion points will be strictly confidential to only the panel members.**
 - iii. **Following this advisory group consultation, AMA Pro Racing will make final determination if any Special Allowance will be approved and when any allowance will come into effect. At that time, the submitting representative and reviewing panel will receive written notification.**
 - iv. **Any Special Allowance, if approved, must meet all applicable price cap and availability requirements.**
 - v. **Once a Special Allowance is in effect, comparative performance will be evaluated during a two event probationary period. If it becomes apparent that the relevant model of motorcycle gains an unfair performance advantage, especially in the case of Special Allowance, AMA Pro Racing reserves the right, at any time, to modify or rescind Special Allowances to restore competitive balance.**

NOTE:

- **Requests for new eligible equipment or Special Allowance components must be received forty five (45) days prior to use.**
- **All eligible equipment or Special Allowance components must be available thirty (30) days prior to use.**

- All eligible equipment or Special Allowance components must be delivered within fifteen (15) business days from the time a fully paid order is processed.

- If any applicable component does not meet the requirements listed above, the equipment or Special Allowance may be declared ineligible for use in AMA Pro competition.

Section 3

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.

Everything that is not authorized or prescribed by these rules is expressly forbidden.

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3.1 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. 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.
- d. 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.
- e. No back dating or forward dating of any parts are allowed. ***If a part is mechanically identical between model years it may be substituted between years but only after pre-approval by AMA Pro Racing.***
- f. If a model is allowed to compete with special allowances it can continue to compete with special allowances unless specifically forbidden, in writing, by AMA Pro Racing. Examples: Aprilia RSV1000 5.5 inch rear wheel.

3.2 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. See Appendix G.
- c. Once a motorcycle has been approved, it may be used until such time that the homologated motorcycle no longer complies with the technical rules. If a motorcycle is older than 5 years, check with AMA Pro Racing Technical Department for technical suitability.
- d. 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.
- e. A list of eligible motorcycle models for each racing class is available from the AMA Pro Racing office.
- f. Additional homologation requirements for each class are listed in the associated class standards section.

3.3 Motorcycle Identification Number

- a. All motorcycles must have a unique 17 digit Vehicle Identification Number (VIN) that was assigned to it in production. If a frame is damaged, the replacement frame can carry the original VIN in its entirety. In entrant based classes (ASB, DSB) the VIN must be registered with AMA Pro Racing.

3.4 Scoring Transponders

- a. All motorcycles must have an AMA Pro Racing approved transponder properly mounted before leaving Technical Inspection, and it must be functional at all times when on track. The transponder must be mounted vertically on the left fork leg between the two triple clamps or on the left side of the front fairing bracket, so that the charge status indicator light is visible to an AMA Pro Racing official standing next to the motorcycle without removal of any covering or mounting piece, and the appropriate mounting bracket should be used. Hard-wired transponders must be properly connected to power at all times during the event whether the engine is running or not. Riders will be responsible for the loss of, or damage to, transponders.

3.5 Street Equipment

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

3.6 Engines

- a. Engine displacements are listed under various class requirements. The displacement capacities must remain at the homologated size. Stock bore and stroke must be maintained.
- b. 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.
- c. Supercharging and turbocharging are not permitted.
- d. Safety wire used to secure required items must be a minimum diameter of 0.024 inches.
- e. Coolant must not be glycol based.
- 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 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 event to comply with the regulation.
- i. All air injection type valves on cylinder heads may be blocked. Crankcase breathers must vent into the air box only.
- ii. Crankcase breathers may not be attached to a vacuum pump unless part of the original homologated motorcycle. It is not allowed to add a pump to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated. Modification is not permitted.

3.7 Transmissions

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

3.8 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 when the tire is in its forward-most position. For safety reasons, the exposed edge(s) of the exhaust pipe outlet(s) must be rounded to avoid any sharp edges.
- c. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame in order to prevent another rider's wheel or leg from being trapped.
- d. Catalytic converters must be removed.

3.9 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.

3.10 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.

3.11 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. Footrest length must not exceed six inches, measured from tip to frame.
- c. Footrests must have a non-slip surface (knurled, rubber-covered, etc.).

3.12 Handlebars and Controls

- a. All machines MUST be equipped with a brake lever guard before being allowed through tech. It must be installed properly and in place each time the motorcycle goes on track. Approved guards can be found on the "Approved Lever Guard List" on the AMA Pro Racing website.
- b. Cracked or broken handlebars are not permitted.
- c. Control levers must have minimum half-inch diameter ball ends.
- d. 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.
- e. All motorcycles must be equipped with a self-closing throttle mechanism. Push/pull double style cables are recommended.
- f. All handle bars must have round bar ends.

3.13 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. The steering damper cannot be used as a steering lock limit device.
- c. Additional fork and shock requirements for each class are listed in the associated class standards section.
- d. Electronically controlled forks and/or shocks may not be utilized unless original equipment on the homologated model. The electronically controlled valves and ECU for the electronic suspension must remain as homologated. The shims, spacers and fork springs NOT connected to these valves can be changed. The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for competition.

3.14 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. Aluminum or titanium brake discs are not permitted.

3.15 Wheels

- a. Wheels constructed of carbon fiber or carbon composite are not permitted **unless the manufacture has equipped the homologated production model with this type of wheel. In this case, wheels must be pre-approved by AMA Pro Racing.**

3.16 Tires

- a. Tire Regulations
- i. Dunlop is the Official Tire of AMA Pro Road Racing and only tires produced by Dunlop and mounted at the current event may be used in competition.
 - ii. **Tires must be run in the rotational direction specified for the event.**
 - iii. Dunlop will provide AMA Pro Racing a list of sizes, types and compounds for tires available to the competitors at the beginning of each event. Dunlop will provide AMA Pro Racing with sample sets of available tires at each event.
 - iv. During 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.
 - v. No tire changes will be allowed during a red flag situation except for safety reasons as deemed by Dunlop and AMA Pro Racing. Any competitor who changes tires for safety issues will be gridded at the back of the grid.
 - vi. All motorcycles must prominently display the appropriate unmodified official Dunlop decal(s) on the motorcycle at all times. See Appendix E for logo placement requirements.

b. Tire Allocations

		Slicks	D.O.T. (ASB Int.)	Full Wet*
American SuperBike	S	6 front 7 rear	3 front 4 rear	3 front 4 rear
	2D	5 front 7 rear +1 (your choice)	3 front 4 rear	3 front 4 rear
	D	7 front 9 rear	4 front 5 rear	4 front 5 rear
Daytona SportBike	S		5 front 7 rear	3 front 4 rear
	2D		5 front 7 rear +1 (your choice)	3 front 4 rear
	D		7 front 9 rear	4 front 5 rear
SuperSport	S		3 front 4 rear	2 front 2 rear
	2D		3 front 5 rear +1 (your choice)	3 front 3 rear
	D		5 front 7 rear	3 front 3 rear
Support Classes	S		3 front 3 rear	2 front 2 rear
	2D		3 front 3 rear	2 front 2 rear
* Does not count against event allocation				
S = Single race per weekend event				
2D = Two-day event				
3D = Three-day event				
+1 (your choice) = 1 additional tire sticker that can be used for a front OR rear tire as rider/ entrant chooses				

c. Tire Control

- i. All tires used in official practice sessions, qualifying sessions and races must be marked with an assigned adhesive backed sticker on the tire sidewall nearest the cold side of pit lane. There will be designated areas that all competitors must ride through to have their stickers monitored.
- ii. 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.
- iii. It is the responsibility of the entrant to maintain control of the stickers and to make sure they are properly located on the tire before the bike goes on track. At the end of the weekend all unused stickers must be returned to race tech or a penalty may be assessed.

- iv. 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 or sticker replacement.
- v. No additional tires will be allocated for a red flag situation.
- vi. Any tire listed on a class allocation for the specific event may be used at any time including race finals, strictly following tire control guidelines, **including running the tire in the designated rotational direction.**
- vii. In the event of wet conditions:
 1. During race finals, if a race is initially declared wet or re-started and declared wet, any tire listed for the specific event in the respective class may be fitted with no grid position penalty.
 2. American SuperBike entrants will be allowed the above indicated rear intermediates (DOT) and the above indicated front intermediates (DOT) that will count against their tire control allocation. Control stickers are required.
 3. In American SuperBike and Daytona SportBike, competitors will be allowed the above indicated full wet rears and above indicated full wet fronts.
 4. Competitors in SuperSport and XR1200 classes will be allowed the above indicated full wet rears and the above indicated full wet fronts.
 5. Full wet tires will not be deducted from a competitors tire count for the race weekend. Wet tires do not require control stickers.

3.17 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.

3.18 Fuel Regulations

- a. Sunoco 260GTX (98 octane unleaded) is the Official Fuel of AMA Pro Racing and only fuel produced by Sunoco and dispensed at the current event may be used in competition.
- 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.
- c. 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. Competitors are responsible for properly disposing of all unused fuel.

- d. All motorcycles must prominently display the appropriate unmodified official Sunoco decal(s) on the motorcycle at all times. See Appendix E for logo placement requirements.

3.19 Fluid Containment

- a. All drain plugs, sump screen plugs and/or bolts 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. 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.
- e. Other fluid or breather tubes must be securely attached by utilizing wire clips, hose clamps, etc.
- f. Oil coolers must be securely mounted in a protected area.
- g. All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge into the airbox.
- h. See additional requirements in Fairings and Bodywork – Section 3.22.

3.20 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 event.
- b. The official AMA Pro Racing scale will be available for weight checking before qualifying and final races.
- 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.
- 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.

3.21 Telemetry, Traction Control and Video

- a. 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.
- b. Selected teams in all classes may be required to carry either an assigned camera or equivalent weight package on the motorcycle. No other cameras are permitted on the motorcycle at any time without prior approval and inspection by AMA Pro Racing. Teams wanting to use an on-board camera for data or rider training must fill out the appropriate paperwork on a per race basis. The paperwork can be found in the tech area at each event.
- c. ***GoPro is the official camera of AMA Pro Road Racing. With the exception of onboard cameras installed by our TV partner, no other on-board cameras are allowed. GoPro usage regulations are indicated in the on-track Camera Use Authorization form available in Tech. This form must be filled out on a per event basis. Please see Competition Bulletin 2013-02, GoPro Camera Mounting for complete regulation.***

3.22 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. The seat/tail section cannot be wider than 18 inches, and cannot extend further to the rear than a vertical line at the rear edge of the rear tire. The seat/tail section cannot be more than 8 inches in height, measured from the base of the seat.
- b. The front wheel must be clearly visible from both sides except for the portion covered by the front fender. 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.
- c. The fairing must be mounted at a minimum of three separate points.
- d. 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. These modifications are solely for the purpose of fluid retention. Additional streamlining is prohibited. Lower Fairing modifications must be pre-approved by AMA Pro Racing.
 - 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 and must be pre-approved by AMA Pro Racing.
 - iii. A maximum of two holes, 1 inch in diameter (maximum) and 3/4 inch in diameter (minimum), must be drilled in the lower fairing. These holes must be plugged during dry track conditions, but must be opened when AMA Pro Racing designates wet race conditions.



3.23 Fenders

- a. Fenders must provide adequate tire clearance.
 - i. Front fenders may be replaced with a cosmetic duplicate of the original parts allowing for minor modifications to facilitate fitment and clearance issues. In addition, the fender may be spaced upwards for increased tire clearance. All fenders must be pre-approved by AMA Pro Racing.
 - ii. Rear “hugger” fenders fixed on the swing arm are allowed only if standard on the approved homologated model. These components can be deleted, but when utilized, the original profile and shape must be respected.
 - iii. American SuperBike may add, modify or delete a rear “hugger” fender and in these cases must be pre-approved by AMA Pro Racing.

3.24 Numbers and Number Plates

- a. For all classes, each competitor's assigned competition number must be correctly displayed at all times when on track. Numbers must be affixed to the front and the sides of the motorcycle so that they are clearly visible to the spectators and AMA Pro Racing. Numbers must be approved by AMA Pro Racing respective of class requirements.
- b. General Requirements: The allocated number (&plate) for the rider must be affixed on the motorcycle as follows:
 - i. On the front upper fairing; in the center if possible or off to one or both sides if physically necessary. In these cases, the preferred side would be rider's left as the majority of our venues place the starter on this side of the circuit.
 - ii. **Two** placement options are permitted for the rear and side number display. See Appendix E for illustration and clarification.
 1. **The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom.** Rider may not block side numbers when upright on the motorcycle.
 2. Numbers mounted on top of the rear tail section with the number oriented to be viewed from the rear of the motorcycle.
 - iii. In addition to 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.
 - iv. 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 E for logo placement requirements.
 - v. Final placement of class decals and legibility of numbers will be at the sole discretion of AMA Pro Racing.

- c. American SuperBike, Daytona SportBike, SuperSport and support classes:
 - i. Stylized numbers are forbidden.
 - ii. Number plates or number display areas must provide a minimum of .75-inch or 20mm around and between numbers.
 - iii. All classes will utilize **the following number plate and number colors:**
 - American SuperBike: White plates with black numbers**
 - Daytona SportBike: Red plates (Pantone color code: 186c) with white numbers**
 - SuperSport: Green plates (Pantone color code: 348c) with white numbers**
 - Harley-Davidson: Provided by Vance & Hines**
 - iv. Front, side and rear numbers must be a minimum of five inches high. Minimum stroke width is 0.75 inches. Maximum stroke width is two inches except for current class champions' number ones, which may be up to three inches in stroke width.
 - v. For light colored **American SuperBike** bodywork, there must be a 0.25-inch or 7mm black line around the perimeter of the number plate. Outlining no larger than 0.25-inch or 7mm is permitted. Outlining must be one solid color only.
 - vi. The number styles (fonts) illustrated in Appendix F are acceptable. Excessive condensing or stretching of the numbers is not allowed.
 - vii. If adequate size number display area is not available, plastic number plates, no less than 0.125-inch in thickness, must be utilized.
 - viii. The current year national class champion is permitted to display a pre-approved specially prepared number 1. **Unless approved**, riders that have clinched championships before the end of the current season cannot display the number 1 until the season has officially ended.
 - ix. In the case of SuperSport, only the overall National Champion can display the number 1 plate during the following season.

3.25 Motorcycle Appearance and Crash Damage Repair

- a. All motorcycles must present a neat and clean appearance. Primer is not an acceptable paint finish.
- b. Crash-damaged motorcycles must be repaired to minimum technical standards before returning to competition and must also be re-teched. See exceptions for Fairings and Bodywork under specific class rules.

3.26 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 M2010
 - United Nations: Regulation ECE 22.05 P'
 - Japan: JIS 8133:2007
- 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.
- v. Face shields must be shatter resistant.
- b. Boots must be at least eight 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 name on the back of their riding uniform. Riders will be given one warning to comply with this regulation. Failure to affix their name by the next event could result in one or more of the following penalties: Fine, gridding to the back field, loss of championship points, suspension.
- g. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.

3.27 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 and official series sponsor logos on uniform shirts. See Appendix E.

3.28 Display of AMA Pro Racing Exclusive Technical Partner and Class Specific Sponsor Logos

- a. Exclusive Technical (Spec) Partner, Mandatory Program
 - i. All riders are required to have approved exclusive technical partner color logos in place whenever they are competing in any part of an AMA Pro Racing sanctioned event. See Appendix E.

- ii. The area on the front number plate indicated in the graphic is reserved for the current, appropriate AMA Pro Racing Class logo.
 - iii. The area on the main fairing indicated in the graphic is reserved for the current, approved AMA Pro Racing logo and partner logos.
 - iv. The area on the leathers is reserved for the current AMA Pro Racing logo and partner logos as indicated.
 - v. To be eligible for Road Racing event general purse, any exclusive technical partner supported purse, associated rider's awards or year-end point's funds, all sticker, patch and logo placement requirements must be met. These programs will be outlined on a yearly basis under Competitor Information at www.amaproring.com. Applicable to these mandatory programs, riders will be given one warning to comply with this regulation. Failure to affix required exclusive partner logos by the next event could result in one or more of the following penalties: Ineligibility for event general purse, additional fine, gridding to the back of the field, loss of championship points, suspension.
- b. Class Specific or other Rider Awards and Year End Points Fund Partners
- i. To be eligible for these rider awards and year-end point's funds, AMA Pro Racing requires that riders meet all sticker, patch and logo placement requirements applicable to the specific program. These programs will be outlined on a yearly basis under Competitor Information at www.amaproring.com.
 - ii. It is the individual rider's responsibility to pre-register and fully comply with all award program requirements. Periodic confirmation of program requirements may be conducted by AMA Pro Racing. If at any time a rider does not meet the specific requirements, they will be disqualified from the associated award program.
- c. How to obtain the logo and/or logo artwork file.
- i. At Events: All number plate stickers and adhesive apparel patches will be available at Tech Inspection at each event.
 - ii. Online: Visit the Competitor Information Page at www.amaproring.com.
- d. Disclaimer for use of AMA Pro Racing registered Trademarks:
- i. AMA Pro Racing and the other logos and trademarks shown herein are licensed 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 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.

3.29 Rider Responsibility

- a. IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET AND APPAREL WHICH WILL PROVIDE APPROPRIATE PROTECTION AND DURABILITY.
- b. ALTHOUGH AMA PRO RACING APPROVES MATERIALS, AMA PRO RACING DOES NOT ENDORSE OR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS.

4.1 Homologation

- a. American SuperBike motorcycles must be homologated by AMA Pro Racing and be available through U.S. retail outlets as determined by the homologating manufacturer.
- b. See Homologation of Motorcycles under General Equipment Standards.

4.2 Displacement Capacities and Weight Limits

- a. Minimum weight in the exact condition the machine finishes any competition activity (qualifying or race) without the addition of fluids or other items of any kind:
 - i. 4 cylinder **380** pounds
 - ii. 2 cylinder 370 pounds
- b. Displacement capacities:
 - i. 4 cylinders 749cc up to 1000 cc 4-stroke.
 - ii. 2 cylinders 901cc up to 1200 cc 4-stroke

4.3 Wheels/Brakes

In 2015 all aftermarket wheels must be of forged or cast aluminum.

- 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 unless the manufacture has equipped the homologated production model with this type of wheel. In this case, wheels must be pre-approved by AMA Pro Racing.
 - 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 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, and aluminum or titanium materials for brake discs is not allowed.

4.4 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. No coatings may be added to upper or lower fork tubes. All coatings must remain as homologated.
- e. External compression and rebound adjusters may be modified or changed.
- f. 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.
- g. Steering damper may be added, relocated or replaced with an aftermarket damper that appears on the Eligible Equipment List. The steering damper cannot act as a steering lock limiting device.
- h. Active, semi-active or computer-controlled suspension units are not permitted unless original equipment on the homologated model. The electronically controlled valves and ECU for the electronic suspension must remain as homologated. The shims, spacers and fork springs NOT connected to these valves can be changed. The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for competition.
 - 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.

4.5 Rear Suspension

- a. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock) and 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.
- c. Active, semi-active or computer-controlled suspension units are not permitted unless original equipment on the homologated model. The electronically controlled valves and ECU for the electronic suspension must remain as homologated. The shims, spacers and fork springs NOT connected to these valves can be changed. The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for competition.

4.6 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 noted exceptions:
 1. Strengthening gussets and tubes may be added, but none may be removed. Sections or portions of the frame may not be replaced or modified. Examples of impermissible alterations being; but not limited to: replacing a section of frame visually identical but changing the material alloy, thickness, or modifying the homologated material in any way.
 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 replacements must appear on the Eligible Equipment List.

7. Rear sub frame may be modified or replaced, but the material must remain as homologated or of higher specific weight and appear on the Eligible Equipment List.

- ii. Polishing of frame materials is not allowed.
 - iii. Frames must display a unique 17 digit Vehicle Identification Number (VIN) that was assigned to it in production. All VINs must be registered with AMA Pro Racing.
- 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 mandatory 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 components associated with locating the rear axle position (not permanently attached to the swingarm) 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 may be modified by machining existing components **or replacing only the area the axle assemblies' travel. Example: welding in billet blocks to provide optional wheelbase range.** The swingarm must be from the same year as the frame to be considered a homologated part. No back dating or forward dating is permitted. **Any modifications to the swing arm assembly must be pre-approved by AMA Pro Racing.**

4.7 Bodywork/Controls/Appearance

- a. Fairing and Bodywork (including fenders and seat/tail assemblies)
 - i. All bodywork must be pre-approved and appear on the Eligible Equipment List before use in official competition. Samples of every component from each approved vendor must be provided to AMA Pro Racing **upon request** prior to use in official competition.
 - ii. Fairing and bodywork, including the windscreen may be modified or replaced with aftermarket parts which closely resemble the originally approved parts in design and which maintain similar dimensions. "Double bubble" screens will be allowed.
 - iii. Front fenders may be replaced with a cosmetic duplicate of the original parts allowing for minor modifications to facilitate fitment and clearance issues. In addition, the fender may be spaced upwards for increased tire clearance. All fenders must be pre-approved by AMA pro Racing.

- iv. Original openings for cooling in the lateral fairing / bodywork sections may be partially closed only to accommodate sponsor's logos / lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centers, circle centers and their diameters must be constant. Holes or perforations must have an open area ratio >60%. Any modifications of this type must be pre-approved by AMA Pro Racing.
 - v. Motorcycles may be equipped with pre-approved inner ducts, including "close-outs", to improve the air stream towards the radiator(s), but the appearance of the front, the rear and the profile of the motorcycle must not be changed.
 - vi. An oil retaining, "sealed" lower fairing is mandatory. These modifications are solely for the purpose of fluid retention. Additional streamlining is prohibited. Lower Fairing modifications must be pre-approved by AMA Pro Racing. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.
 - vii. Construction must be of plastic or fiberglass. Carbon or carbon composite fiber is allowed only if standard on the approved homologated model and only with pre-approval of AMA Pro Racing.
 - viii. American SuperBike may add, modify or delete a rear "hugger" fender and in these cases must be pre-approved by AMA Pro Racing.
- b. Seat
- i. The seat, seat base and associated bodywork 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, which may incorporate the rear number plate.
 - iii. The appearance from front, rear, and profile must closely conform to the homologated shape and dimensions. Any modifications must be pre-approved by AMA Pro Racing.
 - iv. The seat/rear cowl must allow for proper number display if numbers are not located on the rear lower main fairing.
 - v. All exposed edges must be rounded.
 - vi. Construction must be of plastic or fiberglass. Carbon or carbon composite fiber is allowed only if standard on the approved homologated model and only with pre-approval of AMA Pro Racing.
- 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 on the production model.
- 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 a .350 inch 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 and must be operable at all times.

4.8 Engine Modifications

Non O.E. Surface treatments or surface coatings of any kind are prohibited unless specifically approved.

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, guides, and guide seals 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,

- 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 Engines under General Equipment Standards, Section 3.6.
 - iii. The countershaft cover may be modified.
 - iv. The addition of a crankcase protector at the countershaft is allowed.
 - v. It is not allowed to add a pump to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated. Modification is not permitted.
- d. Valves, Springs and Retainers
- i. Valves must remain as homologated. No modifications **or surface treatments** are allowed.
 - ii. The original number of valves must be maintained.
 - iii. Valves must remain in the same location and at the same angle as the homologated model.
 - iv. Aftermarket or modified spring bases, springs, retainers and other valve-train components are permitted.
 - v. Rocker arms (if any) must be from the current homologated model (material, location and dimensions). No modifications are allowed other than polishing, surface treatments or coatings.
 - vi. Tappets/buckets must be from the current homologated model (material, location and dimensions). No modifications are allowed other than polishing, surface treatments or coatings.
- e. **Camshafts and Sprockets**
- i. **The camshaft duration is unrestricted, but the lift must remain as homologated. (Same as 2012 rule)** They must remain the same material as stock, or steel. They must be approved and appear on the Eligible Equipment List.
 - ii. Offsetting the camshaft is not allowed. The camshaft must remain in the homologated location.
 - iii. 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.
 - iv. The method of drive must remain as homologated.
 - v. Cam sprockets can be modified or replaced to allow the degreasing of camshafts.
 - vi. The tooth count of the cam sprockets and cam drive sprocket on the crank must remain as homologated.

- vii. The cam chain style must remain as homologated.
 - viii. The camshaft lift and duration is unrestricted.
 - ix. 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.
 - vii. Secondary balancers may be removed or modified as desired.
- g. Connecting Rods
- i. Connecting rods must remain as homologated. No modifications are allowed.
 - ii. Polishing and lightening is not allowed.
 - iii. Rod bolt ends may be “dimpled” to facilitate measuring stretch. No other modifications **or surface treatments** are allowed.
- h. Pistons
- i. Pistons must remain as homologated. No modifications **or surface treatments** are allowed.
- i. Piston Rings
- i. Piston rings must remain and be installed as homologated. No modifications **or surface treatments** are allowed.
- j. Piston Pins and Clips
- i. Piston pins and clips must remain as homologated. No modifications **or surface treatments** 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. Oil pan, pump pick up and associated components (***not including oil pump***) must remain as homologated. No modifications are allowed.
- 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.
 - 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. Chain master links must be rivet type.
 - viii. Final drive system, if not by chain, may be modified to chain type, utilizing kits specified on the Eligible Equipment List.
- 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 fasteners, cables, cable actuating pulleys and associated linkages, flexible fuel lines, vacuum lines, airbox connection tubes and velocity stacks.

- iii. ***Additional non-standard components can be added or replace standard components that will change the homologated functionality and spirit of the throttle original body system, examples being but not limited to adding partial or full throttle by wire systems. Modifications to the throttle body bore or primary throttle plates are not permitted. All hardware and supporting electronic components must be included within the electronic price cap, be available and listed on the approved equipment list. Any such modifications must be pre-approved by AMA Pro Racing.***
- iv. 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. Only the velocity stacks and the arms or linkages that manipulate them can be modified or changed. Motors and actuators must remain and function as homologated. Modifications must be approved by AMA Pro Racing.
- v. Fuel injectors must be stock and unaltered from the original specification, manufacture and location as fitted to the homologated machine.
- vi. The total number of installed injectors must be the same as originally produced.
- vii. Secondary butterfly valves may be fixed in the open position.
- viii. Fuel pump and fuel pressure regulator must remain as homologated. No modifications are allowed.
- o. Engine Control System
 - i. Engine control system may be modified or replaced with aftermarket products that appear on the Eligible Equipment List.
 - ii. Complete specification documentation can be found at www.amapracing.com.
 - iii. An American SuperBike Electronic Component Declaration/ Cost Document must be filled out and presented to tech prior to on track activity. This document can be found on line at www.amapracing.com.
 - iv. Wiring harness may be modified or replaced. The cost of the harness will not go against the price cap.
 - v. Spark plugs and plug wires may be replaced.
 - vi. Data acquisition is allowed however telemetry or any type of real time data communication between bike and pits is not allowed. Data systems must be approved and appear on the Eligible Equipment List if separate from ECU/ dash.
- p. Aftermarket sensors are permitted.
- q. 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.

4.9 Airbox/Intakes/Fuel Supply

a. Intake Airboxes

- i. Airbox must remain as originally produced by the manufacturer on the homologated motorcycle. The internal volume of the homologated airbox cannot be altered in any way. Examples being but not limited to: non-standard dimension gaskets, lid spacers, or other like modifications.
- 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. Replacements must be approved and appear on the Eligible Equipment List. 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. 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. Frames that are utilized as fuel cells may be modified for increased capacity but must conform to all applicable frame rules. Any fuel tank modifications must be pre-approved by AMA Pro Racing.
- ii. ***For 2015, the maximum capacity for fuel tanks will be announced.*** A screw-type replacement cap, positive-locking cap ***or approved quick fill style device*** 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.

4.10 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.

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 fender.
- 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. Fasteners (nuts, bolts, screws etc.)
- vi. Main wiring harness and connectors.
- vii. Battery and switches.
- viii. Oil and fuel filters

d. The following items may be removed or changed:

- i. Instrument and instrument bracket and associated cables.
- ii. Radiator fan and wiring
- iii. Cooling system thermostat and radiator cap.

5.1 Homologation

- a. Daytona SportBike motorcycles must be homologated by AMA Pro Racing and be available through U.S. retail outlets as determined by the homologating manufacturer. See Homologation of Motorcycles under General Equipment Standards.

5.2 Weight Limits

- a. Minimum weight in the exact condition the machine finishes any competition activity (qualifying or race) without the addition of fluids or other items of any kind:
 - i. 4 cylinders **360** pounds
 - ii. 3 cylinders 360 pounds
 - iii. 2 cylinders **370** pounds

5.3 Wheels/Brakes

- a. Wheels
 - i. Original equipment wheels must be used. See special allowances for exceptions. Exceptions 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"
- 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. All substitutes must be approved and appear on the Eligible Equipment List.
 - iii. Brake pads 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 remain as homologated.

5.4 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. No coatings may be added to upper or lower fork tubes. All coatings must remain as homologated.
- e. External Compression and Rebound Adjusters may be modified/changed.
- f. 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.
- g. Steering damper may be added, relocated or replaced with an aftermarket damper that appears on the Eligible Equipment List.
- h. The steering damper cannot act as a steering lock limiting device.
- i. Active, semi-active or computer-controlled suspension units are not permitted unless original equipment on the homologated model. The electronically controlled valves and ECU for the electronic suspension must remain as homologated. The shims, spacers and fork springs NOT connected to these valves can be changed. The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for competition
- j. Fork bottoms may be modified to provide for mounting brackets for suspension stroke sensors.
- k. Fender brackets may be modified to maintain stock tire to fender clearance when using race tires or to provide clearance for caliper mounting brackets.
- l. Fork bottom axle hole inside diameter may not be increased; however it may be sleeved to provide for captured axle nut.
- m. A fork brace may be installed with a homologated unit appearing on the Eligible Equipment List.

5.5 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.

- c. Active, semi-active or computer-controlled suspension units are not permitted unless original equipment on the homologated model. The electronically controlled valves and ECU for the electronic suspension must remain as homologated. The shims, spacers and fork springs NOT connected to these valves can be changed. The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for competition.

5.6 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 noted exceptions:
 1. Nothing may be added by welding or removed by machining from the frame body.
 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. Front sub frame may be modified or replaced, but the material must remain as homologated and replacements must appear on the Eligible Equipment List.
 7. Rear sub frame may be modified or replaced, but the material must remain as homologated or of higher specific weight and appear on the Eligible Equipment List.
- ii. Polishing of frame materials is not allowed.
- iii. Frame must display a unique 17 digit Vehicle Identification Number (VIN) that was assigned to it in production. **All VINs must be registered with AMA Pro Racing.**

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 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 mandatory 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.
- iv. The swingarm must be from the same year as the frame to be considered a homologated part. No back dating or forward dating is permitted.

5.7 Bodywork/Controls/Appearance

a. Fairing and Bodywork (including fenders and seat/tail assemblies)

- i. All bodywork must be pre-approved and appear on the Eligible Equipment List before use in official competition. Samples of every component from each approved vendor must be provided upon request to AMA Pro Racing **upon request** prior to use in official competition.
- ii. Fairing and bodywork, including the front fender and windscreen, 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.). "Double bubble" screens will be allowed.
- iii. Any exception to bodywork regulation specific to a given event, an example of which would be allowable modifications to the front fender for Daytona 200 pit stop wheel changes, will be posted in event Supplemental Regulations or official Competitor Bulletins.
- iv. ***Motorcycles may be equipped with pre-approved inner ducts, including "close-outs", to improve the air stream towards the radiator(s), but the appearance of the front, the rear and the profile of the motorcycle must not be changed.***
- v. AMA Pro shall have the right to use templates, go-no-go gauges or other instrumentalities to check conformity. This includes the shape and dimension of any engine intake, cooling or other openings on the bodywork. AMA Pro may impound any component for further evaluation.

- vi. Original openings for cooling in the lateral fairing / bodywork sections may be partially closed only to accommodate sponsor's logos / lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centers, circle centers and their diameters must be constant. Holes or perforations must have an open area ratio >60%. Any modifications of this type must be pre-approved by AMA Pro Racing.
 - vii. An oil retaining, "sealed" lower fairing is mandatory. These modifications are solely for the purpose of fluid retention. Additional streamlining is prohibited. Lower Fairing modifications must be pre-approved by AMA Pro Racing. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.
 - 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. Construction must be of plastic or fiberglass. Carbon or carbon composite fiber is allowed only if standard on the approved homologated model and only with pre-approval of AMA Pro Racing.
 - x. Rear "hugger" fenders fixed on the swing arm are allowed only if standard on the approved homologated model. These components can be deleted, but when utilized, the original profile and shape must be respected.
- b. Seat
- i. Seat, seat base and associated bodywork 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, which may incorporate the rear number plate.
 - iii. The appearance from front, rear, and profile must conform to the homologated shape in silhouette and profile.
 - iv. The seat/rear cowl must allow for proper number display if numbers are not located on the rear lower main fairing.
 - v. All exposed edges must be rounded.
 - vi. Construction must be of plastic or fiberglass. Carbon or carbon composite fiber is allowed only if standard on the approved homologated model and only with pre-approval of AMA Pro Racing.
- c. Instrument Panels

- i. Aftermarket instrument panels are allowed. These systems may also be data acquisition capable **however if used in this capacity, no element of the data system can act as a controlling or signal modifying device for any engine or chassis functionality. These components must act as data gathering or displaying devices only. At the request of AMA Pro Racing they should be removable with no impact on the continued operation of the motorcycle.** They must be approved and appear on the Eligible Equipment List and be plug-and-play. No additional wiring is permitted.
 - ii. A shift/indicator light may be added even if one did not exist on the production model.
- 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 a .350 inch 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 and must be operable at all times.

5.8 Engine Modifications

Note: Surface treatments or surface coatings of any kind are prohibited unless specifically approved below.

- 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 or replaced. Replacements must be of the same material and dimensions as the homologated valve seat.
 4. The cylinder head gasket may be changed.
- b. Cylinders

- i. No modifications are allowed with the exception of machining the gasket surface; see under cylinder head, above.
- c. Crankcase and All Other Engine Cases (i.e. 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 Engines under General Equipment Standards, Section 3.6.
 - iii. The countershaft cover may be modified.
 - iv. The addition of a crankcase protector at the countershaft is allowed.
 - i. It is not allowed to add a pump to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated. Modification is not permitted.
- d. Valves, Springs, and Retainers
 - i. The valves, guides, springs, tappets, oil seals, shims, valve cotter, 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. 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. Must remain as homologated. No modifications are allowed.
 - ii. Rod bolt ends may be “dimpled” to facilitate measuring stretch. No other modifications are allowed.
- h. Pistons
 - i. Must remain as homologated. No Modifications are allowed.
- i. Piston Rings
 - i. Must remain as homologated. Must be installed as homologated. No modifications are allowed.
- j. Piston Pins and Clips
 - i. 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 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.
 - 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. Chain master links must be rivet type.
 - vii. Final drive system, if not by chain, may be modified to chain type, utilizing kits specified on the Eligible Equipment List.
- 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 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. Only the velocity stacks and the arms or linkages that manipulate them can be modified or changed. Motors and actuators must remain and function as homologated. Modifications must be approved by AMA Pro Racing.
 - iv. 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.
 - v. Injectors must be stock and unaltered from the original specification and manufacture.
 - vi. Aftermarket exhaust gas sensor devices may be used at all times.
- o. **Engine Control System (Total Price Cap of all Add-on Electronics: \$5000.00, Data Logging system included)**
- i. **Engine Control Unit must be either: As homologated or a brand/model specific KIT system approved by AMA Pro Racing. Examples being but not limited to: Ducati Kit ECU, Honda HRC Kit, Kawasaki KRT Kit, Suzuki EM Pro Kit, Triumph Race Kit, Yamaha YEC. A special connector may be used to connect the ECU to the original wiring loom. The retail price of the KIT ECU system (including software, tuning tool, license/unlock fees and any communication cables) cannot be higher than 1.5 times the price of the original homologated ECU as confirmed through recognized retail outlets.**
 - ii. **KIT wire harnesses as supplied for the specific approved KIT ECU are permitted but must also be approved, appear on the Eligible Equipment List and their cost will be included within the overall electronics price cap.**

- iii. **In addition to option i. above, external “piggyback” ignition and / or injection module(s) with their functions including, but not limited to spark and fuel table control and, quick shift functions, traction control and closed loop fueling, may be added to the standard production ECU or KIT ECU. All additional components must be approved, appear on the Eligible Equipment List and their costs will be included within the overall electronics price cap.**
- p. **Data Logging System (All components included within the overall Electronics Price Cap unless specifically identified)**
- i. **All Data loggers, including dash boards with logging capability, must be approved and appear on the Eligible Equipment List. Maximum retail price of the data logging unit (including hardware, analysis software and any license/unlock fees), cannot exceed \$2000.00 and will apply to the overall electronics price cap.**
 - ii. **Data systems must be stand alone and act as data gathering or displaying devices only. No element of the data system can act as a controlling or signal modifying device for any engine or chassis functionality. It is not allowed to embed any additional components within any wire loom. At the request of AMA Pro racing these systems should be removable with no impact on the continued operation of the motorcycle.**
 - iii. **Any additional seven sensors/inputs may be utilized. Sensors must be commercially available and can ONLY be connected to the data logger. Sensors do not have to appear on the Eligible Equipment List, however vendor pricing and availability may be confirmed at any time by AMA Pro Racing. Stand-alone infrared or GPS lap timers do not have to appear on the Eligible Equipment List but will be counted as one of the seven sensors.**
 - iv. **Non O.E.M. and/or additional O.E.M. sensors will be included in the overall price cap.**
 - v. **Standard O.E.M. sensors and dedicated data system wire loom will NOT be included in the overall price cap.**
 - vi. **Lap timers, although not regulated by the Eligible Equipment List, are included in the overall price cap.**
 - vii. Complete specification documentation can be found at <http://www.amapracing.com/assets/AMAP-RR-2014-DSB-Electronics-Regulations.pdf>.
 - viii. The Daytona SportBike Electronic Component Declaration/ Cost Document must be filled out and presented to tech prior to on track activity. This document can be found online at <http://www.amapracing.com/assets/AMAP-RR-2014-DSB-Electronics-Declaration-Sheet.pdf>.

5.9 Airbox/Intakes/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.
 - 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 and must be approved and appear on the Eligible Equipment List.
- 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. If the stock fuel tank is of insufficient capacity to go race distance a team may petition AMA Pro racing for approval to modify the standard tank or for an acceptable substitute. All modifications or substitutes must be pre-approved and appear on the Eligible Equipment List.
- 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.

5.10 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.
- b. Radiators and Oil Coolers
- NOTE: for 2015, aftermarket coolant radiators will not be permitted.**
- 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. Oil and fuel filters.
- d. The following items may be removed or changed:
- i. Radiator fan and wiring.
 - ii. Cooling system thermostat and radiator cap.

6.1 Homologation

- a. SuperSport motorcycles must be homologated by AMA Pro Racing and be available through U.S. retail dealers outlets as determined by the homologating manufacturer.
- b. See Homologation of Motorcycles under General Equipment Standards.

6.2 Weight Limits

- a. Minimum weight in the exact condition the machine finishes any competition activity (qualifying or race) without the addition of fluids or other items of any kind:
 - i. 4 cylinders **360** pounds
 - ii. 3 cylinders 360 pounds
 - iii. 2 cylinders **370** pounds

6.3 Wheels/Brakes

- a. Wheels
 - i. Original equipment wheels must be used, including bearings. See special allowances for exceptions.
 - ii. Front wheels = 17" x 3.5" all machines
 - iii. Rear wheels = 17" x 5.5" or 17" x 6"
- 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 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. 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.

6.4 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. Active, semi-active or computer-controlled suspension units are not permitted unless original equipment on the homologated model. The electronically controlled valves and ECU for the electronic suspension must remain as homologated. The shims, spacers and fork springs NOT connected to these valves can be changed. The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for competition
- e. No coatings may be added to the upper or lower fork tubes. All coatings must remain as homologated.
- f. External compression and rebound adjusters may be modified/changed.
- g. The height and position of the front fork in relation to the fork crowns is free.
- h. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine. No modifications are allowed.
- i. A steering damper may be added, relocated or replaced with an aftermarket damper appearing on the Eligible Equipment List.
- j. The steering damper cannot act as a steering lock limiting device.

6.5 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. Active, semi-active or computer-controlled suspension units are not permitted unless original equipment on the homologated model. The electronically controlled valves and ECU for the electronic suspension must remain as homologated. The shims, spacers and fork springs NOT connected to these valves can be changed. The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for competition
- c. 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. No modifications are allowed.
- d. Rear suspension unit spring may be changed.

6.6 Frame

- a. Frame and Sub Frame
 - i. The main frame must remain as originally produced by the manufacturer for use on the homologated machine.

- ii. Nothing may be added by welding or removed by machining from the frame body.
 - iii. Frame must display a unique 17 digit Vehicle Identification Number (VIN) that was assigned to it in production.
 - iv. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.
 - v. Front sub frame may be modified or replaced, but the material must remain as homologated and replacements must appear on 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 mandatory 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.
 - iv. The swingarm must be from the same year as the frame to be considered a homologated part. No back dating or forward dating is permitted.
 - v. Covers or guards that obscure any or all of the swingarm are not permitted unless standard on the homologated machine.

6.7 Bodywork/Controls/Appearance

- a. Fairing and Bodywork (including fenders and seat/tail assemblies)
 - i. All bodywork must be pre-approved and appear on the Eligible Equipment List before use in official competition. Samples of every component from each approved vendor must be provided to AMA Pro Racing **upon request** prior to use in official competition.

- ii. Fairing and bodywork, including the front fender and windscreen, 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.). Double bubble" screens will be allowed.
- iii. **Motorcycles may be equipped with pre-approved inner ducts, including "close-outs", to improve the air stream towards the radiator(s), but the appearance of the front, the rear and the profile of the motorcycle must not be changed.**
- iv. AMA Pro shall have the right to use templates, go-no-go gauges or other instrumentalities to check conformity. This includes the shape and dimension of any engine intake, cooling or other openings on the bodywork. AMA Pro may impound any component for further evaluation.
- v. **Original openings for cooling in the lateral fairing / bodywork sections may be partially closed only to accommodate sponsor's logos / lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centers, circle centers and their diameters must be constant. Holes or perforations must have an open area ratio >60%. Any modifications of this type must be pre-approved by AMA Pro Racing.**
- vi. An oil retaining, "sealed" lower fairing is mandatory. These modifications are solely for the purpose of fluid retention. Additional streamlining is prohibited. Lower Fairing modifications must be pre-approved by AMA Pro Racing. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.
 - i. Construction must be of plastic or fiberglass. Carbon or carbon composite fiber is allowed only if standard on the approved homologated model and only with pre-approval of AMA Pro Racing.
- vii. 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.
- viii. Rear "hugger" fenders fixed on the swing arm are allowed only if standard on the approved homologated model. These components can be deleted, but when utilized, the original profile and shape must be respected.
- ix. **Additional covers attached to the swingarm are not permitted.**
- x. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.

- a. Seat

- i. Seat, seat base and associated bodywork 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, which may incorporate the rear number plate.
 - iii. The appearance from front, rear, and profile must conform to the homologated shape in silhouette and profile.
 - iv. The seat/rear cowl must allow for proper number display if numbers are not located on the rear lower main fairing.
 - v. All exposed edges must be rounded.
 - vi. Construction must be of plastic or fiberglass. Carbon or carbon composite fiber is allowed only if standard on the approved homologated model and only with pre-approval of AMA Pro Racing.
- b. Instrument Panels
- i. Aftermarket instrument panels are not allowed. The original dash must mount in the original location and be functional. Lap timers and auxiliary displays may be affixed to the OEM dash.
- c. Foot Rests/Foot Controls
- i. Foot rest/foot controls 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 a .350 inch solid spherical radius.
- 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 and must be operable at all times.

6.8 Engine Modifications

Note: Surface treatments or surface coatings of any kind are prohibited unless specifically approved below.

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 or replaced. Replacements must be of the same material and dimensions as the homologated valve seat.
4. The cylinder head gasket may be changed.

b. Cylinders

- i. No modifications are allowed.

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. See Engines under General Equipment Standards, Section 3.6.
- iii. The countershaft cover may be modified.
- iv. The addition of a crankcase protector at the countershaft is allowed.
- v. It is not allowed to add a pump to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated. Modification is not permitted.

d. Valves, Springs and Retainers

- i. The valves, guides, springs, tappets, oil seals, shims, valve cotter, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine. Valve spring shims are allowed. No other modifications 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. 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. Must remain as homologated. No modifications are allowed.
 - ii. Rod bolt ends may be “dimpled” to facilitate measuring stretch during assembly. No other modifications are allowed.
- h. Pistons
- i. Must remain as homologated. No modifications are allowed.
- i. Piston Rings
- i. Must remain as homologated. Must be installed 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 oil pump modifications are allowed.
 - ii. Oil lines may be modified or 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 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.
 - 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. Chain master links must be rivet type.
 - vii. Final drive system, if not by chain, may be modified to chain type, utilizing kits specified on the Eligible Equipment List.
- 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 fasteners, cables, cable actuating pulleys, flexible fuel lines, vacuum line, and airbox connection tubes.
 - 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. All components supporting these standard variable-length intake systems must remain and operate exactly as homologated. Examples of these components include but are not limited to; linkages, motors and actuators. These systems must utilize standard homologated components.
 - iv. Velocity stacks must remain and be installed as homologated. No modifications are allowed.
 - v. Injectors must be stock and unaltered from the original specification and manufacture.
 - vi. Aftermarket exhaust gas sensor devices may be used at all times.
- o. **Engine Control System (Total Price cap of all Add-on Electronics: \$5000, Data logging system included)**
 - i. **Engine Control Unit must be either: As homologated or a brand/model specific KIT system approved by AMA Pro Racing. Examples being but not limited to: Ducati Kit ECU, Honda HRC Kit, Kawasaki KRT Kit, Suzuki EM Pro Kit, Triumph Race Kit, Yamaha YEC. A special connector may be used to connect the ECU to the original wiring loom. The retail price of the KIT ECU system (including software, tuning tool, license/unlock fees and any communication cables) cannot be higher than 1.5 times the price of the original homologated ECU as confirmed through recognized retail outlets.**

- ii. *KIT wire harnesses as supplied for the specific approved KIT ECU are permitted but must also be approved, appear on the Eligible Equipment List and their cost will be included within the overall electronics price cap.*
 - iii. *In addition to option i. above, external "piggyback" ignition and / or injection module(s) with their functions including, but not limited to spark and fuel table control and, quick shift functions, traction control and closed loop fueling, may be added to the standard production ECU or KIT ECU. All additional components must be approved, appear on the Eligible Equipment List and their costs will be included within the overall electronics price cap.*
- p. **Data Logging System (All components included within the overall Electronics Price Cap unless specifically identified)**
- i. *All Data loggers must be approved and appear on the Eligible Equipment List. Maximum retail price of the data logging unit (including hardware, analysis software and any license/unlock fees), cannot exceed \$2000.00 and will apply to the overall electronics price cap.*
 - ii. *Data systems must be stand alone and act as data gathering or displaying devices only. No element of the data system can act as a controlling or signal modifying device for any engine or chassis functionality. It is not allowed to embed any additional components within any wire loom. At the request of AMA Pro racing these systems should be removable with no impact on the continued operation of the motorcycle.*
 - iii. *Any additional seven sensors/inputs may be utilized. Sensors must be commercially available and can ONLY be connected to the data logger. Sensors do not have to appear on the Eligible Equipment List, however vendor pricing and availability may be confirmed at any time by AMA Pro Racing. Stand-alone infrared or GPS lap timers do not have to appear on the Eligible Equipment List but will be counted as one of the seven sensors.*
 - iv. *Non O.E.M. and/or additional O.E.M. sensors will be included in the overall price cap.*
 - v. *Standard O.E.M. sensors and dedicated data system wire loom will NOT be included in the overall price cap.*
 - vi. *Lap timers, although not regulated by the Eligible Equipment List, are included in the overall price cap.*
 - vii. *Aftermarket suspension sensors are permitted however engine sensors must remain as homologated.*
 - viii. *Complete specification documentation can be found at <http://www.amaproracing.com/assets/AMAP-RR-2014-SS-Electronics-Regulations.pdf>.*

6.9 Airbox/Intakes/Fuel Supply

- a. Intake Airboxes

- i. Airbox must remain as originally produced by the manufacturer on the homologated motorcycle. No modifications are allowed.
 - ii. An air filter is required.
 - 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 and appear on the Eligible equipment List. 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.

6.10 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.
- 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. Oil and fuel filters.
 - vi. Batteries and switches.
- c. The following items may be removed or changed:
- i. Radiator fan and wiring.
 - ii. Cooling system thermostat and radiator cap.

7.1 Homologation

- a. 2009 through 2012 Harley-Davidson XR1200, U.S. Versions only.

7.2 Weight Limits

- a. 510 lbs. minimum weight as the machine finishes any competition (qualifying or race) without the addition of fluids or any other items.

7.3 Tires

- a. Dunlop spec as provided by Dunlop. Three (3) sets per race weekend are allowed unless specified in event specific Supplementary Regulations.

7.4 Fuel

- a. Sunoco 260 GTX as provided at the race track by Sunoco.

7.5 Wheels/ Brakes

- a. Wheels
 - i. Front wheel to be replaced by 17" provided in Vance and Hines kit. Rear is to remain as homologated.
- b. Brakes
 - i. Must remain as homologated. 2010 or 2011/2012 "X" are allowed. 2010 part numbers; Left 41821-08, Right 41820-08. 2011/2012 "X" part number 41822-10 (same part number right or left.)
 - ii. Braided lines may replace the standard lines.
 - iii. Aftermarket pads may be substituted.
 - iv. Brake fluid may be substituted.

7.6 Front Suspension

- a. Triple clamps must remain as homologated.
- b. Stock forks or Harley Davidson "X" forks (Screamin Eagle p.n. 54530-10) are the only approved forks.
- c. Internal fork modifications are limited to piston kit and cartridge kits/springs/oil. Kits must be approved and appear on the Eligible Equipment List.
- d. Fork position in the triple clamp is free.
- e. Steering damper must be as provided in the kit.

7.7 Rear Suspension

- a. Shocks may be replaced. They must be approved and appear on the Eligible Equipment List.

7.8 Frame

- a. Frame and subframe
 - i. Must remain as homologated.

- ii. Nothing may be added by welding or removed by machining with the exception of the side stand mounting boss. It may be removed in its entirety.

- iii. Frame must display its original 17 digit VIN in its original location.

b. Swing Arm

- i. Must remain as homologated.
- ii. Work stand brackets may be added. They may not add structural rigidity to the swing arm.

7.9 Gearing and Clutches

- a. Any allowable gearing may be used in free practice. Following free practice AMA Pro Racing will determine gearing and drive belt based on rider input and inform all teams. No exceptions are allowed.

b. Allowable gearing:

- i. Front: 28T standard XR1200 p.n. 40379-04
30T modified for clearance available from V&H
- ii. Rear: 68T standard XR1200 p.n. 40114-07
66T modified for fitment available from V&H

c. In addition to the o.e.m. XR 1200 clutch assembly the following XL parts may be utilized

- i. Clutch shell p.n. 36790-04 Clutch hub p.n. 36785-91
Pressure plate p.n.37912-91 Retaining Ring p.n. 37904-90
- ii. Please reference the Sportster Service Manual Inspection and Repair: XL Models. Be aware the XL clutch hub must be pressed into the clutch shell. Also be aware the XL uses a different spring plate (37977-90) (judder spring) which will require using (8) paper and (6) steel plates if you choose to use it.

7.10 Bodywork/ Controls

a. Bodywork

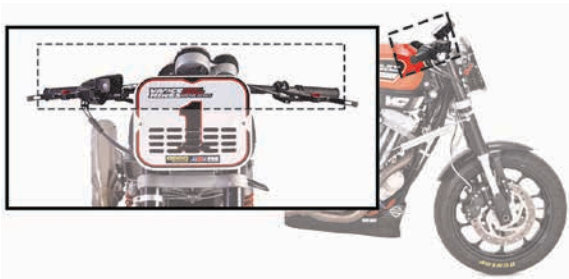
- i. Front number plate, solo seat with provisions for competition numbers, front fender and belly pan as provided by Vance and Hines. Oil retaining belly pan as provided by Vance and Hines must be used. No exceptions will be allowed. Numbers for the front and side number plates as provided by Vance and Hines must be used. No exceptions are allowed.

b. Footrests/ Foot Controls

- i. May be replaced. Original mounting location must be used. Adapter plates are acceptable.

c. Handlebars/ Hand Controls

- i. May be replaced with an alternative bend bar. Clip on style bars are not allowed. Any lever or perch is allowed. Master cylinder must remain as homologated. Quick turn throttles are allowed.
- ii. Maintaining the physical profile and establishing instant brand recognition of the Harley-Davidson XR1200 is of the utmost importance. Any alternative bend bar must have the grips fall within the outlined area indicated below. Grips may not be located below the upper edge of the top triple clamp when the wheel is pointed straight ahead.



- vi. OEM gauge cluster may be replaced with Vance and Hines Display (p.n. 35-9027), no exceptions.
- vii. XR1200-O2 Sensor Eliminator Kit for use only with 61015 Fuelpak p.n. 31003
- viii. Screamin' Eagle Clutch Spring p.n.37949-98A or any other commercially available spring.
- ix. Non-stock clutch plates, fibers and steel
- x. XR1200 Polypropylene Rear Motor Mount P.N. 35-0260
- xi. The following Vance and Hines Kit, part number 35-9040, must be used in its entirety, unmodified:

#35-9040 - AMA PRO - VANCE & HINES XR1200 SERIES - SPEC KIT:

PART NO.	DESCRIPTION
35-9031	VHM FIBERGLASS FRONT FENDER KIT
35-9032	STEERING DAMPER KIT (OHLINS DAMPER)
35-9033	VHM STEERING STOPS
1205-7706A-ASX-B	PM FRONT WHEEL (ASSAULT 17 x 3.5 BLACK ANODIZED)
37539	V&H WIDOW EXHAUST SYSTEM
TBD	V&H FUELPAK (SPECIAL)
35-9034	VHM FIBREGLASS SEAT ASSEMBLY (WITH ALUMINUM SUB FRAME & FOAM PAD)
35-9035	VHM FIBERGLASS BELLY PAN KIT
35-9036	VHM NUMBER PLATE KIT
35-9037	VHM OIL COOLER RELOCATOR KIT
35-9038	V&H DECAL KIT
35-9039	VHM ALUMINUM UNDERTRAY KIT (FUEL OVERFLOW BOTTLES, VALVE, ETC)

7.11 Engine Modifications

- a. Engines must remain internally stock as produced by Harley-Davidson. The entrant may be required to sign an affidavit to that effect.
- b. Regarding rebuilds - any rebuilt motorcycle engine will be checked on a dyno. If it falls within an acceptable range, it will be allowed to compete. All rebuilds MUST be done with OEM parts and to OEM specifications. If original or rebuilt engines are subsequently found to have been modified, the offending entrant will be penalized, including the possibility of being banned from future competition, and may be subject to additional fines and penalties.
- c. The following modifications are allowed:
 - i. Air filter may be replaced with Vance and Hines air filter as provided, no exceptions. p.n. #71009
 - ii. Exhaust may be replaced with Vance and Hines exhaust as provided, no exceptions.
 - iii. Fuelpak ECM management must be used as provided, no exceptions. Stock ECM and stock ECM calibration must be used.
 - iv. The oil cooler is allowed to be relocated for better protection. The provided oil cooler relocation kit must be used, no exceptions.
 - v. Protective engine covers must be used where applicable. The intent is to eliminate fluid leakage in the event of an impact.

OPTIONAL ITEMS: #35-9027 - XR1200 LCD DISPLAY

Kits must be pre-paid before they will be shipped. Kits will be shipped on a first-order; first-shipped basis and we encourage all competitors to place their orders as soon as possible.

Place orders at phone: – 317-852-9057. Fax – 317-534-3088. E-Mail – xr1200@vhmotorsports.com

**Appendix A
Offenses, Penalties, Protests and Appeals**

Section	Offenses, Penalties, Protests and Appeals	Page
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A3	Equipment Offenses and Penalties	108
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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 event, 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 event, an entrant assures AMA Pro Racing that their crewmembers are AMA members in good standing. All parties involved in AMA Pro Racing events 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, 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 event for violation of these rules, insubordination or other actions deemed in the sole discretion of AMA Pro Racing to be detrimental to the race event 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 event venue. 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 event 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. 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 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 an event 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 event. 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 or potentially placing yourself, other riders, officials or public in danger.
- 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 race 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 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 event. In passing a motorcycle through technical inspection, AMA Pro Racing does not warrant that motorcycle's adherence with all rules. Each entrant and rider in AMA Pro Racing classes 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 \$1,000, for all other protests the filing fee is \$500. 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 event.

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 Once made, a protest cannot be withdrawn without the permission of AMA Pro Racing.

A4.10 Any legitimate expense that 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.

A4.11 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.

A4.12 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
 525 Fentress Blvd. Suite B
 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 \$1,000.00 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 five days of notification of the decision/incident being appealed:
- Copies of all written statements which will be offered as evidence at an appeal hearing.
 - 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 Following the submission of an appeal, AMA Pro Racing shall take one of three initial actions:
- Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee.
 - Convene an appeal board.
 - 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.

- A5.7 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.
- A5.8 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 AMA Pro Racing, which will make every effort to assure a fair and impartial hearing.
- A5.9 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.
- A5.10 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.
- A5.11 AMA Pro Racing will designate an individual who shall serve as non-voting chairman of the appeal hearing. No other member of the appeal board will be an employee of AMA Pro Racing.
- A5.12 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.
- A5.13 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.
- A5.14 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:
- The chairman and members of the appeal board may at any time ask any questions they deem appropriate.
 - 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.
 - 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 any 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.
- A5.15 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.

- A5.16 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 AMA Pro Racing must either mediate a resolution to the appeal or convene a new appeal board.
- A5.17 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.
- A5.18 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.
- A5.19 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.
- A5.20 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.
- A5.21 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
Professional Racing Substance Abuse Policy**

Preamble

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 licensed 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 suspension of my AMA Pro Racing competition license and the denial of my privilege to participate in any AMA Pro Racing sanctioned events."

All licensed riders are provided a copy of the AMA Pro Racing Substance Abuse Policy with the issuance of their rider license. It reads as follows:

The AMA Pro Racing Substance Abuse Policy is provided to AMA Pro Racing licensed riders in accordance with the AMA Pro Racing license agreement. Compliance with the AMA Pro Racing Substance Abuse Policy, and participation in its testing program, is mandatory for all licensed riders and is essential to the safety of professional motorcycling activity.

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B1 Prohibited Acts and Substances

- B1.1 AMA Pro Racing licensed riders are prohibited from using, possessing, purchasing, selling and/or participating in the distribution of illegal or prohibited substances.
 - a. Prohibited substances are those substances that, in AMA Pro Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.
 - b. AMA Pro Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.
- B1.2 Illegal acquisition, distribution, or misuse, including use without a prescription, of any legal prescription or over-the-counter drug, is strictly forbidden.
 - a. Misuse of a prescription or over-the-counter drug is the use of such a drug in a manner which, in AMA Pro Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.
 - b. AMA Pro Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.
- B1.3 At any time when involved in track activities, AMA Pro Racing licensed riders are prohibited from being under the influence of alcohol.
 - a. Any rider discovered to have a measurable blood alcohol content during a professional racing event shall be considered under the influence of alcohol and barred from any further involvement or participation in the event. Further, they will be subject to disciplinary actions as provided for in this Substance Abuse Policy.

B2 Voluntary Disclosure

- B2.1 AMA Pro Racing encourages voluntary disclosure of substance abuse and supports voluntary rehabilitation efforts by persons subject to the terms of this Policy. Consequently, AMA Pro Racing is agreeable to accommodating such persons during their recovery and abstinence so long as the safety and integrity of AMA Pro Racing's professional racing program are not jeopardized.
- B2.2 AMA Pro Racing's primary objective with regard to voluntary disclosure is to prevent participation of individuals who are in violation of this Policy until such time as the violation is no longer a threat to the safety or integrity of the racing program. In principal, persons who voluntarily disclose violations of this Policy, and who voluntarily withdraw from participation until their eligibility status is resolved, will receive more favorable consideration than those whose violations are discovered through testing of body fluids and who have continued to knowingly participate in AMA Pro Racing's program while in violation of this Policy.

- B2.3 Individuals are encouraged to contact the Program Administrator to voluntarily disclose violations of the Substance Abuse Policy. Persons who do so will be subject to whatever actions and controls AMA Pro Racing deems necessary to protect the safety and integrity of its racing program, and such steps may include withholding of competition privileges.
- B2.4 Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy, and who cooperate with the Program Administrator in setting a plan of action for reinstatement, shall not, under normal circumstances, be charged with a first offense of this Policy.
- B2.5 Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy will be subject to a preliminary test to be conducted in a timely manner at the direction of AMA Pro Racing. Costs of such test shall be borne by the individual. Under no circumstances will the individual be permitted to participate in AMA Pro Racing-sanctioned activities until they have passed a substance abuse test.
- a. If the results of the preliminary test reveal that the participation of the individual will not jeopardize the safety or integrity of AMA Pro Racing program, as determined in the sole discretion of AMA Pro Racing, the individual will be permitted to continue participation in the program, without penalty, during a probationary period specified by AMA Pro Racing.
 - b. If the results of the preliminary test reveal that the participation of the individual may jeopardize the safety or integrity of the AMA Pro Racing program, as determined in the sole discretion of AMA Pro Racing, then the further participation of the individual will be withheld until such time as there is evidence, acceptable to AMA Pro Racing, that the individual's participation will no longer jeopardize the safety and integrity of the program.
 - c. Individuals who voluntarily disclose violation(s) of the Substance Abuse Policy will be required, prior to continued participation, to enter into a Voluntary Disclosure Agreement with AMA Pro Racing stipulating the conditions of their probation.
- B2.6 Individuals who voluntarily disclose violation(s) of the Substance Abuse Policy will be required, prior to continued participation, to enter into a Voluntary Disclosure Agreement with AMA Pro Racing stipulating the conditions of their probation.
- B2.7 Individuals who have no previous offenses of this Policy may voluntarily disclose violation(s) even at the time of selection for a random test under the provisions of Item 2.4 of this Policy or at the time of notification of a test under the reasonable suspicion provisions of Item 2.3. By doing so, the individual will be granted coverage under this section of the Policy (Voluntary Disclosure) rather than Item 5 (First Offenses). However, such individuals must immediately cease their participation in the day's activities and refrain from any further participation in AMA Pro Racing-sanctioned activities until their eligibility status has been resolved.
- B2.8 Individuals who have one or more previous offenses of this Policy are offered no specific protections under this section of the Policy. However, voluntary disclosure of repeat violation(s), and voluntary withdrawal from participation, will be viewed as mitigating factors by AMA Pro Racing in determining any penalties which might be invoked.

- B2.9 Any violation of the Substance Abuse Policy discovered while an individual is on probation under these provisions for voluntary disclosure shall be treated as an offense under the appropriate item of this Policy.

B3 Reasonable Suspicion

- B3.1 AMA Pro Racing may require designated licensed riders to submit to urine, blood, breath and/or eye testing if officials have a reasonable suspicion that a person may have violated one or more provisions of this Policy.
- B3.2 Some of the conditions, observations, and/or reports that may cause AMA Pro Racing officials to have such a reasonable suspicion include, but are not necessarily limited to, the following:
- a. Red or droopy eyes, dilated or constricted pupils
 - b. Slurred speech, stumbling or hyperactivity
 - c. Needle marks
 - d. Sudden, repeated disappearances
 - e. Persistent sniffing, red or runny nose
 - f. Time distortion, repeated tardiness or missed appointments
 - g. Frequent accidents
 - h. Inability to concentrate, remember or follow instructions
 - i. Mental confusion, paranoia or manifestation of bizarre thoughts or ideas
 - j. Violent tendencies, inability to control temper
 - k. Extreme personality changes or mood swings
 - l. Deteriorating personal hygiene or appearance as observed over time
- B3.13 In addition, AMA Pro Racing may require a designated rider to submit to a urine, blood, breath and/or eye test following any incident or accident involving injury, death or property damage.

B4 Random Testing

- B4.1 Unannounced, random tests of licensed riders for prohibited substances, drugs and alcohol will be conducted from time to time at the sole discretion of AMA Pro Racing.
- a. Riders chosen to provide specimens for testing shall number not fewer than three nor more than 20 percent of the competition class in which testing is planned. Selection shall be made at random, with all registered riders having an equal chance of selection.
- B4.2 Selection of individuals to be tested shall be governed by the following guidelines:
- a. Selection of licensed riders for random testing shall be overseen by the Program Administrator or his designee with at least one additional AMA Pro Racing official as witness. All registered riders shall have an equal chance of selection.
 - b. Names of all riders entered in the event shall be pooled together. There will be a predetermined number of riders to be selected (not fewer than three per class nor more than 20 percent of the rider field). Names will be selected at random until the predetermined number of riders has been achieved.

- c. Riders taking part in more than one class of competition shall be eligible for random selection in each class entered.

B5 First Offenses: Procedures and Penalties

B5.1 The penalties for a first violation under Item 1 of this Policy, and conditions under which reinstatement may be considered shall be as follows:

- a. Suspension from participation in AMA Pro Racing competition for an indefinite period, such period to include at least one race of comparable status as that at which the violation occurred. AMA Pro Racing shall at its sole discretion determine the effective date and length of suspension.
- b. A fine of up to \$500.00 may be levied at the sole discretion of AMA Pro Racing. All fines must be paid before reinstatement will be considered.
- c. Reimbursement of all testing and associated costs incurred by AMA Pro Racing must be made before reinstatement will be considered.
- d. Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Pro Racing. The costs of the test are to be borne by the rider under suspension. Failure to pass this test may constitute a second offense of this Policy. Under no circumstances will any person be reinstated until they have passed a follow-up test.
- e. Compliance with all provisions of a one-year probationary period which shall be imposed in connection with any first offense under this Policy. The conditions of such probation shall be at the sole discretion of AMA Pro Racing. During the probationary period, the licensed rider shall be subject to further routine testing under the random and reasonable suspicion provisions of this Policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Pro Racing, and at AMA Pro Racing's sole discretion. Costs of such tests are to be borne by the rider on probation.

B5.2 Suspensions and other disciplinary actions invoked by AMA Pro Racing for violations of this Policy are subject to appeal as provided for in Item 11. These appeal procedures are specific to the AMA Pro Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Pro Racing Rules for Professional Competition.

B6 Second Offenses: Procedures and Penalties

B6.1 The penalties for a second violation under Item 1 of this Policy, and conditions under which reinstatement may be considered, shall be as follows:

- a. Suspension from participation in AMA Pro Racing competition for an indefinite period of not less than two years. AMA Pro Racing shall at its sole discretion determine the effective date and length of suspension.
- b. A fine of up to \$1,000.00 may be levied at the sole discretion of AMA Pro Racing. All fines must be paid before reinstatement will be considered.

- c. Reimbursement of all testing and associated costs incurred by AMA Pro Racing must be made before reinstatement will be considered.

d. Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Pro Racing. The costs of the test are to be borne by the rider under suspension. Failure to pass this test will constitute a third offense of this Policy and penalties prescribed in Item 7 will apply. Under no circumstances will any person be reinstated until they have passed a follow-up test.

e. Compliance with all provisions of a five-year probationary period which shall be imposed in connection with any second offense under this Policy. The conditions of such probation shall be at the sole discretion of AMA Pro Racing. During the probationary period, the person shall be subject to further routine testing under the random and reasonable suspicion provisions of this Policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Pro Racing, and at AMA Pro Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

B6.2 Suspensions and other disciplinary actions invoked by AMA Pro Racing for violations of this Policy are subject to appeal as provided for in Item 11. These appeal procedures are specific to the AMA Pro Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Pro Racing Rules for Professional Competition

B7 Third Offenses: Procedures and Penalties

B7.1 If a licensed rider is found in violation of Item 1 of this Policy for a third time, that person shall be permanently banned from holding any AMA Pro Racing professional license and from participation in any AMA Pro Racing event in any capacity.

B7.2 Suspensions and other disciplinary actions invoked by AMA Pro Racing for violations of this Policy are subject to appeal as provided for in Item 11. These appeal procedures are specific to the AMA Pro Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Pro Racing Rules for Professional Competition.

B8 Non-Compliance with Policy Provisions

B8.1 If a licensed rider refuses to abide by the drug, substance and alcohol testing provisions of the licensing agreement; refuses to execute the "Participant Notification Form" or "AMA Pro Racing Authorization for Testing and Release;" or fails to comply with any other procedures related to this Policy when instructed by AMA Pro Racing; that person shall be suspended from participation in any AMA Pro Racing competition for an indefinite period of not less than two years.

- B8.2 If any licensed rider refuses to submit to a urine, blood, breath and/or eye test under any provision of this Policy, that person may be ejected from the premises or other emergency action may be taken as deemed appropriate at the sole discretion of AMA Pro Racing; and that person shall be suspended from participation in any AMA Pro Racing competition for an indefinite period of not less than two years.
- B8.3 Any infraction under this section of AMA Pro Racing Substance Abuse Policy shall be considered of equal severity to a second offense under Item 6, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.
- B8.4 Any second infraction under this section of the AMA Pro Racing Substance Abuse Policy shall be considered of equal severity to a third offense under Item 7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

B9 Falsifying or Withholding Information

- B9.1 Any licensed rider who attempts to or does falsify, alter or otherwise tamper with a urine or blood sample, shall be suspended from any participation in AMA Pro Racing-sanctioned activities for an indefinite period of not less than two years.
- B9.2 Any licensed rider who attempts to or does falsify, alter or otherwise tamper with any documentation related to the Substance Abuse Policy; or who attempts to or does withhold required information; shall be suspended from any participation in AMA Pro Racing sanctioned activities for an indefinite period of not less than two years.
- B9.3 Any infraction under this section of the AMA Pro Racing Substance Abuse Policy shall be considered of equal severity to a second offense under Item 6, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.
- B9.4 Any second infraction under this section of the AMA Pro Racing Substance Abuse Policy shall be considered of equal severity to a third offense under Item 7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable..

B10 Release of Information

- B10.1 AMA Pro Racing reserves the right, in its sole discretion, to release and disclose the results of any substance abuse tests performed under this Policy, together with any conclusions and interpretations related to such test results or the performance of such tests. AMA Pro Racing further reserves the right, in its sole discretion, to release and disclose the background and details related to any disciplinary actions taken under the provisions of this Policy.

B11 Protests and Appeals

- B11.1 Except as otherwise provided herein, applicable provisions of the AMA Pro Racing Rules for Professional Competition regarding Offenses, Penalties, Protests and Appeals shall apply.

- B11.2 Licensed riders disqualified from a race meet for a suspected violation of this Policy may protest their disqualification to the Race Manager or his designee as provided in applicable AMA Pro Racing Rules. The Race Manager or his designee's decision shall be final and disqualification from participation in the meet, if upheld by the Race Manager or his designee shall include the loss of any rights with regard to the event in question.
- B11.3 There shall be two types of appeals permitted under this Policy.
- a. Appeal of the findings of AMA Pro Racing's testing laboratory with respect to a body fluid.
 - b. Upon notification of a positive test result, a person may request an analysis of the second body fluid specimen held in secure storage as provided for in Item 12.1(b).
 - c. Request for the analysis of the second specimen must be made in writing to the AMA Pro Racing Substance Abuse Policy Administrator within seven days of the notification of the positive test result. A filing fee of \$250 must accompany the request and will be refunded only if the second test does not support the original findings. Failure to request a second test within the seven day appeal period shall constitute acceptance of the test results.
 - d. AMA Pro Racing will use its best efforts to expedite the second test, which will be at the expense of the licensed rider who tested positive.
 - e. The licensed rider who tested positive may attend the second test with a layman or expert witness of their choice, provided a written request to that effect was made to the Program Administrator at the time of the appeal.
 - f. Appeal of disciplinary actions levied under this Policy.
- B11.4 Appeal of disciplinary actions imposed by the Administrator of the AMA Pro Racing Substance Abuse provisions of this Policy.
- a. Policy must be made in writing, and within 7 days of notification of the penalty, to Vice President of Competition. Specific procedures for such an appeal are provided in the AMA Pro Racing Rules for Professional Competition.
 - b. There shall be no provision to permit a person to continue participation in AMA Pro Racing-sanctioned events while appealing a suspension related to the use or abuse of a prohibited substance. Under no circumstances will any person be reinstated until they have passed a follow-up test.

B12 Collection and Transport of Specimens

AMA Pro Racing will designate persons or organizations to be in charge of body fluid collection and/or the administration of other testing protocols and they will be responsible for duties including the following:

- B12.1 Ensure that two body fluid specimens are correctly obtained, identified and labeled.
- a. One specimen shall be used for performing the preliminary analysis and, when necessary, confirmation tests.

- b. The second specimen shall be properly maintained in secure storage for analysis in the event of an appeal.

B12.2 Ensure that specimens, once properly labeled, are maintained in suitable and secure conditions for delivery to the designated testing laboratory.

B12.3 Ensure that all proper documentation related to tests is completed and compiled.

B13 Facility for Testing

B13.1 All testing of specimens will be conducted at a facility or facilities selected by AMA Pro Racing, and according to testing methodologies selected by AMA Pro Racing.

B13.2 The testing facility will determine whether a particular specimen tests positive with respect to a prohibited substance and/or alcohol.

B13.3 All positive test results will be verified by a confirmation analysis of the same body fluid specimen before the test results will be considered to be "true positive".

B14 Costs of Tests

B14.1 Costs of routine random tests conducted under this program will be paid by AMA Pro Racing. Under certain circumstances, as specified in this Policy, individuals are responsible for testing costs. In such instances, the price for each test conducted, collection and shipping of specimens inclusive, shall be \$100.00. AMA Pro Racing reserves the right to adjust this cost.

B15 Treatment for Drug or Alcohol Abuse

B15.1 AMA Pro Racing does not recommend or provide specific drug or alcohol rehabilitation programs. Rather, AMA Pro Racing strongly encourages self-help and professional treatment for those afflicted with a drug or alcohol abuse problem. Many assistance programs, both public and private, are available and can provide quality care and treatment.

B16 Program Administration and Integrity

B16.1 The AMA Pro Racing Professional Racing Substance Abuse Policy is governed by AMA Pro Racing in order to protect the safety and integrity of motorcycle sport.

B16.2 AMA Pro Racing shall designate a Program Administrator. The Program Administrator shall have the responsibility for the conduct and the enforcement of all provisions of this Policy and for taking disciplinary actions as provided for herein and in the AMA Pro Racing Rules for Competition.

B17 Applicability of AMA Pro Racing Rules of Competition

B17.1 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.

Appendix C Fuel Test Procedures

C1 AMA Pro Racing has sole authority to direct the administration of fuel tests, which may be carried out at any time during the course of an event.

C2 The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of AMA Pro Racing. The motorcycles selected for fuel sampling and testing will be placed in the impound area.

C3 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.

C4 The extraction of fuel from the machines must be directly from the fuel tank, and shall be subjected to initial fuel testing.

C5 Should a fuel sample fail initial fuel testing, three (3) test samples will be collected from each selected machine. The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.

C6 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.

C7 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 AMA Pro Racing, 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. 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.

- f. The competitor may only request a re-test to verify the results. The re-testing will be at the competitor's expense.
- g. 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.
- h. 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 D Glossary

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

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

Backup bike - An additional motorcycle used for the purpose of practice, qualifying and racing by the same rider in the same class during the same event

Bodywork - Seat/tail section, body panels and fenders

CC - (acronym) Cubic Centimeters

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

Disqualification - The forfeiture of all awards, prizes and points earned in all races during that event

DOT - (acronym) United States Department of Transportation

ECU - (acronym) Electronic Control Unit

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

Event - A competition at which one or more races are held

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

Field - All of the riders that make up a race

Grid - Starting area of a race

Grid and Go - In this case, riders will exit the pit lane from their individual pit boxes and proceed to take a warm up lap, at speed, safely stopping at their designated grid position to start or re-start a race. The pit lane exit will be open for thirty (30) seconds only. Crews will not join their riders on the grid unless directed to do so. Once the field is positioned on the grid the starting sequence will commence. This procedure replaces the formal sighting lap and consequent separate warm up lap.

Homologation - AMA Pro Racing motorcycle approval process. Only homologated motorcycles may be utilized in AMA Pro Road Race competition

Lap - A lap is defined as a single circuit around the race course as designated by AMA Pro Racing. A lap will only be considered full and complete when it starts and ends at the officially designated Start / Finish line, including passes on pit road. For the first lap of a race, the lap is defined as a full-course circuit completed from the rider's grid position to the officially designated Start / Finish line, including passes on pit road.

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

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 a race 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 event

Pit Crew - Mechanics and/or assistants

Pit Lane - 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 races that make up an event

Provisional Results - An initial listing of the finishing order of a race 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 an event

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

Race - Competition in which two or more riders compete

Race Lap - The last completed lap completed by the official race leader.

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 lane, 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 an event

Scheduled Pit Stop - A predetermined point in a race where riders are required to exit the race track and proceed to their designated pit areas for 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 a race

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 Inspector - The technician who inspects all motorcycles and equipment of riders participating in an event.

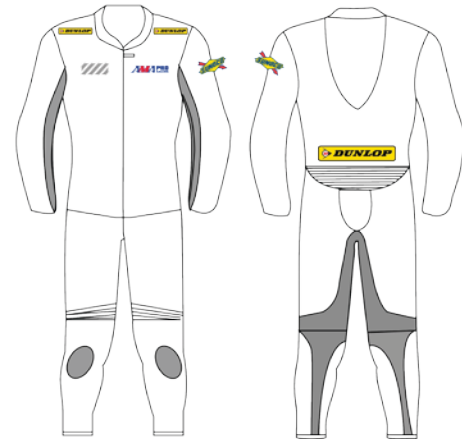
Timed Qualifying - A practice session where all laps are electronically timed for each rider to determine qualifying order for a race

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

Appendix E Required Logo Placement

Stickers, patches or logos of brands that are direct competitors to AMA Pro Racing competition partners are not allowed to be visible at any time on the race track or within the paddock, and includes organizations and series branding. This includes motorcycles, crew clothing, canopies, pit equipment and all other items that have the possibility of being seen or photographed during an AMA Pro Racing event.

	<p>American SuperBike Requirements</p> <ol style="list-style-type: none"> American SuperBike Class Decal: 3" x 1" Within 1" of the top-left corner of first number.
	<p>Daytona SportBike, SuperSport and Harley-Davidson Number Plate Requirements</p> <ol style="list-style-type: none"> Appropriate AMA Pro Racing Class Decal: 3" x 1" in top left corner of number plate.
	
<p>Crew Shirts (All Classes):</p> <ol style="list-style-type: none"> Crew shirts will remain the same as 2013, EXCEPT the AMA Pro Racing logo WILL TAKE THE PLACE of the 2013 series logo. Measurements are listed below: Dunlop Logo: 4.82" x 1" on right and left collarbone. Sunoco Logo: 4.5" x 1.75" (measurements do not include arrow dimensions) centered on left sleeve. Grayscale, black & white, outline and other color substitutions are not acceptable. AMA Pro Racing Logo: (print) 4" x 1" on left chest. 	



Rider Suit Requirements:

- Dunlop Logo: 4.82" x 1" on right and left collarbone and 10" x 2.03" on middle lower back.
- Sunoco: 4.5" x 1.75" (measurements do not include arrow dimensions) centered on left sleeve. **Grayscale, black & white, outline and other color substitutions are not acceptable.**
- AMA Pro Racing Logo: (print) 4" x 1" on left chest.**
- Class sponsor logo: Riders will need to have proper logo on suit for yearend point fund eligibility. Refer to 2014 Suit and Crew Shirt Logo Guidelines in Competitor Information section of www.amaproring.com.**



Motorcycle Logo Placement Requirements (All Classes):

Competitor motorcycles will maintain the placement of both Dunlop and Sunoco logos. **The AMA Pro Racing logo WILL TAKE THE PLACE of the 2013 series logo.**

- Dunlop Logo: 12" x 1.25" on lower fairing, each side (2) and 5.5" x 1.67" on front fender legs (2).
- Sunoco Logo: 3" x 2.5" (6.25 sq. in) on lower fairing, leading edge each side, above Dunlop. **Must include blue background with white outline. (See diagram)**
- AMA Pro Racing Logo: 4" x 1" on lower fairing, leading edge each side, behind Sunoco, above Dunlop.**

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- G1 AMA Pro Homologation Procedure for American SuperBike, Daytona SportBike and SuperSport Motorcycles
- a. Homologation is the official assessment made by AMA Pro Racing for a particular motorcycle to determine its eligibility for competition. Eligibility will be based on available quantities, retail pricing and technical suitability for a particular class. Inclusion or exclusion is at the sole discretion of AMA Pro Racing. An approved model can be disallowed at any time for violations of quantities or pricing.
- G2 Requirements for an AMA Pro Homologation
- a. Any manufacturer of mass production, U.S. street legal motorcycles may apply for an AMA Pro Homologation. Technical suitability and manufacturer preference will determine class specific placement for each model based on the following eligibility:
- G3 Eligibility Requirements:
- a. The motorcycles must be of current production.
 - b. The motorcycles are to be sold for everyday use.
 - c. At the time of the AMA Pro inspection for homologation the motorcycle must be fully equipped with all road going equipment. This includes, but is not limited to, lights, blinkers, kick stands, etc.
 - d. The motorcycle must meet all D.O.T., E.P.A., and other U.S. Federal requirements for street usage.
 - e. The motorcycle must have a manufacturer's certificate of origin.
 - f. A third party may homologate the motorcycle but they must comply with all requirements.
- G4 Minimum Production Quantities
- a. The minimum production quantities consist of units with identical equipment and technical specifications intended for sale to retail customers.
 - b. Evidence of production quantities and time frames must be submitted to AMA Pro Racing upon request. Availability and sale to the public may be demonstrated by waybills, bills of lading and/or any other bonafide import, export or customs documents.
 - c. Quantity and pricing requirements are as follows:
 - i. The manufacturer must have produced a quantity of at least 18 units before applying for homologation.
 - ii. The minimum quantity of 36 units must be produced by June 1st of the current competition season.
 - iii. The minimum quantity of 72 units must be produced 15 days previous to the last race of the current competition season.

