

Introduction

This book contains rules and technical requirements governing all events that make up the AMA Superbike Championship. The series consists of Superbike, our premier class, and three support classes: Supersport, Formula Xtreme® and Superstock.

The rulebook is designed to provide the information needed to prepare your motorcycle and yourself for competition, plus an overview of rules that apply to the racing program, along with a summary of offenses and penalties pertaining to rules violations.

In the first section, General Equipment Standards, you will find information about motorcycle eligibility, required equipment and permitted modifications. This section will be your guide to preparing a motorcycle for competition.

Section 6 lists information related to licensing, eligibility and entries that apply to riders.

The information that you need on race days, a description of the racing program and rules you must follow at the track is included in section 7.

Offenses and penalties, plus the protest, appeals procedure and the Substance Abuse Policy are detailed in the appendices.

Following that, in the appendices, you'll find a list of the race officials' duties, sound test procedures, fuel test procedures, online rule proposals, glossary and number fonts.

In each area, new rules for the 2008 season are indicated in *italic* type.

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

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

Please note that 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 PROFESSIONAL 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 THE AMA 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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Changes for 2008 are in *italics*

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2008 AMA Superbike Championship Schedule

March 5-8 Daytona International Speedway, Daytona Beach, FL

The Daytona 200 by Honda 1.800.PITSHOP
www.racetickets.com

April 18-20 Barber Motorsports Park, Birmingham, AL

Honda Superbike Classic 1.800.240.2300
www.barbermotorsports.com (Superbike Doubleheader)

April 25-27 California Speedway, Fontana, CA

Suzuki Superbike Challenge 1.800.944.RACE
www.californiaspeedway.com (Superbike Doubleheader)

May 16-18 Infineon Raceway, Sonoma, CA

Kawasaki AMA Superbike Showdown 1.800.870.RACE
www.infineonraceway.com (Superbike Doubleheader)

May 29 – June 1 Miller Motorsports Park, Tooele, UT *

FIM World Superbike. Honda Summit of Speed 1.435.277.RACE
www.millermotorsportspark.com (Superbike Doubleheader)

June 6-8 Road America, Elkhart Lake, WI

AMA Suzuki Superbike Doubleheader 1.800.365.RACE
www.roadamerica.com (Superbike Doubleheader)

July 18-20 Mazda Raceway Laguna Seca, Monterey, CA **

The Red Bull U.S. Grand Prix 1.800.327.SECA
www.laguna-seca.com (Superbike, Supersport and Moto GP)

August 1-3 Mid-Ohio Sports Car Course, Lexington, OH

Honda Super Cycle Weekend, presented by Dunlop Tires
www.midohio.com (Superbike Doubleheader) 1.800.MID.OHIO

August 15-17 Virginia International Raceway, Alton, VA

Suzuki Big Kahuna Nationals, presented by Dunlop and Rockstar
www.virclub.com (Superbike Doubleheader) 1.303.377.3278

August 29-Sept. 31 Road Atlanta, Braselton, GA

AMA Suzuki Superbike Showdown Presented by Rockstar
www.roadatlanta.com (Superbike Doubleheader) 1.800.849.RACE

Sept. 27-28 Mazda Raceway Laguna Seca, Monterey, CA

Corona AMA Superbike Finale 1.800.327.SECA
www.laguna-seca.com

Dates and Locations Subject to Change

*AMA & World Superbike combined weekend

**AMA & Moto GP combined weekend

Total Events: 11

CATEGORIES OF RACING

The rules in this book apply to races run as part of the AMA Superbike Championship and the AMA Superbike Series. These races are comprised of the following classes:

Superbike
Supersport
Formula Xtreme
Superstock

The AMA Championship Superbike class is the headliner in U.S. motorcycle road racing. Superbikes are racing motorcycles that are extensively modified versions of machines originally sold for street use. The Superbike class represents the top level of road race competition in America and consist of heavily modified 901cc – 1000cc multi-cylinders, and new for the 2008, larger displacement 1000cc – 1200cc 4 stroke twins.

AMA Supersport and AMA Superstock are the closest motorcycles to showroom stock in the AMA Superbike Championship, and are based on production four-stroke street motorcycles. The Supersport and Superstock classes are for lightly modified production motorcycles, displacing 600cc and 1000cc, respectively. The motorcycles in this class generally provide some of the closest racing around the racetrack.

AMA Formula Xtreme motorcycles are allowed the largest displacement engines in the AMA Superbike Championship and are also based on production four-stroke street motorcycles. The Formula Xtreme class allows the widest array of different machines and engine configurations to accommodate some of the very best racing on a diverse group of machines.

Section 1

General Equipment Standards

All motorcycles must meet these requirements. In addition to the following General Equipment Standards, motorcycle components may only be modified, removed, or replaced with the exceptions and restrictions listed under the specific rule section for each class.

See additional restrictions and requirements under each class listed in Section 2, 3 and 4.

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1.1 Special Technical Requirements

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

1.2 Homologation of Motorcycles

- a. Only motorcycles homologated by AMA Pro Racing may be used in AMA Road Racing competition.
- b. Homologation procedure information and applications are available from the AMA Pro Racing office.
- c. AMA Pro Racing will only review applications for homologation from motorcycle manufacturers or their distributors.
- d. Once a motorcycle has been approved, it may be used until such time that the homologated motorcycle no longer complies with the technical rules or a maximum of 5 years.
- e. Compliance with homologation requirements will not guarantee AMA Pro Racing approval. Homologation may be withheld or withdrawn for any reason AMA Pro Racing deems in the best interest of competition.
- f. A list of eligible motorcycle models for each racing class is available from the AMA Pro Racing office.
- g. Additional homologation requirements for each class are listed in the associated class standards section.

1.3 Scoring Transponders

- a. Once a rider is issued a scoring transponder it must be correctly attached to their motorcycle at all times when on track. Teams owning hard-wired scoring transponders must have the transponder mounted correctly and connected to power at all times when on track.
- b. Riders will be responsible for the loss of or damage to transponders, unless the loss or damage is the result of a verified on track crash during official practice, qualifying, or a race at the event.

1.4 Motorcycle Identification Number

The frame must display a visible identification number. The number must be stamped or engraved into the material of the frame with a minimum of 4 digits.

1.5 Street Equipment

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

1.6 Engines

a. Engine Displacement Measurement

1. Engine displacement shall be recorded in cubic centimeters.
2. Displacement = $B^2 (0.7854) HX$; B= Cylinder bore; H= Stroke; X= Number of cylinders (bore x bore x 0.7854 x stroke x number of cylinders)
3. If bore and stroke are in millimeters, divide end product by 1,000 to convert to cubic centimeters (cc).

b. Engine displacements are listed under various class requirements. Displacement limits are absolute. There are no overbore allowances.

c. Supercharging and turbocharging are not permitted.

d. Safety wire used to secure required items must be a minimum diameter of .024 inches.

e. Coolant must not contain ethylene glycol.

f. All motorcycles must be driven by rear wheel transmitted power only.

g. Original equipment engine side covers on certain models must be replaced with covers or a case guard designed specifically to improve resistance to breaking and grind-through in the event of a crash. Replacement covers must be made of cast or machined aluminum. Guards must be made of cast, stamped or machined aluminum. If a case guard is used it must mount over the original case cover using a minimum of 2 of the original case bolt locations. The Chief Technical Inspector will make the final determination if a cover/guard meets the requirements.

1. If covers for a particular brand/model are unavailable, riders presenting such models at tech inspection will be placed on the technical trouble log. Such riders will then have until the next meet to comply with the regulation.

2. A list of specific models and covers that must be replaced will be available by contacting the Technical Manager at AMA Pro Racing and will be updated on a regular basis

1.7 Transmissions

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

1.8 Exhaust System

- a. Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame. Mufflers must have internal mechanical or packed baffling.
- b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.
- c. The inside of the exhaust discharge end must be a maximum of 5 inches from the outside edge of the tire or frame. Intent is to prevent another rider's wheel or leg from being trapped.

1.9 Sound Requirements

- a. All motorcycles must meet sound limits of 105 dB/A measured on the "A" scale at 0.5 meters (20 inches). Test procedure will be prescribed by the AMA, in accordance with SAEJ1287.
- b. Certain race tracks may require lower limits. Where specific maximum noise levels are required, those limits will be noted in the Supplemental Regulations.
- c. See Appendix D for "Sound Test Procedures".

1.10 Frame

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

1.11 Footrests

- a. Footrests may be of rigid or folding construction and must present no cutting hazard.
- b. Footrests must not be mounted higher than a line drawn 4 inches above the axles and must not be located behind the rear axle.
- c. The end of the footrest must not have sharp edges or unacceptable protrusions.
- c. Footrest length must not exceed 6 inches, measured from tip to frame.
- d. Footrest must have a non-slip surface (knurled, rubber-covered, etc.).

1.12 Handlebars and Controls

- a. Cracked or broken handlebars are not permitted.
- b. Control levers must have minimum .5-inch diameter ball ends.
- c. All motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar within reach with the rider's hand on the grip.
- d. All motorcycles must be equipped with a self-closing throttle mechanism.

1.13 Suspension

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

1.14 Brakes

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

1.15 Wheels

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

1.16 Tires

- a. Dirt application tires are not permitted.
- b. See additional requirements in each class section concerning tires.

1.17 Fuel Tanks

- a. All motorcycles may be equipped with only one fuel tank, except in Formula Xtreme.
- b. Fuel tank vent lines must have a device which prevents the escape of gasoline.
- c. Modified plastic fuel tanks are not permitted.
- d. See Fuel Tank under Superbike and Formula Xtreme for additional requirements.

1.18 Fuel Specifications

All motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814, with the following clarifications:

- a. The specific gravity must fall within the range: .715 - .765 at 60F.
- b. The maximum oxygen content is 2.8% m/m.
- c. The only permitted oxygenates are ether and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814.
- d. Epoxides (i.e. propylene oxide) will not be considered ethers and are not permitted. Nitrogen-bearing compounds are not permitted.
- e. Lubrication additives are permitted provided the resulting mixture would meet all other requirements.

1.19 Fuel Test Procedure

- a. Fuel tests may be carried out at any time during the course of any AMA Road Race event.
- b. The Chief Technical Inspector, in consultation with the Race Director or the Series Manager, has sole authority to direct the administration of fuel tests during the course of any AMA Road Race Event.
- c. The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of the Chief Technical Inspector.
- d. The motorcycles selected for fuel sampling and testing will be placed in the impound area.
- e. The Chief Technical Inspector will supervise the collection of the test samples.
- f. Only officials under the supervision of the Chief Technical inspector may take fuel test samples.
- g. Please see appendix E in the appendices section at the back of this book for more information.

1.20 Fluid Containment

- a. All drain plugs and filler caps (except radiator and fuel caps) must be safety-wired.
- b. Oil filter bolts must be secured with safety wire. Oil filter cans must be secured with metal clamps and safety wire or arranged so the clamp cannot turn.
- c. All vent, breather, or overflow tubes coming from the radiator must be routed into a heat-resistant catch can of at least 350cc capacity or into the airbox. If the airbox is utilized, any drains from the box must be routed into a catch can or removed and the box sealed.

- d. For engine breather modifications please see class specific rules.
- e. Oil lines containing positive pressure, if altered, must be of steel braided construction with properly attached end fittings (crimped OEM type or threaded aircraft type). Hose clamps, tie-wraps or safety wire are unacceptable for this application.
- f. Other fluid or breather tubes must be securely attached utilizing wire clips, hose clamps, etc.
- g. Oil coolers must be securely mounted in a protected area.
- h. See additional requirements in Fairing and Bodywork.

1.21 Weight and Weighing Procedure

- 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 scale at the meet.
- b. The official AMA Scale will be available for weight checking before qualifying and final events.
- c. *If the weight displayed on the scales, after the momentary stabilization period, oscillates between two numbers the higher number will be used.*
- d. No fluids may be added to the motorcycle, except water to the radiator.
- e. Minimum weight requirement:
 - Superbike - 370 pounds, without fuel, 375 pounds, with fuel
 - Formula Xtreme - 350 pounds, without fuel, 355 pounds, with fuel
- 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.
- g. If a motorcycle weighed in this manner is found to be under the with fuel minimum, then the fuel tank must be drained and the motorcycle weight checked at the dry weight minimum. When checked, the motorcycle must meet the dry weight minimum to be considered legal for the class.
- h. The Chief Technical Inspector may weigh motorcycles without fuel at his/her discretion.

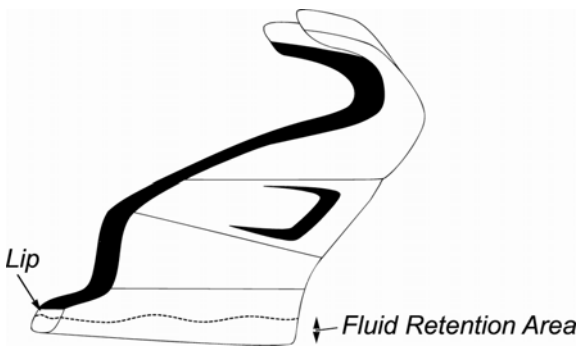
1.22 Telemetry and Traction Control

- a. For Superstock and Supersport, any form of engine control system that can actively change the performance/acceleration of the engine using input from any sensors, that are not homologated with the motorcycle, to create a situation of better traction at the rear wheel at any time while the motorcycle is being ridden is not permitted.

- b. Electronic transmitting of information to or from a moving motorcycle is not permitted with the following exceptions:
1. Mandatory scoring equipment provided by AMA Pro Racing.
 2. Data or video transmitted for the sole use by AMA Pro Racing approved event television production (mandatory equipment assigned by AMA Pro Racing).
 3. Radio communication in Superbike only.
 4. Automatic lap timing devices.
- c. Selected teams in all classes may be required to carry either an assigned camera or weight package. The selection process will be carried out by the television production company and AMA Pro Racing.

1.23 Fairings / Bodywork

- a. No bodywork, other than a seat/tail section or 10-inch high by 12-inch wide number plate displays, is permitted to the rear of a plane drawn vertically through the axle of the rear wheel.
- b. Seat/tail section cannot be wider than 450mm, and cannot extend further to the rear than a vertical line at the rear edge of the rear tire.
- c. Seat/tail section cannot be more than 200mm in height, measured from the base of the seat.
- d. The front wheel must be clearly visible from both sides except for the portion covered by the front fender.
- e. It must be possible to see the rider completely, in the normal riding position, from either side and from above. It is forbidden to use transparent material to avoid application of this rule.
- f. Fairing must be mounted at a minimum of three separate points.
- g. On all motorcycles, the fairing bottom section must be constructed in such a fashion as to form a fluid catch pan capable of retaining a minimum of 3 quarts of liquid.



1. Enlargement of the lower fairing and the fabrication of a lip in the rear lower section may be necessary to achieve proper fluid retention. Such modifications will be permitted in Supersport and Superstock.
2. 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.
3. A maximum of two holes, 25mm in diameter (maximum), may be drilled in the lower fairing. These holes must be plugged during dry track conditions, but may be opened when the Race Manager designates wet race conditions.

1.24 Fenders

Fenders must provide adequate tire clearance.

1.25 Numbers and Number Plates

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

a. General Requirements:

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

b. Superbike Numbers:

1. Stylized numbers and number plates are permitted in the Superbike class.
2. Numbers must be a minimum height of 5 inches and must be affixed to the front and the two sides of the motorcycle so that they are clearly visible to the spectators and officials.
3. Numbers must be of a contrasting color that is clearly visible and distinctive when viewed against the background color.
4. Backgrounds must be of one single color over an area large enough to provide a minimum clear area of 1-inch around the numbers.
5. If any riders stylized numbers are not approved by AMA Pro Racing, then the Supersport, Formula Xtreme, and Superstock numbers and number plate rules will apply.
6. Stylized numbers may not be offensive in nature or otherwise inappropriate.
7. All stylized numbers must be submitted to AMA Racing Technical Department for approval by AMA Pro Racing no later than 10 business days prior to the first event they will be used in.

c. Supersport, Formula Xtreme and Superstock Numbers:

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



2. On motorcycles with the intake duct located in the center of the front display area the numbers must be displayed on riders left side of the intake duct.
3. All numbers must be black.
4. Front, side and rear numbers must be a minimum of 5 inches high. Minimum stroke width is .75 inches. Maximum width is 2 inches except for current class champions' number ones, which may be up to 3 inches.

5. Number plate background must be white. For light colored bodywork there will be a .25-inch or 7mm black line around the perimeter of the number plate.
6. Outlining no larger than .25-inch or 7mm is permitted. Outlining must be one solid color only.
7. The number styles (fonts) illustrated in Appendix J are acceptable. Excessive condensing or stretching of the numbers is not allowed.
8. If adequate size number display area is not available, plastic number plates, no less than .125-inch in thickness, must be utilized.
9. The current class champion is permitted to display a pre-approved specially prepared number 1.

1.26 Motorcycle Appearance and Crash Damage Repair

- a. All motorcycles must present a neat and clean appearance.
- b. Crash-damaged motorcycles must be repaired to minimum technical standards before returning to competition. See Exceptions for Fairings and Bodywork under Superbike Equipment and Supersport & Superstock Equipment.

1.27 Rider Apparel

a. Helmet

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

USA: Snell M 2005

United Nations: Regulation ECE 22.05 P'

Japan: JIS T 8133:2

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

5. Face shields must be shatter resistant.

- b. Boots must be at least 8 inches high.
- c. Gloves may be made of leather or other protective material and must be worn while the motorcycle is on the racetrack.
- d. Riding Suit must be 1 piece construction and made of leather or Kevlar.

- e. Riders are required to wear a commercially manufactured back protector specifically designed for race use.
- f. All riders must have their last name on the back of the riding uniform at the shoulder level.
- g. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.

1.28 Rider and Mechanic Appearance

- a. All riders and mechanics must present a clean and neat appearance.
- b. Only appropriately dressed persons displaying proper credentials will be permitted in the pit and starting areas.
 - 1. Mechanics must be in uniform designating a rider or team.
 - 2. Cut-offs, sleeveless shirts and open-toe shoes are not permitted in the pit area. Shirts must have sleeves and a collar.
 - 3. Mechanics are encouraged to display the AMA Pro Racing logo on uniform shirts.

1.29 Display of AMA Pro Racing Logos

All riders are required to have approved color logos in place whenever they are competing in any part of an AMA Pro Racing sanctioned event.



- a. The above logo is the approved image to display on rider leathers.
- b. Displaying AMA Pro Racing logo on number plates.
 - 1. Front Number Plate:
The striped area on the front number plate is reserved for the current, appropriate class decal. See appendix I
 - 2. Side Number Plates:
The striped areas on both side number plates are reserved for the current, appropriate class decal. See appendix I.
- c. Displaying AMA Pro Racing logo on Rider Apparel.



The striped box on the leathers is reserved for the current AMA Superbike logo. This location is the required area for the 2008 season. At minimum, the logo must be 3 inches wide by 1.75 inches high.

d. How to obtain the logo and/or logo artwork file

1. At Events:

All number plate stickers and adhesive apparel patches will be available at Tech Inspection at each event.

2. Online:

If a 3rd party produces number plates and/or leathers for you prior to events, they may request logo files for each of the above by e-mailing a written request to Technical Manager at AMA Pro Racing. The request for artwork by a 3rd party should include the rider's name.

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

AMA Pro Racing and the other logos and trademarks shown herein are trademarks of the AMA and AMA Pro Racing. Participants are to use the approved logos on number plates and apparel only when participating in AMA Pro Racing events. Any further use of the mark outside of this capacity is not permitted without written consent from AMA Pro Racing. Any further use of the marks (i.e., the AMA Pro Racing mark, and other AMA Pro Racing trademarks and logos) outside of this capacity is not permitted without a license from or the express, written permission of AMA Pro Racing.

1.30 Rider Responsibility

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

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

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

Section 2

Superbike 901cc -1000cc Equipment Standards

This section contains equipment standards for the AMA Superbike class. Motorcycle components may be modified, removed or replaced with the exceptions or restrictions listed in this section. In addition, every motorcycle entered must meet the requirements listed in General Equipment Standards.

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2.1 Homologation

- a. Only homologated motorcycles may be used in Superbike competition.
- b. Superbike motorcycles must be street certified in the US and available through US retail dealers. Minimum import requirement per model is as follows:
 1. Manufacturers with 99 or fewer US retail dealers - 150 units
 2. Manufacturers with 100 - 199 US retail dealers - 300 units
 3. Manufacturers with more than 200 US retail dealers - 400 units
- c. See Homologation of Motorcycles under General Equipment Standards.

2.2 Superseded Parts

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.

2.3 Engines

- a. Engine Displacements

901cc - 1000cc 4-stroke with two or more cylinders

1. Engine type, configuration, stroke and any modifications of engine components to alter the homologated OEM firing order of the cylinders are not permitted.
- b. *All vent, breather, or overflow tubes coming from the engine or transmission, must be contained so as not to release fluid onto the racing surface.*

2.4 Crankshaft

Only the homologated crankshaft is permitted with the following modifications:

- a. Bearing surfaces may be polished or surface treated.
- b. Balancing is permitted only 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.
- c. Attachment of aftermarket ignition components or sensors is permitted.
- d. Primary gears can not be changed or modified.

2.5 Cylinders, Cylinder heads and Crankcases

Only the homologated cylinders, cylinder heads and crankcases are permitted with the following modifications:

- a. Machining, welding and the addition of material is permitted.
- b. Cylinder liners or coatings may be replaced or added.

2.6 Valves, Springs, and Retainers

- a. Aftermarket or modified valves, springs, retainers and other valve-train components are permitted. The original number of valves must be maintained.
- b. Valve diameter, including stem, must remain as homologated
- c. Valves must be made of the same basic material as the OEM valves. This restriction does not apply to twin-cylinder engines.
- d. Valves must remain in the same location and at the same angle as originally installed by the OEM.

2.7 Camshafts

- a. Aftermarket camshafts are permitted.
- b. Cam lift and the resulting valve lift must be no greater than the homologated model. This restriction does not apply to 901cc – 1000cc twin-cylinder engines.
- c. Aftermarket cam drive components are permitted, but must be in the same engine location as the OEM drive.

2.8 Clutches

Aftermarket or modified, homologated-type clutches (wet-type cannot be changed to dry-type) with back-torque limiting capabilities are permitted.

2.9 Transmission Shafts and Gear Sets

The following two options are available for these components:

- a. Originally homologated transmission shafts and gear sets:
 - 1. Undercutting and surface treatments are the only permitted modifications.
- b. Additional homologated transmission shafts and gear sets:
 - 1. Each manufacturer will be permitted one alternative set of gear ratios per homologated model.
 - 2. Approved shafts and gears may be interchanged with the originally homologated models components.
 - 3. Only shafts and gears sold through the OEM distributor or its dealers are permitted.
 - 4. Additional homologated transmission components must be available individually or as a set to AMA Superbike-licensed riders for the entire current season (or the remaining part of the season). Orders determined to be legitimate by AMA Pro

Racing and accompanied by a 50% deposit must be filled within 15 business days of receipt by the OEM distributor or dealer.

5. Retail price of individual additional homologated transmission components may not exceed twice the manufacturer's suggested retail price of the components they replace.

2.10 Fuel injection throttle-body assemblies

Fuel injection throttle body assemblies may not be altered from the originally homologated model except as noted:

- a. 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.
- b. Variable-length fuel injection intake tract devices that function while the engine is operating are not permitted unless it is standard equipment on the homologated OEM production model.
- c. Multi-cylinder motorcycles only:

The homologated OEM throttle body assemblies must be utilized.

1. Modifications are not permitted to the following controlled components:
 - a. Intake bore castings and associated housings
 - b. Butterfly valves and shafts
 - c. Non-flexible fuel rails
2. Fuel injectors may be replaced with aftermarket units provided the original mounting locations are maintained and no modifications are made to the throttle body assemblies for injector fitment. The total number of installed injectors must be the same as originally produced.
3. Secondary butterfly valves may be fixed in the open position.
4. All other fuel injection system components may be modified or replaced with aftermarket items.

- d. 901cc – 1000cc twin-cylinder motorcycles only:

Two options are available:

1. Homologated throttle-body assemblies:

Fuel delivery through the standard injectors may be changed but no other modifications are permitted.

2. Homologated throttle-body assemblies:

Each manufacturer will be permitted one alternative throttle-body assembly per approved homologated model. Only throttle bodies sold through the OEM distributor or its dealers are permitted. Fuel delivery through the homologated approved throttle body injector nozzles may be changed but no other modifications are permitted.

- a. Homologated throttle bodies and replacement parts must be available to AMA Pro Racing Superbike-licensed riders for the entire current season (or the remaining part of the current season). Orders determined to be legitimate by AMA Pro Racing and accompanied by a 50% deposit must be filled within 15 business days of receipt by the OEM distributor or dealer.
- b. Retail price of throttle-body assemblies and replacement parts may not exceed twice the manufacturer's suggested retail price of the components they replace. If a manufacturer does not offer optional AMA Pro Racing-approved throttle bodies, then the homologated components must be retained.

2.11 Intake Airbox

Airboxes on twin-cylinder motorcycles are unrestricted. Homologated airboxes are required on multi-cylinder motorcycles with only the following modifications permitted:

- a. Air filters, internal flap type valve, sensors and vacuum fittings may be modified, replaced with aftermarket parts or removed. Any holes in the airbox to the outside atmosphere resulting from the removal of components must be completely sealed from incoming air. All incoming air must pass through the original, unmodified airbox inlets.
- b. Ram air tubes or ducts may be modified, replaced with aftermarket parts or removed. If tubes/ducts are utilized, they must be attached to the original, unmodified airbox inlets.
- c. Velocity stacks may be modified, replaced with aftermarket parts or removed. The only modification permitted to the airbox to permit the use of alternate velocity stacks is the removal of internal debris deflectors/plates. Variable-length fuel injection intake tract devices that function while the engine is operating are not permitted unless it is standard equipment on the homologated OEM production model.

2.12 Frame

- a. The main frame must remain as originally produced by the manufacturer for use on the homologated machine with the following modifications:
 1. Strengthening gussets and tubes may be added, but none may be removed.

2. Accessory brackets (radiator, shock reservoir, stands, etc.) may be changed, relocated, added or removed. Holes may be drilled only for the purpose of attaching brackets or other components.
3. Frames may be painted, powder coated, polished or surface treated.

2.13 Fairing and Bodywork

- a. Fairing and bodywork may be modified or replaced with aftermarket parts which resemble the originally homologated parts in design and which maintain similar dimensions.
- b. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.
- c. Fairing or bodywork may be removed for an event with permission from the Chief Technical Inspector only if damaged at that particular meet. There must be no sharp edges or unacceptable protrusions as a result of such removal. Removed parts must be replaced by the next race meet. This does not include the oil retention portion of the lower fairing.

2.14 Wheels

Wheels may be replaced with aftermarket parts provided they are comprised only of metal or metal alloy. Maximum rear wheel rim width is 6.25 inches.

2.15 Tires

Any tire approved by the tire manufacturer for racing is permitted.

2.16 Suspension

- a. Forks and shock absorbers may be modified or replaced with aftermarket parts.
- b. Shocks may be relocated but the original suspension type (dual shock or single shock) must be retained.
- c. Active, semi-active or computer-controlled suspension units are not permitted.
- d. See Superbike Component Claiming Rules.

2.17 Fuel Tanks

- a. Fuel tank, or bodywork installed in the homologated fuel tank location, may be modified or replaced with aftermarket parts provided the side view profile remains visibly the same as the originally homologated model.
- b. Fuel tanks may be modified to achieve a maximum capacity of 24 liters (6.341 gallons).

- c. *All modified or replacement fuel tanks must be made of steel or metal alloy. Modified plastic fuel tanks are not permitted.*
- d. *Non metallic fuel tanks are not permitted unless it is standard equipment on the homologated OEM production model.*
- e. The fuel cap may be replaced with a quick-fill coupler and additional vent coupling. Both couplers must be installed in the top of the tank.
- f. Maximum inner diameter of quick-fill or vent coupler is 63.5mm (2.5 inches). See Dump Cans for Refueling under General Equipment Standards.

2.18 Weight

Superbike minimum weight requirement:

370 pounds -without fuel

375 pounds -with fuel

2.19 Superbike Component Claiming Rules

- a. *See Appendix G for “Superbike Component Claiming Rules”.*

Section 3

Superbike 1000cc -1200cc twins Equipment Standards

1000cc to 1200cc Twins must continue to meet all rules found in the General Equipment Standards section of the 2008 AMA Superbike Championship rulebook.

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN

In addition, every motorcycle entered must meet the requirements listed in General Equipment Standards.

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3.1 Homologation

- a. Only homologated motorcycles may be used in Superbike competition.
- b. Superbike motorcycles must be street certified in the US and available through US retail dealers. Minimum import requirement per model is as follows:
 - 1. Manufacturers with 99 or fewer US retail dealers - 150 units
 - 2. Manufacturers with 100 - 199 US retail dealers - 300 units
 - 3. Manufacturers with more than 200 US retail dealers - 400 units
- c. See Homologation of Motorcycles under General Equipment Standards.

3.2 Superseded Parts

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.

3.3 Engines

- a. Engine Displacements
 - 1000cc – 1200cc 4-stroke 2 cylinders
- b. Engine type, configuration, stroke and any modifications of engine components to alter the homologated OEM firing order of the cylinders are not permitted.
- c. The displacement capacity must remain at the homologated size. Modifying the bore and stroke to reach class limits is not permitted.

3.4 Cylinders

- a. Only the following modifications to the cylinders are allowed. Cylinder head gasket surface may be machined to allow the adjustment of

compression ratio or resurfacing to repair a warped cylinder surface deck.

- b. Homologated materials and castings for cylinders must be used.
- c. Cylinder liners or coatings may be added or replaced.

3.5 Crankcase and all other Engine Cases (i.e. ignition case, clutch case).

- a. Crankcases must remain as homologated. Modifications are not permitted.
- b. Engine case guards in the form of strengthened engine side covers or approved guards must be installed on certain models. Replacement covers must be no lighter in weight than the homologated covers. See Engine under General Equipment Standards.
- c. The countershaft cover may be removed.
- d. The addition of a crankcase protector at the countershaft is allowed.

3.6 Cylinder heads

- a. 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 permitted.
 - d. The compression ratio is unrestricted.
 - 3. Combustion chamber may be modified.
 - 4. Replacement valve seats and guides are permitted.

3.7 Valves, Springs, and Retainers

- a. Aftermarket or modified valves, springs, retainers and other valve-train components are permitted. The original number of valves must be maintained.
- b. Valve diameter and minimum weight, including stem, must remain as homologated.
- c. Valves must remain in the same location and at the same angle as the homologated model.
- d. The material and dimensions of the rocker arms (if any) must remain as homologated.
- e. The material of the tappets/buckets must remain as homologated.

3.8 Camshafts and Sprockets

- a. The original camshaft may be modified or replaced from those fitted to the homologated motorcycle.
- b. The method of drive must remain as homologated.
- c. The duration is unrestricted but the lift must remain as homologated.
- d. The tensioning device(s) for the cam chain or cam belt is unrestricted.
- e. Cam sprockets can be modified or replaced to allow the degreasing of camshafts.

3.9 Crankshaft

- a. Crankshaft must remain as homologated with the following modifications allowed.
 - 1. Balancing. This may only be achieved by the same method used by the OEM. For example, heavy metal (i.e. Mallory metal) inserts are not permitted unless they were originally specified by the OEM.
 - 2. Bearing surfaces may be polished or surface treated.
 - 3. Polishing and lightening of the crankshaft is not permitted.
 - 4. Primary gears can not be changed or modified.

3.10 Connecting Rods

- a. Connecting rods must remain as homologated. Modifications are not permitted.
- b. Polishing and lightening is not permitted.

3.11 Pistons

- a. Standard piston or the piston kit must be used.
- b. The piston kit must be homologated and have the same price as the standard one and must be listed in the current racing parts list of the Manufacturer and be on sale for customers. Within 90 days from the order, the customer must receive the kit piston set.
- c. A piston kit is defined as the piston, piston rings and piston pins and clips.
- d. Pistons must remain as homologated. Modifications are not permitted.
- e. Polishing and lightening is not permitted.

3.12 Piston Rings

- a. Piston rings must remain as homologated and installed. Modifications are not permitted.

3.13 Piston Pins and Clips

a. Piston pins and clips must remain as homologated. Modifications are not permitted.

3.14 Oil Pumps, Oil Lines and Water Pumps

a. Oil pump must remain as homologated. Modifications are permitted.

b. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

c. 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.

d. Water lines may be modified or replaced.

3.15 Clutch

a. Clutch type (wet or dry) must remain as homologated.

b. Aftermarket, modified or homologated-type clutches with back-torque limiting capabilities are permitted.

3.16 Transmission Shafts and Gear Sets

The following two options are available for these components:

a. Originally homologated transmission shafts and gear sets:

1. Undercutting and surface treatments are the only permitted modifications.

b. Additional homologated transmission shafts and gear sets:

1. Each manufacturer will be permitted one alternative set of gear ratios per homologated model.

2. Approved shafts and gears may be interchanged with the originally homologated models components.

3. Only shafts and gears sold through the OEM distributor or its dealers are permitted.

4. Additional homologated transmission components must be available individually or as a set to AMA Superbike-licensed riders for the entire current season (or the remaining part of the season). Orders determined to be legitimate by AMA Pro Racing and accompanied by a 50% deposit must be filled within 15 business days of receipt by the OEM distributor or dealer.

5. Retail price of individual additional homologated transmission components may not exceed twice the manufacturer's suggested retail price of the components they replace.

3.17 Fuel injection system and throttle-body assemblies

- a. Fuel injection throttle body assemblies must remain as homologated.
- b. Assemblies include all attached parts with the exception of fasteners, cables, cable actuating pulleys, flexible fuel lines, vacuum lines, air box connection tubes and velocity stacks.
- c. Variable-length fuel injection intake tract devices that function while the engine is operating are not permitted unless it is standard equipment on the homologated OEM production model.
- d. Fuel injectors may be replaced with aftermarket units provided the original mounting locations are maintained and no modifications are made to the throttle body assemblies for injector fitment.
- e. The total number of installed injectors must be the same as originally homologated.
- f. Secondary butterfly valves may be fixed in the open position.
- g. Fuel pump and fuel pressure regulator must remain as homologated with no modifications.

3.18 Fuel Supply

- a. Fuel petcocks may be modified or replaced.
- b. Fuel lines may be replaced.
- c. Quick connectors or dry break quick connectors may be used.
- d. Fuel vent lines may be replaced.
- e. Fuel filters may be added.

3.19 Engine Control System

- a. Engine control system may be modified or replaced with aftermarket products.
- b. Wiring harness may be modified or replaced.
- c. Spark plugs and plug wires may be replaced.
- d. Data acquisition is permitted.
- e. Aftermarket sensors are permitted.
- f. See General Equipment Standards 1.23 for Telemetry restrictions.

3.20 Generator

- a. The generator may be modified or replaced.
- b. The starting system, electrical or manual, may be modified or replaced but must work.

3.21 Exhaust System

- a. The exhaust pipes and silencers may be modified or replaced from those fitted to the homologated motorcycle.
- b. Catalytic converters must be removed.
- c. For safety reasons, the exposed edge(s) of the exhaust pipes(s) outlet(s) must be rounded to avoid sharp edges.

3.22 Radiators and oil coolers

- a. The original radiator or oil cooler may be modified or replaced from those fitted to the homologated motorcycle.
- b. Additional radiators and oil coolers are allowed.
- c. Oil coolers must not be mounted on or above the rear mudguard.
- d. The appearance from the front, rear and profile of the machine must in principle conform to the homologated shape after the addition of additional radiators or oil coolers.

3.23 Intake Air Boxes

- a. Air box must remain as originally produced by the manufacturer on the homologated motorcycle.
- b. Air filters, internal flap type valve, sensors and vacuum fittings may be removed, modified, or replaced with aftermarket parts. Any holes in the air box to the outside atmosphere resulting from the removal of components must be completely sealed from incoming air. All incoming air must pass through the original, unmodified air box inlets.
- c. Ram air tubes or ducts may be modified, replaced with aftermarket parts or removed. If tubes/ducts are utilized, they must be attached to the original, unmodified air box inlets.
- d. Velocity stacks may be modified, replaced with aftermarket parts, or removed. The only modification permitted to the air box to allow use of alternate velocity stacks is the removal of internal debris deflectors/plates.

3.24 Frame and Sub Frame

- a. The main frame must remain as originally produced by the manufacturer for use on the homologated motorcycle with the following permitted modifications:
- b. Strengthening gussets and tubes may be added, but none may be removed.
- c. 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.

- d. The homologated dimensions and the position of the steering head, engine, swing arm pivot point, rear shock, and suspension linkage mounting points must remain as homologated on the original machine.
- e. The use of offset bearing races for the purpose of altering the steering angle is permitted.
- f. The swing arm pivot location may only be adjusted if the design was part of the homologated frame.
- g. Rear sub frame may be modified or replaced, but the material must remain as homologated.
- h. Polishing of frame materials is not permitted.
- i. Frame must display vehicle identification number.

3.25 Swingarm

- a. Swingarm may be modified or replaced.
- b. The use of carbon fiber or Kevlar® materials is not permitted if not homologated on the original machine.
- c. 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.

3.26 Front Forks

- a. Front forks in whole or part may be modified or replaced from those fitted to the homologated motorcycle.
- b. Front Forks must be the same type on the homologated motorcycle (leading link, telescopic, upside down, etc.).
- c. The upper and lower fork clamps (triple clamp, fork bridges) including steering stem, can be changed or modified.
- d. Steering damper may be added, relocated or replaced with an aftermarket damper.
- e. The steering damper cannot act as a steering lock limiting device.
- f. Active, semi-active or computer-controlled suspension units are not permitted.

3.27 Rear Shock

- a. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock).
- b. The rear suspension linkage may be modified or replaced.

3.28 Wheels

- a. Wheels and associated parts may be modified or replaced from those fitted to the homologated motorcycle.

- b. Carbon fiber or carbon composite wheels are not permitted.
- c. Bearings, seals and axles may be altered or replaced from those fitted to the homologated motorcycle.
- d. Rear wheel sprocket and brake rotor must remain with the wheel unless part of the original homologated design.
- e. Maximum rear wheel rim width: 6.25 inches.

3.29 Brakes

- a. Front and rear master cylinder including lever/pedal may be modified or replaced from those fitted to the homologated motorcycle.
- b. Front and rear calipers may be modified or replaced from those fitted to the homologated motorcycle.
- c. Brake pads or shoes may be modified or replaced from those fitted to the homologated motorcycle.
- d. Brake hoses and brake fittings may be modified or replaced from those fitted to the homologated motorcycle.
- e. Brake discs may be modified or replaced from those fitted to the homologated motorcycle.
- f. The use of carbon fiber, carbon composite or titanium materials for brake discs is not permitted.

3.30 Tires

Any tire approved by the tire manufacturer for racing is permitted.

3.31 Fuel Tanks

- a. Fuel tank may be modified or replaced with aftermarket parts provided the side view profile remains visibly the same as the originally homologated model.
- b. Fuel tanks may be modified to achieve a maximum capacity of 24 liters (6.341 gallons).
- c. All modified or replacement fuel tanks must be made of steel or metal alloy. Modified plastic fuel tanks are not permitted.
- d. Non metallic fuel tanks are not permitted unless it is standard equipment on the homologated OEM production model.
- e. The fuel cap may be replaced with a quick-fill coupler and additional vent coupling. Both couplers must be installed in the top of the tank.
- f. Maximum inner diameter of quick-fill or vent coupler is 63.5mm (2.5-inches). See Dump Cans for Refueling under General Equipment Standards.

3.32 Foot Rest/Foot Controls

- a. Foot rest/foot controls may be may be modified, relocated or replaced from those fitted to the homologated motorcycle.
- b. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return to the normal position.
- c. The end of the footrest must have no sharp edges or unacceptable protrusions.
- d. Final approval rests with the Chief Technical Inspector at each event.

3.33 Handle Bars and Hand Controls

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

3.34 Fairing and Bodywork

- a. Fairing and bodywork, including the front fender and windscreen may be modified or replaced with aftermarket parts which resemble the originally approved parts in design and which maintain similar dimensions.
- b. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber)
- c. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.
- d. Fairing or bodywork may be removed for an event with permission from the Chief Technical Inspector only if damaged at that particular meet. There must be no sharp edges or unacceptable protrusions as a result of such removal. Removed parts must be replaced by the next race meet. This does not include the oil retention portion of the lower fairing.

3.35 Seat

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

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

3.36 Weight

1000cc – 1200cc Superbike twins minimum weight requirement:

385 pounds -without fuel

390 pounds -with fuel

3.37 Instrument Panel

a. Aftermarket instrument panels are permitted.

b. Shift/indicator lights may be added.

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

a. Any type of lubrication, brake or suspension fluid may be used.

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

c. Gasket and gasket material.

d. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.

e. Fasteners (nuts, bolts, screws etc.)

f. Main wiring harness and connectors.

g. Battery and switches.

h. Countershaft sprocket, rear wheel sprocket and chain.

i. Fuel and oil filters

j. Handgrips.

3.39 The Following Items May Be Removed

a. Instrument and instrument bracket and associated cables.

b. Radiator fan and wiring

c. Cooling system thermostat

d. Chain guard.

3.40 Superbike Component Claiming Rules

a. See Appendix G for “*Superbike Component Claiming Rules*”.

Section 4

Supersport / Superstock Equipment Standards

This section contains equipment standards for the AMA Supersport and Superstock classes. The motorcycles are based on production four-stroke street motorcycles and are the closest motorcycles to showroom stock in the AMA Superbike Championship. In addition, every motorcycle entered must meet the requirements listed in General Equipment Standards.

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4.1 Homologation.

- a. Only homologated motorcycles may be used in Supersport and Superstock competition.
- b. Supersport and Superstock motorcycles must be street certified in the US and available through US retail dealers. Minimum import requirement per model is 400 units.
- c. Motorcycle models from other countries (Canada, England, etc.) may only be utilized if they meet all homologated US model specifications.
- d. See Homologation of Motorcycles under General Equipment Standards.

4.2 Modifications from Homologated OEM

- a. Only the modifications listed in this section are permitted.
- b. No other changes from showroom stock will be permitted.
- c. All parts, except as noted, must remain as originally produced by the motorcycle manufacturer at the time of sale to its dealer network.

4.3 Updating or Backdating

Absolutely no updating or backdating of parts will be permitted unless specified by the rules. Superseded parts must be submitted to AMA Pro Racing for review and approval before use on applicable models in competition. In addition, these parts must be listed in the current OEM parts list as supplied to AMA Pro Racing. The Approved Equipment List is available from the AMA Pro Racing office.

4.4 Motorcycle Entry Restrictions

Motorcycles entered in Supersport are not permitted in Formula Xtreme® after the first official practice begins with the following exceptions:

- a. The Chief Technical Inspector deems the original Supersport entered motorcycle not capable of competing.
- b. The competitor must have completed initial technical inspection with a different motorcycle for both Supersport and Formula Xtreme®.
- c. A competitor may only be granted this exemption twice per season regardless of the circumstances.

4.5 Engines

- a. Engine Displacements

Supersport - 0-600cc 4-stroke multi cylinders

Superstock - 745cc - 1000cc 4-stroke multi cylinders

- b. Except as noted, all internal and external engine parts must remain as homologated with no modifications, metal removal, blueprinting, or surface treatments.

- c. Pistons, rings, piston pins, and circlips may be replaced only with standard bore, homologated production items. There is no allowance for overbore.
- d. Cam sprockets may be slotted solely for the purpose of altering cam timing. Press-on cam sprockets may be replaced with aftermarket steel bolt-on cam sprockets and adapters. Aftermarket cam chain tensioners are permitted.
- e. 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. 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.
- f. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®.
- g. Valves must remain as produced with no modifications. Valve springs may be shimmed with standard or aftermarket shims.
- h. Valve seat inserts may be reworked or replaced with homologated OEM or aftermarket seats of original dimensions. Any dimensional thickness of the homologated inserts may not be increased. Aluminum casting of cylinder head ports and combustion chambers must remain absolutely as homologated, with no metal removal.
- l. Gaskets may be replaced with aftermarket parts.
- j. Clutch plates and springs may be replaced with aftermarket parts.
- k. Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized.
- l. Shifter return or detent springs may be replaced with aftermarket springs.
- m. Electric ignition cutout shift devices are permitted. These devices may not physically operate the shift lever or the shift mechanism.
- n. Oil pressure sending units may be replaced with a safety-wired pipe plug.
- o. Modifications to the homologated starting and charging systems are not permitted. Starters and complete charging system must be in place, connected and functional before, during and after an event. Charging systems must meet manufacturers minimum output specifications, as listed in the service manual.

- p. Engine case guards in the form of strengthened engine side covers must be installed on certain models and must be no lighter in weight than the homologated covers. See Engine under General Equipment Standards.
- q. 49-State model engine and ignition components may replace those same components on California-only motorcycles of the same manufacturer, year, and model.
- r. The original cooling system thermostat may be removed or modified.
- s. *All motorcycles must have a closed breather system. The oil breather line must be connected and discharge only in the airbox. An inline heat-resistant catch can is permitted.*

4.6 Ignition / Engine Control

- a. The complete ignition/engine control system must be the original OEM parts for the model being used in competition except as follows:
 - 1. Ignition timing may be altered by slotting the ignition trigger mounting plate or replacing the homologated ignition rotor with an aftermarket rotor.
 - 2. Ignition control modules may be modified or replaced with aftermarket modules. Replacement modules must connect to the original connectors.
 - 3. Replacing spark plugs and plug wires with aftermarket parts is permitted.

4.7 Data Acquisition

Aftermarket data acquisition equipment is not permitted on Supersport or Superstock motorcycles.

4.8 Wiring Harness

Main wiring harness(s) must remain intact. The only wiring that may be removed from the motorcycle is the wiring between a component that may be legally removed and its closest connector. Any electrical component removed must be able to be reconnected to its original connector and function normally.

4.9 Carburetor / Fuel injection

- a. Carburetor jets and needles may be replaced.
- b. Re-sizing of air metering holes involved in CV carburetor throttle slide control is permitted. Throttle slide and return spring may be replaced with aftermarket parts.
- c. Electronic or mechanical richening devices must remain installed but may be deactivated.
- d. Fuel lines and vent lines may be replaced.

- e. Aftermarket fuel filters may be added.
- f. Variable-length fuel injection intake tract devices that function while the engine is operating are not permitted unless it is standard equipment on the homologated OEM production model.
- g. All components involved in fuel injection systems must remain standard except electronic control modules, which may be modified or replaced with aftermarket modules.
 - 1. Replacement modules must connect to original connectors.
 - 2. Installation of additional components to the fuel injection system is not permitted.

4.10 Intake Airbox

a. The original equipment airbox must be retained but the air filter may be replaced with a commercially manufactured aftermarket filter designed to specifically replace the OEM filter. Filtering material must be made from paper, foam or gauze. All intake air must pass through the filtering material. The only modification permitted is the sealing of airbox drains. See Fluid Containment under General Equipment Standards.

4.11 Emission Equipment

The following emission equipment may be removed:

- 1. Air injection valve and hoses - airbox and vacuum ports for these hoses must be sealed.
- 2. Reed valves and covers - air ports must be closed or new reed valve covers may be made which do not allow any air passage.

4.12 Frames

- a. Frame brackets may be installed to permit the use of racing type stands. The use of frame brackets to improve the original strength or stiffness of the frame is not permitted.
- b. Polishing of frame material is not permitted.

4.13 Front Suspension

Front suspension Fork modifications are limited to the following:

- 1. Standard production internal parts of the front suspension may be modified to alter damping qualities. Aftermarket damper kits or valves may be installed.
- 2. Front suspension springs may be replaced with optional or aftermarket springs. Fork caps may be modified or replaced to permit external adjustment of fork springs only.
- 3. Due to the quality of front suspension structures on modern sport bikes, additional fork or front suspension bracing is not permitted.

4. A steering damper may be added or replaced with an aftermarket damper.

4.14 Brakes

Brake pads and brake lines. The homologated brake discs may be drilled.

4.15 Exhaust

- a. Exhaust systems manufacturers must participate in the AMA Pro Racing Bonus Awards Program for their exhaust systems to be eligible in Supersport or Superstock competition.
- b. Original components of eligible exhaust systems may be cut, welded or modified.
- c. Wrapping of exhaust systems is not permitted except in the area of the rider's foot for protection from heat.

4.16 Tires

- a. All tires must be approved by the manufacturer for road racing use.
- b. AMA Pro Racing reserves the right to impound tires at any time during a meet for whatever inspection and/or testing it deems necessary.
- c. Supersport:
 1. For dry track conditions, only molded grooved-tread tires with molded-in DOT sidewall identification are permitted.
 2. For designated wet track races, only molded grooved-tread wet racing tires or DOT tires (as required for dry conditions) are permitted.
 3. Tire manufacturers must participate in the AMA Pro Racing Bonus Awards Program for their tires to be eligible in Supersport.
 4. Manufacturers must provide samples of any tires to be used in Supersport competition to the AMA Pro Racing Technical Department, with appropriate documentation.
 5. In Supersport, any modification of tires is not permitted.

- d. Superstock:

1. Any tire approved by the tire manufacturer for racing is permitted.

4.17 Fairings and Bodywork

- a. Fairing and bodywork may be replaced with cosmetic duplicates of the original parts.
 1. Size and dimensions must be the same as the original parts.
 2. The lower fairing is defined as any part of the fairing below a horizontal line drawn from front to rear axles +/- .5-inch, measured

in a static position with the wheels on the ground. Any openings in the original fairing located below this line or starting below this line but not continuing higher than the swingarm pivot (in the homologated OEM position if adjustable) may be filled in. The front opening of the lower fairing may be filled in up to the bottom of the radiator.

With the exception of enlarging the lower fairing for clearance and fluid retention, all fairing contours must be as the original.

3. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber).
 4. Original combination instrument/fairing brackets may be replaced with aftermarket brackets of the same basic material. All other fairing brackets must be original homologated OEM parts.
 5. Should the homologated fairing include air-ducting tubes, those tubes may be removed. However, if used, the tubes must be Homologated OEM parts. Fairing intake screens may be removed.
- b. See Fairing and Bodywork under General Equipment Standards.
- c. Fairing or bodywork may be removed for an event with permission from the Chief Technical Inspector only if damaged at that particular meet. There must be no sharp edges or unacceptable protrusions as a result of such removal. Removed parts must be replaced by the next race meet. This does not include the oil retention portion of the lower fairing.

4.18 Seat

Seat, seat base, and associated bodywork may be replaced with parts similar in appearance to the original Homologated parts. Seat brackets may be added, but none removed from frame.

1. Profile may be changed to permit proper number display.
2. See Fairing and Bodywork and Numbers and Number Plates under General Equipment Standards.

4.19 Handlebars and Hand / Foot Controls

Handlebars, hand controls and foot controls may be replaced with aftermarket parts except as noted:

1. Hand/foot controls do not include brake/clutch master cylinders and brake/clutch reservoirs which must remain absolutely as homologated.
2. Handlebars and hand/foot controls may be relocated no more than 6 inches from the original homologated position.

4.20 Swingarm

- a. The Homologated swingarm must be utilized.
- b. The inserts that were homologated with the motorcycle must be used.
The use of optional OEM or aftermarket offset swingarm pivot inserts is not permitted.

4.21 Instrument Panel

- a. Aftermarket instrument panels are not permitted.
- b. A shift light may be added even if one did not exist from the factory.

4.22 Items that must be removed

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

4.23 Items that may be removed

Disconnecting any wires belonging to the component may only be done at the closest connector to the component, not by cutting any wires:

- a. Lights and reflectors.
- b. Instruments, instrument brackets, and associated cables
- c. Radiator fan and wiring.
- d. License bracket
- e. Passenger footrests and mounting brackets
- f. Passenger grab rails
- g. Chain guards
- h. Rear fender or rear section of rear fender may be removed as long as there is tail/seat bodywork covering the top of the rear wheel. Front fender may be spaced upward for tire clearance.
- i. Cooling system thermostat

4.24 Items that may be replaced

The following items may be replaced by aftermarket parts except as noted:

- a. Control cables
- b. Handlebar control switches and instrument brackets
- c. Oil, oil filter, lubricants and fluids
- d. Final drive sprockets and chains. Chain size may be changed.
- e. Rear shock (linkage must remain as homologated)

- f. Fire-retardant foam may be installed in fuel tanks.
- g. Standard fasteners may be replaced with aftermarket fasteners of the same material and design. Fasteners may be drilled for safety wire but intentional weight-saving modifications are not permitted. Fairing/bodywork fasteners may be changed to quick-disconnect type.

4.25 Supersport and Superstock Claiming Rules

- a. Participation in Supersport and Superstock racing acknowledges that all Supersport and Superstock races are claiming races and implies intent to abide by the rules.
- b. AMA Pro Racing reserves the right to claim the winning motorcycle in any Supersport or Superstock event for a sum equal to manufacturer's suggested retail plus \$1,500. Included will be any and all parts used in competition at that event. The claiming procedure will be as follows:
 - 1. Upon notice, the rider whose equipment is being claimed must present the motorcycle for impound at tech inspection. The Chief Technical Inspector will present the rider with \$1,500 in cash or certified check. AMA Pro Racing will then take possession of the motorcycle.
 - 2. Unless other arrangements are made between the owner of the motorcycle and AMA Pro Racing, a clear title or statement of origin must be produced by the owner of the claimed motorcycle within 30 days of the claim, along with all original parts which may have been removed or replaced in accordance with these rules as well as those needed to return the motorcycle to, as new condition (turn signals, stands, etc.). These documents and parts will be exchanged for cash or a cashier's check in the amount of the manufacturer's suggested retail price as of the date of claim.
 - 3. The owner of the claimed equipment must then accept the fee and deliver the specified components.

Section 5

Formula Xtreme® Equipment Standards

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

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5.1 Homologation

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

5.2 Engine Configuration and Displacement Limits

Motorcycles in this class must meet the following engine displacements and specifications:

550cc-600cc 4-stroke liquid-cooled 4-valve four cylinders

650cc-675cc 4-stroke liquid-cooled 4-valve three cylinders

650cc-850cc 4-stroke liquid-cooled 4-valve twin cylinders

990cc-1100cc 4-stroke air/oil-cooled 2-valve desmo twin cylinders

990cc-1200cc 4-stroke air/oil-cooled 4-valve twin cylinders

900cc-1350cc 4-stroke air/oil-cooled 2-valve twin cylinders

5.3 Motorcycle entry restrictions

Motorcycles entered in Formula Xtreme® are not permitted in Supersport after the first official practice begins with the following exceptions:

- a. The Chief Technical Inspector deems the original Formula Xtreme® entered motorcycle not capable of competing, and only if the motorcycle meets all Supersport rules.
- b. The competitor must have completed initial technical inspection with a different motorcycle for both Formula Xtreme® and Supersport.
- c. A Formula Xtreme® entered motorcycle can only be changed to a Supersport entry twice per season regardless of the circumstances.

5.4 Multi-cylinder liquid cooled engines

The following engine components may not be altered from the originally homologated model except as noted:

- a. Engine type, configuration, stroke and any modifications of engine components to alter the homologated OEM firing order of the cylinders are not permitted.
- b. Homologated crankshaft
 1. Bearing surfaces may be polished or surface treated.

2. Balancing is permitted only 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.
 3. Attachment of aftermarket ignition components or sensors is permitted.
 4. Primary gears cannot be changed or modified.
- c. Homologated cylinders, cylinder heads and crankcases.
1. Machining, welding and the addition of material are permitted
 2. Cylinder liners or coatings may be replaced or added.
- d. Aftermarket or modified valves, springs, retainers and other valve-train components are permitted. The original number of valves must be maintained.
1. Valve diameter, including stem, must remain as homologated.
 2. Valves must be made of the same basic material as the homologated OEM valves. This restriction does not apply to twin cylinder engines.
 3. Valves must remain in the same location and at the same angle as originally installed by the OEM.
- e. Aftermarket camshafts are permitted.
1. Cam lift and the resulting valve lift must be no greater than the homologated model. This restriction does not apply to twin cylinder engines.
 2. Aftermarket cam drive components are permitted, but must be in the same engine location as the homologated OEM drive.
- f. *All vent, breather, or overflow tubes coming from the engine or transmission, must be contained so as not to release fluid onto the racing surface.*
- g. Transmission shafts and gear sets; two options are available for these components:
1. Originally homologated transmission shafts and gear sets:
 - a. Undercutting and surface treatments are the only permitted modifications.
 2. Additional homologated transmission shafts and gear sets:

Each manufacturer will be permitted one alternative set of gear ratios per homologated model. Approved shafts and gears may be interchanged with the originally homologated models components.

Only shafts and gears sold through the OEM distributor or its dealers are permitted.

- a. Approved alternative transmission component must be available individually or as a set to AMA Superbike-licensed riders for the entire current season (or the remaining part of the season). Orders determined to be legitimate by AMA Pro Racing and accompanied by a 50% deposit must be filled within 15 business days of receipt by the OEM distributor or dealer.
- b. Retail price of individual approved alternative transmission components may not exceed twice the manufacturer's suggested retail price of the components they replace.

5.5 Twin-cylinder air/oil cooled engines

- a. Engine modifications are unlimited.
- b. The engine type/configuration may not be altered from the originally homologated model.

5.6 Fuel Injection

Fuel injection throttle body assemblies may not be altered from the originally homologated model except as noted:

- a. 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.
- b. Variable-length fuel injection intake tract devices that function while the engine is operating are not permitted unless it is standard equipment on the homologated OEM production model.
- c. The stock OEM throttle body assemblies must be utilized.
 1. Modifications are not permitted to the following controlled components:
 - a. Intake bore castings and associated housings
 - b. Butterfly valves and shafts
 - c. Non-flexible fuel rails
 2. Fuel injectors may be replaced with aftermarket units provided the original mounting locations are maintained and no modifications are made to the throttle body assemblies for injector fitment. The total number of installed injectors must be the same as originally produced.
 3. Secondary butterfly valves may be fixed in the open position.
 4. All other fuel injection system components may be modified or replaced with aftermarket items.

5.7 Intake airbox

Homologated airboxes are required with only the following modifications permitted:

- a. Air filters, internal flap type valve, sensors and vacuum fittings may be modified, replaced with aftermarket parts or removed. Any holes in the airbox to the outside atmosphere resulting from the removal of components must be completely sealed from incoming air. All incoming air must pass through the original, unmodified airbox inlets.
- b. Ram air tubes or ducts may be modified, replaced with aftermarket parts or removed. If tubes/ducts are utilized, they must be attached to the original, unmodified airbox inlets.
- c. 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. Variable-length fuel injection intake tract devices that function while the engine is operating are not permitted unless it is standard equipment on the homologated OEM production model.

5.8 Frame

Stock main frame may not be altered from the originally homologated model.

- a. Strengthening gussets and tubes may be added, but none may be removed.
- b. 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.
- c. Frames may be painted, powder coated, polished or surface treated.

5.9 Swingarm

- a. The homologated swingarm must be utilized. The only modifications permitted are gusseting and attachment of stand mounts, and to allow the fitment of non-stock brake components, spacers, axles, and wheels. Any such modifications may not alter the fore and aft axle adjustment dimensions or any other pivot or linkage locations from that of the homologated swingarm. Air/oil cooled twin-cylinder motorcycles are unrestricted.
- b. Rear wheel sprocket and brake rotor must remain with the wheel assembly when removed from the swingarm.

5.10 Fairings and Bodywork

Fairing and bodywork may be modified or replaced with aftermarket or custom type as long as fluid retention regulations and general equipment standards are adhered to.

5.11 Wheels

Wheels may be replaced with aftermarket parts provided they are not constructed of carbon fiber or carbon composites. Maximum rear wheel rim width is 6.25 inches.

5.12 Tires

Any tire approved by the tire manufacturer for racing is permitted.

5.13 Suspension

- a. Front and rear suspension may be modified or replaced with aftermarket parts.
- b. Shocks may be relocated but the original suspension type (dual shock or single shock) must be retained.
- c. Active, semi-active or computer-controlled suspension units are not permitted.
- d. Front wheel removal must be accomplished by removal of the axle from the wheel and forks. If any rotation of the lower fork assemblies is required for removal of the front wheel, it must be done manually. The use of any device (springs, ramps, cams, etc.) to cause fork lowers to rotate during wheel removal and installation is not permitted. The use of any devices such as ledges or ramps to guide and/or hold the front wheel assembly into the axle insertion position are not permitted.

5.14 Fuel Tank

- a. *Steel or metal alloy homologated OEM fuel tanks must be used but may be modified provided the side view profile remains visibly the same as the originally homologated model.*
- b. *Plastic homologated OEM fuel tanks may be replaced with steel or metal alloy tanks to achieve the maximum capacity provided the side view profile remains visibly the same as the originally homologated model.*
- c. The maximum fuel tank capacity is 19 liters (5.02 gallons) as determined by the AMA Pro Racing's official testing equipment.
- d. *Modified plastic fuel tanks are not permitted.*
- e. Modifications to the fuel cap area for the installation of a single internal venting quick-fill coupler is permitted.
- g. Twin-cylinder air/oil-cooled motorcycles are permitted to utilize an auxiliary tank to achieve the maximum fuel capacity.

5.15 Weight

Formula Xtreme minimum weight requirement:

- 350 pounds (without fuel)
- 355 pounds (with fuel)

Section 6

Licenses and Credentials

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6.1 Competition Licenses

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

6.2 License Classifications

There are two classes of rider licenses for Road Racing events run by AMA Pro Racing - Expert and Superbike. Expert licenses are available to riders moving into the pro ranks, while Superbike licenses are issued to riders at the top level of the sport. For specific eligibility requirements, contact AMA Pro Racing and request an AMA Pro License Application.

Road Race Classes

Superbike
Supersport
Superstock
Formula Xtreme®

License Requirements

Superbike only
Superbike or Expert
Superbike or Expert
Superbike or Expert

6.3 Entries for the 2009 season

All entries will be pre-entry only beginning next season in 2009. All entries will need to be received no later than 14-days prior to an event.

6.4 Credentials

- a. All Credentials provided by AMA Pro Racing are the property of AMA Pro Racing and can be revoked at any time without refund of credential fees.
- b. Credentials are issued for exclusive use by the person named on the credential. The lanyard is considered part of the credential and must be worn with the credential around the neck.
- c. Transfer, misuse of, or failure to display both the credentials and specific AMA Pro Racing lanyard is cause for disciplinary action or revocation. Such disciplinary action may be but is not limited to a \$250.00 fine.
- d. A credentialed person without the proper issued credential in their possession may be required to pay the applicable race day rates to be issued the appropriate pass for access to the meet. Credentials are not issued at the racetrack. It is recommended that processing of the credential be completed thru the AMA Pro Racing office 30 days before the first event you wish to attend.

6.5 Contact Information

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

Competition Services
AMA Pro Racing
13515 Yarmouth Drive
Pickerington, OH. 43147
Phone: (614) 856-1900
Fax: (614) 856-1924

Section 7

Race Rules and Procedures

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7.1 Participant Regulation

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

7.2 Substance Abuse Policy

- a. In the interest of maintaining the integrity of motorcycle sports, the AMA has established a Substance Abuse Policy.
- b. Random tests for drugs and alcohol may be conducted at the discretion of AMA Racing.
- c. Compliance with the AMA's Substance Abuse Policy is an essential precondition to the issuance of Professional Competition licenses.
- 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 Professional or Amateur sanctioned events.
- e. See Appendix B, "Substance Abuse Policy"

7.3 Intravenous Hydration

- a. At no time during a meet will a rider receive any type of intravenous hydration unless such hydration is deemed medically necessary by appropriate medical personnel as a result of an emergency medical situation (e.g. heat stroke) encountered by a rider during, or as a result of competing in, an event or the practices, heat races, or motos which are part of an event.
- b. Once a rider receives such hydration during a meet, that rider will not be permitted to compete in any further events including, but not limited to, any further practice sessions, heat races, qualifying sessions or final events comprising any event in the meet unless and until the rider is released by the medical personnel who treats the rider for the specific emergency medical situation at issue.

7.4 Track Rentals - Unofficial Practice

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

7.5 The Racing Program

Each round of the AMA Superbike Championship consists of a number of races usually conducted over a three-day weekend. Riders in each class are given practice time on the track leading up to one or more

timed qualifying sessions, which set the field for final races. Finals in the Superbike class normally run 100 kilometers, while other classes typically have 60-kilometer finals. Several of the rounds of the series are doubleheaders in the Superbike class.

7.6 Bulletins and Supplementary Regulations

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

7.7 Inclement Weather / Unacceptable Track

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

7.8 Motorcycle Usage

Riders must start and complete any race on the same motorcycle (same main frame) except where a back-up motorcycle may be used under certain red flag conditions. See Procedures for Red Flag Stops and Restarts.

7.9 Pre and Post Race Technical Inspections

- a. Motorcycles must have passed pre-race tech inspection before they will be allowed on the race track. Motorcycles must be class legal and must meet all equipment requirements.
- b. Technical inspections of motorcycles, equipment and riding apparel may be held prior to and after a race meet or at other times as determined by the Race Manager or Chief Technical Inspector.
- c. Regardless of a motorcycle, equipment or apparel passing prior inspections, compliance with the rules must be made at the post-race inspection.
- d. More than one motorcycle per class may be presented and passed through initial tech inspection. If more than one motorcycle is to be presented for initial tech inspection:
 1. They will be numbered with a “1” or “2” to identify each motorcycle.

2. The numbers will be located on the triple clamp and clearly visible.
- e. Chief Technical Inspector may require post-race tear downs to begin at any time following the completion of an event.
- f. During post-race technical inspections or tear downs, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area. Only AMA officials or AMA-designated personnel may inspect impounded motorcycles or equipment.

7.10 Pit / Paddock Regulations

- a. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, officials or the public.
- b. Riding of competition motorcycles, other than on the race track or designated test area is strongly discouraged.
- c. Any operation of a vehicle in the paddock must be at a very slow, acceptable speed (15 MPH maximum).
- d. When a rider or mechanic is testing a motorcycle in a designated test area, that person must wear a helmet and be dressed to offer some protection (pants, shirt and shoes).
- e. Smoking is not allowed in pits, grid, signal area, or other restricted areas.
- f. Persons under 16 years of age are not allowed in pits, grid, signal area, or other restricted areas.
- g. Pets are not permitted in pits, grid, signal area, or other restricted areas. Pets in the paddock must be on a leash or properly contained. Certain race tracks may not permit pets in the paddock. If pets are not permitted from the paddock it will be noted in the Supplemental Regulations.
- h. Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their fuel drums, waste fuel, motor oils, coolants, tires, batteries and all other hazardous wastes in racetrack provided, proper hazardous waste locations only. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal. All tires, batteries, fuel drums and any other materials deemed to be hazardous waste must be removed from racetrack property at the conclusion of the event.

7.11 Rider Briefings

- a. All riders entered in a meet must attend the rider briefing.
- b. The Race Manager may call roll or spot-check attendance.

7.12 On Track Regulations

- a. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, officials or the public.
- b. Riders must not intentionally stop on the race course during practice, qualifying, or any race, including cool-down laps. Stopping on the race course to perform a burnout is not allowed. Riders will be assessed a fine and may be held responsible for any damage caused to the racing surface.
- c. No one, except riders officially entered, or event officials may ride or practice on any race course during the meet. Unofficial practice during the race meet is not permitted.
- d. Unless directed to do so by the Race Manager or his designee, no one at any time will be permitted to ride a motorcycle in the wrong direction on the track or pit road.
- e. A rider may make repairs during a race, without assistance, in a suitable area off the race course.
- f. Any form of outside assistance to riders on the course is forbidden except when the assistance is given by corner marshals or officials placed by the Race Manager for the purpose of control with the following exceptions:
 1. Assistance by crewmembers is allowed during practice and qualifying.
 2. Assistance by crewmembers is allowed in the starting grid area for the parade and warm-up laps. Immediately following the start of a race, when the grid is clear, assistance by crewmembers is allowed only to re-start stalled motorcycles. See Procedures for Starts.
- g. A rider leaving the course may only continue the race by properly re-entering the course from the closest point to where that rider left the course without gaining an advantage.
 1. 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.
 2. It will be the duty of the meet Race Manager or his designee to make the determination as to whether a rider gained any advantage by leaving the race course and re-entering. A rider may be determined to have gained an advantage without gaining race position.
- h. A rider whose motorcycle is disabled before reaching the finish line may, by that rider's own unaided muscular energy, push or carry the

motorcycle in the proper direction of the course to complete the race unless the rider is determined to be a hazard by the Race Manager.

- i. Testing of any equipment deemed acceptable by AMA Pro Racing may be conducted in practice sessions, at the direction of the Race Manager.
- j. Once a rider is issued a scoring transponder it must be correctly attached to their motorcycle at all times when on track. Teams owning hard-wired scoring transponders must have the transponder mounted correctly and connected to power at all times when on track.

7.13 Pit Road Speed

Pit road maximum speed is 50 mph at all times. Any rider found to have exceeded the limit during practice or qualifying will be subject to a fine.

Any rider who exceeds the pit lane speed limit during a race will be subject to a ride through penalty.

7.14 Flags / Lights

a. Operational Flag / Lights

1. Green Flag/Light: Indicates the start of a race or clear track conditions.
2. Checkered Flag: Indicates the end of a race or practice session. Proceed around the course to the designated track exit.
3. Red Flag: Indicates the race has been stopped. Reduce speed and proceed safely to the pit road.
4. Red Light: May be used for stopping a race as described under Red Flag.
5. Black Flag with 12-inch Orange Center: Indicates a ride through penalty. Proceed through the hot pit at the posted speed. Riders must complete their ride through penalty within three (3) laps of notification or a time penalty may be assessed. Should the number of laps remaining not permit a three (3) lap notice, a time penalty will be assessed. A Number board displayed with the flag indicates rider being signaled.
6. Black Flag: Indicates a problem with your motorcycle or a disqualification. Number board displayed with the flag indicates the rider being signaled. Carefully reduce speed and stop at the first suitable location off the course.
7. Blue Flag: Indicates to a rider that he is about to be overtaken. Rider is advised to keep his line and allow the faster rider to pass. Riders disregarding this flag may be black-flagged at the discretion of Race Manager.

b. Warning Flags / Lights

1. Yellow Flag with Red Stripes: Indicates debris, fluid or a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.
2. Lime Green with Black Stripes: Indicates the possibility of oil on the track. Passing is allowed. Exercise caution.
3. Yellow Flag / Light
 - a. Stationary Yellow Flag: Indicates a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.
 - b. Waving Yellow Flag/Yellow Light: Indicates serious hazards on or near the track. Proceed with caution. Passing is not allowed from the flag stations displaying the waving yellow flag until the rider is beyond the incident. Violations will be determined from corner worker reports or other evidence deemed appropriate by the Race Manager.
4. White Flag with Red Cross: Indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise caution.

c. Courtesy Flags

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

7.15 Procedures for Practice

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

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

7.16 Procedures for Qualifying

a. Either heat races or timed qualifying may be used to determine which riders are eligible to start final events, and the starting positions of those riders.

b. Timed Qualifying Procedures:

1. Schedule of timed qualifying sessions and number of qualifying positions will be listed in the Supplementary Regulations or the race schedule.

2. Qualifying Group Determination:

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

b. *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.

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

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

3. The timing point may not be the finish line at all racetracks.

4. Fastest lap time of each rider will be posted after every timed qualifying session.

5. Qualifying results will determine grid positions.

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

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

a. At the discretion of the Race Manager, 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.

- b. Individual rider circumstances will not be considered as sufficient reason to waive this requirement.
- 8. Should a qualifying session be stopped with less than 50% of the designated time remaining, the session may be considered complete at the discretion of the Race Manager.
- 9. Any qualifying session stopped with 5 minutes or less remaining will be considered complete.
- c. In programs that require heat races, a rider must attempt to start a heat race in order to qualify for the final.
- d. Should a rider qualified for an event not take part in that event, the race grids will not be altered to fill their position or to make room for other riders.
- e. Should circumstances prevent all scheduled timed qualifying or heat races for a particular class from being run, the next scheduled timed practice for the effected class will be deemed a qualifying session. A point for earning pole position will be awarded. Practice sessions used as qualifying must be at least 15 minutes in duration.
- f. Should circumstances prevent all scheduled timed qualifying or heat races for a particular class from being run, and no further timed practice sessions of suitable duration are scheduled before the final event for that class, the grid will be based upon timed practice session(s) previously completed during the meet. No pole position point will be awarded in this circumstance.
- g. If no timed sessions or, if applicable, heat races are available to set the grid for a class riders will be ordered on the final event grid based upon point standings for the current season and order of entry. No pole position point will be awarded in this circumstance. For the first race of the season the final point standings from the previous season will be used. Priority for grid positions will be determined as follows:
 - 1. Pre-entered riders based on point standings.
 - 2. Post-entered riders based on point standings.
 - 3. Pre-entered riders without points in the class being raced by order of signup.
 - 4. Post-entered riders without points by order of signup.
- h. The maximum number of qualified riders allowed to participate in final events will be published in the Supplemental Regulations for each event. A maximum of 36 riders will be placed on the grid at all

Superbike final events except Daytona. These limits apply regardless of the method used to order the grid.

7.17 Provisional Starts

- a. To be eligible for a provisional start a rider must be either:
 1. Among the top ten riders in the current point standings for the class in which they are requesting a provisional start.
 2. Among the top ten 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.
- c. If heat races are used to order the final grid, a rider must have attempted to start a heat race in order to be granted a provisional start for the final.
- d. Riders granted provisional starts will be placed on the back row of the grid for the final race ordered by points, which may increase the number of riders for that race over the set limit for the class or track.
- e. Riders eligible for a provisional start must notify the race manager 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.
- f. At the discretion of the Race Manager, past AMA 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. This may increase the number of riders over the set limit for a specific class or track.

7.18 Procedures for Grid

- a. The official starting line for each starting row will be plainly marked with approximately 30 feet between each row to form a grid.
 1. 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 one meter.
 2. 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.
 3. Riders who are not properly staged at the green light will be assessed a penalty.
- b. Grid sheets will be posted indicating row and rider. It is the responsibility of the rider to notify race officials if there is an error in the grid sheet within 30 minutes of posting.

c. Electric power must be disconnected from tire warmers on the pre-grid or grid. Tire-warmer use will be allowed only next to the pit wall in the pit road service areas. Any generators must remain in the cold pit, with only extension cords allowed over the wall.

7.19 Procedures for Starts

a. Staging announcements will be made prior to the start procedure for each race. All classes will be given a sighting lap and a warm-up lap prior to the start of races. For live TV races, a schedule with the timing of the start procedure will be posted. All riders should report to the designated staging area prior to the final call.

b. Motorcycles are not permitted from entering the hot pit for staging until 80% of the previous race is complete.

c. An electronic countdown display of numbers will precede the start of each scheduled race. The electronic display and starting lights or flags will be displayed in front of the first row and in view of each rider.

d. Sighting lap procedure:

1. 2-minute board and horn

2. 1-minute board and horn

3. 30-second board and horn

4. Pit lane open for sighting lap. Pit lane exit closed after 1 minute.

5. Riders must be present in their grid position following the sighting lap unless the competitor enters the pits to change motorcycles or perform maintenance.

6. Riders not taking part in the sighting lap may push their bikes onto the grid at the direction of an official or, depending on the track configuration, may have to start the warm-up lap from pit lane prior to the return of the field from the sighting lap.

7. Refueling will be allowed after the sighting lap and before the warm-up lap only in designated areas. *Riders must be off the bike during refueling. The ignition must be off and the motorcycle must be on a rear stand before refueling is permitted to start.*

8. After the sighting lap, only 2 crew members and one umbrella person are allowed on the grid until ALL riders have returned from the sighting lap. AMA officials will indicate when it is safe for non-crew to enter the grid.

e. Warm-up lap procedure:

1. 3-minute board and horn. It is not permitted for any rider to take a warm-up lap for any race in which that rider is not an entrant.

2. 2-minute board and horn. All but two team personnel and one umbrella person must leave the grid. All adjustments and/or repairs must be completed at this time. Teams that wish to continue making adjustments or repairs must remove the bike from the grid.
3. 1-minute board and horn. Tire warmers and stands must immediately be removed. Any delay will result in a penalty assessed against the rider. Team personnel and umbrella holders must start to clear the grid. Motorcycles requiring assistance with starting must return to their grid position prior to the 30-second board being displayed. Failure to do so may result in a fine.
4. 30-second board and horn. Engines must be running and all personnel must immediately clear the grid.
5. Warm-up lap starts from row one on a row-by-row basis. Riders on each row must be prepared to start when signaled by officials standing at the side of the grid. Team personnel are not permitted back onto the grid unless directed to do so by an official.
6. Once the #5 has been changed to the #4, no rider may begin a warm-up lap.
7. Riders returning to the grid must position their front wheel inside the box designating their grid position to be properly staged. The #3 will be shown next to the starting light. It is the responsibility of the rider to report to the correct grid position.
8. Riders not in their grid position when the #2 is shown next to the starting light must start from the back of the grid. Riders still on pit lane will be staged at pit out under the control of an official. Riders staged at pit out will be released after all riders have passed the pit lane exit.
9. Should the countdown reach #1, and a rider is found in the wrong grid position, that rider will be assessed a penalty.
10. Should the riders be required to take a second warm-up lap the race length will be shortened by one lap. Each subsequent warm-up lap will reduce the race length by one lap.
11. Refueling after the start of the warm-up lap is not permitted.

f. Race Start procedure:

1. During the start of a race should circumstances dictate an abort of the countdown, the Starter will stop the displayed countdown and may go back to the previous number displayed. The countdown will resume once the problem is solved.

- a. Should the delay be short, the countdown will be resumed at the #2 mark.
 - b. Should the delay prove lengthy, the countdown will be restarted at the #5 and the riders permitted an additional warm-up lap. Should the riders be required to take a second warm-up lap the race length will be shortened by one lap. Each subsequent warm-up lap will reduce the race length by one lap.
2. Once the #2 is displayed, there will be, at minimum, a 5 second delay before the #1 is displayed.
 3. Following the #1 display there will then be a 2-5 second delay before the green light will be turned on signaling the start of the race.
 4. Should an engine stall once the #1 has been displayed, the rider should wave to get the attention of the Starter or a Grid Marshall. The rider will be given time to remove the motorcycle from the grid, and will then be permitted to join the race once the field has left the grid until the time the race leader completes the first lap.
 5. Should a rider's front wheel axle cross the designated front grid mark before the green light signal, the rider will have jumped the start and a penalty will be assessed. This allows a rider virtually no movement before the start is signaled.
 6. Starts may be divided and started in separate groups or waves. Time interval between waves will be determined by conditions at each racetrack.
 - a. The green light will be activated separately for each wave.
 - b. Once the first group has started, if it is necessary to abort the start of the remaining groups, the red flag will be displayed immediately and there will be a restart in accordance with the Procedures for Red Flag Stops and Restarts.
 7. After the start of a race all back-up motorcycles may remain until two laps have been officially completed (leader has crossed the finish line to begin the third lap).

7.20 Wet Start Events

- a. The Race Manager will determine whether a pending race will be designated as a wet start event if conditions are threatening or if the track is wet.
- b. Should rain begin during a race not originally designated as a wet start event, the Race Manager may stop the race, if track conditions warrant, and designate the restart as a wet start. Any race begun or

restarted as a wet start event will not be stopped solely because of drying track conditions.

- c. Should a race be designated as wet for any class that did not have any wet practice sessions, a brief wet practice may be organized prior to the race. The sighting lap prior to the warm-up lap may be eliminated depending on the available time.

7.21 Procedures for Red Flag Stops and Restarts

- a. If a race already in progress must be stopped, a red flag will be displayed at the finish line and at all corner working stations. Riders should proceed around the track at reduced speed and come to a stop on pit road.
- b. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. In the case of a race restart, any rider that did not complete an assessed penalty will be required to comply with the penalty after the restart.
- c. During a red flag period of a race, repairs, adjustments, or refueling may be made to competing motorcycles only in the designated pit or work area. Any motorcycle that enters the paddock or garage area will not be permitted from returning to the racetrack. Crash trucks retrieving disabled motorcycles from the track may pass through the paddock or garage area to deliver such motorcycles to the designated pit area or a controlled drop-off point. Refer to Supplemental Regulations for each race meet for the location of a controlled drop-off point and special procedures for tracks with hot pit garages.
- d. Riders re-grid positions will be determined by their race positions in the lap preceding the red-flagged lap. Example:
 - 1. If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the re-grid positions will be determined from the 8th lap.
 - 2. If a Red Flag is shown when the leader and all other riders are on the 10th lap after completing the 9th lap then the re-grid positions will be determined from the 9th lap.
- e. When a race is stopped with two laps or less (less than one lap in heat races) completed by the leader, it will be restarted at the beginning of lap one using original starting positions. Riders unable to restart will be listed in the results relative to the order in which they dropped out.
- f. Except in heat races, should a race be stopped with more than two laps, but less than 50% of the total laps completed by the leader, the field will be re-grid for the restart.

- g. Riders determined by the Race Manager to be responsible for stopping a race will be placed on the restart or the finishing order in last place of the lap in which they were scored, in accordance with the restart procedure and relative to their involvement (first rider involved last, next rider involved next to last, etc.).
- h. Should a race be stopped in which 50% (one lap in heat races) or more of the total laps have been completed by the leader, the race may be considered complete at the discretion of the Race Manager. Should the race be restarted, the re-grid will be determined per the procedure utilized for races stopped with more than two laps completed by the leader.
- i. 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.
- j. Riders who are not present at the starting grid for the original start of a race are barred from any subsequent restarts.
 - 1. Riders who are present at the grid but are unable to start due to a stalled motorcycle may join the race from the pit road or starting grid until the time the race leader completes the first lap.
 - 2. Riders who are unable to join the race by this procedure are barred from any subsequent restarts occurring with more than two laps completed by the leader.
- k. Should a race require a red flag, a minimum of 2 laps will be deducted from the remaining race distance.
 - 1. The number of laps remaining for the restart of the race will be displayed on the grid marshals white boards located in the hot pits.
 - 2. A race in which the race distance is reduced prior to the start of the event may be exempt.
- l. A rider that causes a red flag by appearing to have sustained injuries requiring medical attention bodily injury will take a mandatory ambulance ride to the track medical center. Such rider is not permitted to rejoin the race until cleared by the Doctor at the medical center.

7.22 Back-up Motorcycles

- a. *Back-up motorcycles are permitted in all classes.*
- b. If more than one motorcycle is to be presented for initial tech inspection they will be numbered, on the triple clamp and easily visible, with a "1" or "2" to identify each motorcycle.
- c. When a race is restarted following a red flag, a rider who was present at the starting grid, but was unable to start or dropped out after the

start, is permitted to restart on a back-up motorcycle until two laps have been officially completed, (leader has crossed the finish line to begin the third lap), using the following procedure:

1. Rider must obtain permission from the Chief Steward or Race Manager.
 2. All back-up motorcycles must be staged on pit lane or in a designated area and identified to grid officials.
 3. Rider will be grid on the last row of the restart grid in a position determined by scoring.
 4. Riders who are present at the grid but are unable to start may join the race from the pit road/grid until the time the race leader completes the first lap.
- d. Tire warmers are permitted on backup bikes provided they are unplugged from the start of the sighting lap to the start of the race.

7.23 Scheduled Pit Stops during a Race

a. During refueling only:

1. *During the refueling process, the rider is not permitted to be on his machine.*
2. *The ignition must be off and the motorcycle must be on a rear stand before any refueling is permitted to start.*

b. Refueling is permitted only on pit road in the rider's pit area, utilizing the following equipment:

1. Only dump cans are permitted to be used for refueling stops.
2. Only funnels made from non-sparking material are allowed.
3. Fuel must flow from container to fuel tank by force of gravity only.
4. If an additional vent coupling is installed and utilized in the fuel tank, that vent must be connected to the dump can, thereby venting air from the tank back to the can during refueling.

c. When refueling during a scheduled pit stop, a crewmember must be standing by with a fire extinguisher ready for use.

1. "Standing by" means close enough to be immediately involved if needed.
2. "Ready for use" means with the pin pulled and the nozzle aimed at the motorcycle.
3. Each rider's crew or team must be equipped with its own fire extinguisher.

4. Fire extinguisher must be fully-charged and have a minimum 5 lb. BC Rated specification.
 5. Compliance with this rule will be determined by officials assigned to pit road and cannot be protested.
- d. The number of crewmembers permitted on the hot side of the pit wall for servicing, refueling and tire changes during a pit stop race is limited to five per motorcycle.
1. A sixth crewmember may be on the track side of the pit wall solely to perform the fire extinguisher duty as previously described during the refueling process. This crewmember is not permitted to assist or work on the motorcycle while over the wall.
 2. Any other crewmembers on the track side of the pit wall, above the maximum of *six* involved with the motorcycle, are allowed to perform signaling/timing duties only in the designated signal area.
 3. All crewmembers are required to wear long pants.
- e. Pneumatic, hydraulic or electrically-operated motorcycle stands or lifts are not permitted for use during pit stops. Only hand or foot-operated leverage stands are permitted

7.24 Races Utilizing a Pace Car

- a. A Blue Flag with Yellow X shown stationary at each corner station will indicate the pace car is being dispatched and the race is neutralized. Riders should slow and be prepared to catch up to the pace car. All riders should close the gap on the rider in front of them but hold their positions unless instructed otherwise by a race official.
- b. Riders must be prepared to perform pit stops at any event if needed to complete the posted race distance. Pit lane speed limit must be observed.
- c. Detailed Pace Car procedures will be detailed at riders meetings as each facility is unique in layout and configuration.

7.25 Race Finishes

- a. Races are officially ended for all contestants at the completion of the lap on which the checkered flag is displayed to the winner. Riders will be credited with all laps they complete during a race unless a penalty has been assessed.
- b. Should the checkered flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance. Under any other circumstances, the winner is the leader at the time the checkered flag is displayed.

- c. Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider will be scored as having completed the race in the race position in which the rider was running at that time.
- d. Should a race not be restarted after a red flag, riders' final positions will be determined by their race positions (not track positions) in the lap preceding the red-flagged lap.
- e. A video camera may be utilized at the finish line to aid the scorekeepers in determining the finishing order of a close race. Should video footage from an AMA Pro Racing designated camera be unavailable or inconclusive for any reason, the scoring of the finish will be based solely on the scorekeepers' decision.
- f. Any riders who do not complete the checkered flag lap will be scored in order of finish and laps completed. Riders dropping out of a race on the same lap will be scored in the order that they last crossed the finish line.

7.26 Official Race Results

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

7.27 Championship Points

- a. When the results of Championship races are declared official, points will be awarded to the top 30 finishers according to the following schedule:

Finish Position	Points		Finish Position	Points
1	36		16	15
2	32		17	14
3	29		18	13
4	27		19	12

Finish Position	Points		Finish Position	Points
5	26		20	11
6	25		21	10
7	24		22	9
8	23		23	8
9	22		24	7
10	21		25	6
11	20		26	5
12	19		27	4
13	18		28	3
14	17		29	2
15	16		30	1

- b. A bonus point will be paid to the fastest qualifier (pole position) in all classes.
- c. One bonus point will be paid to the rider leading the most laps in each final event. In the event of a tie for most laps led, the rider in the lead position last will be awarded the bonus point.
- d. In the event that there is a tie for a championship, that tie will be broken based on the number of wins in the series. If that does not break a tie, the number of second-place finishes will be compared, then thirds, fourths, etc. until the tie is broken. If a tie remains, the best finish in the last race will determine the champion. Ties will be broken as they occur.
- e. Riders must complete a minimum of 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.

7.28 Manufacturer Points

- a. To establish a manufacturer champion for Superbike, points will be awarded to each manufacturer for its highest-placed finisher in main events.
- b. The same 30-place points payoff scale will be used.

Appendix A

Offenses, Penalties, Protests, and Appeals

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A1 General Information

A1.1 Through the establishment and enforcement of various rules and procedures, AMA Racing strives to regulate the sport of professional motorcycle racing in the fairest possible manner. By participating in an AMA Pro Racing meet, each participant agrees to abide by AMA Pro Racing's rules and procedures. In addition, AMA Pro Racing-licensed riders are held responsible for the actions of their crewmembers. As part of entering an AMA Pro Racing meet, a rider assures AMA Racing that his/her crewmembers are AMA members in good standing. All parties involved in AMA Pro Racing meets are expected to conduct themselves in a professional manner, respecting at all times the rights of others. Participation in AMA Pro Racing-sanctioned activities is a privilege afforded to license and event credential holders, and all such participants understand that violation of AMA Pro Racing rules and procedures can lead to forfeiture of their competition licenses or event credential, fines, points deductions, lap deductions, finishing position deductions, time penalties (which must result in the loss of at least one finishing position), disqualification and other disciplinary actions as outlined herein.

A1.2 Rules directed or related to safety are promulgated to make all persons concerned with safety, but AMA Racing neither warrants safety if the rules are followed nor compliance with and enforcement of rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.

A1.3 Through its protest and appeal procedures, AMA 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 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 Racing.

A2 General Offenses and Penalties

A2.1 This section outlines actions which are deemed to be detrimental to the sport of motorcycle racing and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the Race Manager may disqualify any participant or motorcycle from the balance of a race meet for violation of these rules, insubordination or other actions deemed in the sole discretion of the Race Manager to be detrimental to the race meet and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the meet site. In addition, the Race Manager is empowered to levy fines and to recommend to AMA Racing that a party or parties be suspended from participation in AMA Pro Racing-sanctioned activities. Unless otherwise specifically provided for in these rules, AMA Racing is empowered to suspend from competition any rider, crewmember or motorcycle for a period of one meet up to an indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole discretion of AMA Racing, to be detrimental to the sport of motorcycle racing. AMA Racing is also empowered to, in addition to or in lieu of a suspension from competition, suspend a rider's eligibility to earn points for one or more events including, but not limited to, the event in which the rules violation took place. In addition, AMA Racing is empowered to levy fines, points deductions, finishing position deductions, time penalties (which must result in the loss of at least one finishing position) and lap deductions. The beginning and ending dates of any such suspension will be as determined by AMA Racing.

A2.2 Any supplemental rules, regulations, instructions or procedures established by AMA Racing for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.

A2.3 The following offenses will be subject to disciplinary action by the Race Manager and/or AMA Racing. This list is provided as guidance to licensed competitors and event credential holders but does not restrict AMA Racing from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.

- a. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by AMA Racing, or in general, competing or attempting to compete in AMA Pro Racing-sanctioned activities under false pretenses.
- b. Competing under a false name or in any other way attempting to gain an unfair advantage.

- c. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
- d. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMA Pro Racing rules or procedures or to otherwise gain an unfair advantage.
- e. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMA Pro Racing rules or procedures or to otherwise gain an unfair advantage.
- f. Refusing to provide a factual statement regarding an item under appeal when requested by AMA Racing or a party to the appeal; or interfering in any way with AMA Pro Racing's protest and appeal procedures in order to influence the outcome.
- g. Failing to ride in a meet after entering without giving proper notice of non-participation.
- h. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start or completion of any portion of an AMA Pro Racing event.
- i. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.
- j. An attack on an AMA Racing official and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during, or after an AMA Pro Racing meet. There will be no maximum fine or suspension period for this offense.
- k. Refusal to submit a machine for inspection. Any rider refusing to immediately surrender his or her machine to the Race Manager or his designee upon demand, or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
- l. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track; and in so doing gaining an unfair advantage.
- m. Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition, except as provided for in these rules.
- n. Failure to appear for scheduled registration and/or pre or post race tech inspection.

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

A3 Equipment Offenses and Penalties

This section deals with violations of equipment regulations. Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at the post race inspection. Any motorcycle found to be in violation of equipment rules may be assumed to have been in violation for the entire race meet. In passing a motorcycle through technical inspection, AMA Racing does not warrant that motorcycle's adherence with all rules. Each participant assumes full responsibility for any violation of equipment rules involving his/her motorcycle.

A3.1 Equipment offenses are divided into two types. AMA Racing determines, at its sole discretion, into which category the offense falls:

- 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 Racing may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow the Technical Manager or other independent personnel authorized by AMA Racing to perform detailed inspections and testing.
- b. In the case of an appeal, AMA Racing may retain custody of impounded equipment until the appeal process has been completed.

A4.3 Penalties: At the discretion of AMA Racing, any or all of the following penalties may be administered.

- a. Category 1
 1. Disqualification
 2. Total or partial loss of points or laps
 3. Total or partial loss of prize money
 4. Suspension
 5. Fine
- b. Category 2
 1. Total or partial loss of points or laps
 2. Fine
 3. Warning

A4 Protests

A4.1 Unless specifically excluded herein, riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine with these rules or the eligibility of a rider.

A4.2 There are two types of protests: technical and administrative. Technical protests relate to the legality of motorcycles and components used in competition. All other protests will be defined as administrative.

A4.3 Every protest must be made separately and in writing. Each protest must specify the violation of AMA Pro Racing rules or procedures which is alleged, and must be accompanied by a filing fee. For a technical protest the filing fee is \$1000.00 For all other protests the filing fee is \$500.00. The Race Manager will not accept verbal protests or protests which are not accompanied by the required fee.

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

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

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

A4.7 Protests will not be accepted on decisions of AMA Racing officials with respect to the interpretation of AMA Pro Racing rules as they pertain to race procedures or AMA 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 the black flag; assessment of finishing position, lap or time penalties; and disqualifications, see Appeals, whether from a single event or the entire race meet.

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

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

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

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

A4.12 Any legitimate expense to which AMA Racing may be put as the result of a protest must be paid by the protesting party, and the Race Manager or his designee may require in advance a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, such costs must be reimbursed by the protested party.

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

A4.14 If the Race Manager or his designee decides a protest in favor of the protested party, he will forward the protest fee to AMA Racing along with his written report. However, in the case of a technical

protest which involves the teardown or measurement of an engine, the protested party will be entitled to the protest fee.

A5 Appeals

A5.1 Appeals may be lodged by participants to initiate AMA Racing's administrative review process. Items which may be appealed include:

- a. Unless specifically excluded herein, an appeal may only be lodged by a party which loses a protest and desires further review of the issue.
- b. Only the parties involved may lodge an appeal to challenge fines, suspensions and technical disqualifications levied by Race Manager and/or AMA Racing.

A5.2 Items which may not be appealed include:

- a. Disqualifications (procedural).
- b. Protestable items for which no protest was lodged.
- c. Decisions of AMA Racing officials with respect to the interpretation of AMA Racing rules as they pertain to race procedures. Such decisions include, but are not limited to, establishment of grids and assignment of starting positions; the start of the race; jump starts; the control of the motorcycles; the decision to delay, stop or shorten a race; establishment of restart grids; the assessment of finishing position, lap or time penalties; black flag disqualifications, whether from a single event or the entire race meet.
- d. Decisions of the scorer for an event with respect to timing and scoring or any recheck thereof by AMA Racing.
- e. In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to re-run an event.)

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

AMA Racing Technical Department
13515 Yarmouth Drive
Pickerington, OH 43147
Phone: (614) 856-1900
Fax: (614) 856-1924

via facsimile transmission, express mail service, United States mail or such other delivery service of the appellant's choice; provided that the

appeal must be received at AMA Racing headquarters by 5:00 p.m. on the third business day after notification to the participant via fax, telephone, or mail of the ruling or incident in question.

A5.4. A filing fee of \$500.00 must accompany the appeal. The filing fee will be refunded only if the appealing party prevails. Laboratory fees for fuel testing must be paid by appealing party and are non-refundable.

A5.5 Both AMA Racing and the appealing party will be responsible for producing the following within 14 days of notification of the decision/incident being appealed:

- a. Copies of all written statements which will be offered as evidence at an appeal hearing.
- b. A complete list of witnesses to appear at the appeal hearing. Attorneys are not permitted at appeal hearings.

A5.6 As soon as practical, AMA Racing will review all materials submitted as required and will, in the interest of deterring frivolous appeals, determine whether, in its sole and absolute discretion, the circumstances of the appeal warrant the convening of an appeal board. If the ruling or incident being appealed is of a technical nature, the determination will be made by the Vice President of Racing, the Senior Director of Racing, and the Technical Manager of the racing discipline at issue. If the ruling or incident being appealed is of an administrative nature, the determination will be made by the Vice President of Racing, the Senior Director of Racing, and the Director of Racing of the racing discipline at issue.

- a. If the appealing party is appealing an AMA Racing decision, AMA Racing shall take one of three initial actions: (i) rule in favor of the appealing party, take appropriate remedial action and refund the filing fee; (ii) convene an appeal board, or (iii) determine the appeal to be frivolous. If the appeal is determined to be frivolous, an amount in addition to the \$500.00 filing fee may be assessed against the appealing party. Said amount will be equal to the actual costs incurred by AMA Racing in making the initial determination and shall be considered a fine under these rules such that all applicable rules regarding fines will apply.
- b. If the matter being appealed is a dispute between two participants, AMA Racing may mediate the matter in an effort to reach an agreement between the parties; but failing to do so, must convene an appeal board to hear the matter. (For these purposes, a dispute between two riders is deemed to exist only if one party or the other has filed a formal protest against the other. Having a material interest in an appeal, e.g. being in a position to gain or lose monies or points as a result of the outcome, will not constitute a dispute.

A5.7 Each appeal board will consist of three persons with no material interest in the matter at hand. Selection of the appeal board members is at the sole discretion of the Senior Director of Racing, but AMA Racing will make every effort to assure a fair and impartial hearing.

A5.8 No evidence or other information will be given to the appeal board members in advance of the hearing, and AMA Racing will use its best efforts to keep the composition of the appeal board confidential until the hearing. Any effort by any party to unfairly influence a member of an appeal board may result in disciplinary action. For these purposes any effort to discuss the matter under appeal prior to the hearing will be considered an attempt at influencing the appeal board member.

A5.9 The time and place of the appeal hearing will be determined by AMA Racing. The appeal hearing will be convened as soon as practical, and barring delays will be held no more than 45 days after the ruling/incident being appealed.

A5.10 The Senior Director of Racing or his designee will serve as non-voting chairman of the appeal hearing. No other member of the appeal board will be an employee of AMA Racing.

A5.11 AMA 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 Racing. AMA Racing will make every effort to verbally confirm the time and place of the hearing with the appealing party.

A5.12 Appearance at the hearing will be the responsibility of the involved parties. If the appealing party fails to appear, the appeal board may go forward with the hearing. In the event of a documented emergency on the part of the appealing rider, the hearing may be delayed.

A5.13 The appeal hearing will be informal and rules of evidence will not apply. The following guidelines for conduct will, however, be enforced by the chairman:

- a. The chairman and members of the appeal board may at any time ask any questions they deem appropriate.
- b. All parties involved in the appeal will be expected to provide full cooperation to the members of the appeal board in establishing pertinent facts and gathering information.
- c. All comments from parties involved in a dispute will be to the appeal board members. No debate between the disputing parties will be permitted.

- d. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the appeal board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.
- e. Any party to a matter under appeal may request a written statement from any AMA Racing official or AMA Pro Racing competition license holder believed to have relevant information. Refusal by any AMA Racing official or license holder to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.
- f. Information presented to the appeal board must relate directly to the matter under appeal. Discussion of past appeals or situations involving other participants will not be considered. The chairman may ask the appeal board to rule on the validity of information or testimony being presented.
- g. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.

A5.14 The following order of business will be followed at appeal hearings:

- a. Introductions and summary of matter under appeal.
- b. Presentation of written and oral testimony, with the party in a defense posture presenting its evidence last.
- c. Questions from the chairman and appeal board members.
- d. Closing statements, again with the party in a defensive posture going last.
- e. After all evidence has been presented, the appeal board will go into executive session to consider its decision. The chairman may, upon the request of at least two members of the appeal board, be present as a consultant to this process. It is the responsibility of the appeal board to rule on the matter at hand within the context of existing AMA Pro Racing rules and regulations. Appeal boards are encouraged to make recommendations regarding such rules and regulations but have no power whatsoever to waive or modify rules that were in place at the time of the matter under appeal.
- f. Decisions of the appeal board will be by simple majority.
- g. Upon reaching a decision, the appeal board will inform the chairman of same and the chairman will assist in drafting the board's formal statement.

- h. Upon completion of the appeal board's formal statement, the appeal hearing will be reconvened and the chairman will read the statement.
- i. The hearing will be adjourned with the decision of the appeal board final to all parties.

A5.15 If the appeal board members do not feel they can make a decision based on the evidence made available to them at the appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no formal decision has been reached within seven days of the appeal hearing, the appeal board will be dismissed. At that point the Senior Director of Racing must either mediate a resolution to the appeal or convene a new appeal board.

A5.16 AMA Racing will reimburse actual expenses incurred by members of the appeal board. Parties and witnesses to the appeal will not be entitled to any such reimbursement.

A5.17 If an appeal is upheld, the appealing party will be refunded the filing fee. If an appeal is denied, the filing fee will be retained by AMA Racing to defray costs of the hearing.

A5.18 While in the process of appealing a fine or suspension, a participant may continue to participate in professional events. However, this privilege may be denied, at the sole discretion of AMA Racing, if the suspension is related to an offense under AMA Pro Racing Substance Abuse Policy or for riding in such a manner as to endanger the life or limb of other riders, officials or the public.

A5.19 The participants to the appeal agree that the determination of AMA Racing (in the event the appeal is determined frivolous) or the appeal board is final, binding and shall not be appealable to the AMA, 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 Racing in its sole and absolute discretion. Said disciplinary action may include the permanent suspension of the rider, crewmember, other individual or motorcycle from participation in AMA Pro Racing sanctioned competition or any lesser disciplinary action deemed warranted by AMA Racing.

A5.20 Publication of protests, appeals, and the interim and final results of said protests and appeals, in Cycle News, American Motorcyclist magazine, other magazines, and any other media is expressly agreed to by the participants to any protest or appeal. The participants agree

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

Appendix B

Professional Racing Substance Abuse Policy

This Substance Abuse Policy is being provided to you by AMA Pro Racing in accordance with your agreement and our mutual recognition of the importance of the safety and integrity of the sport. Your continued support of the Substance Abuse Policy, and participation in its testing program, are essential to your personal success and safety and the future of professional motorcycling activity.

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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 riders, officials and other AMA Pro Racing license holders in the same manner and to the same extent as AMA Pro Racing Rules for Competition. Persons applying for any AMA Pro Racing license must agree to the following:

"I recognize the importance of maintaining the safety and integrity of professional motorcycle racing. Accordingly, I agree to strictly comply with AMA Pro Racing's Rules for Professional Competition and AMA Pro Racing's Substance Abuse Policy. I understand that my agreement to comply with the Substance Abuse Policy is an essential precondition to the issuance of a professional license and that I must abide by the Substance Abuse Policy and submit to such testing procedures as may be conducted from time to time at the sole discretion of AMA Racing as a condition of continued licensure. I further understand that any violation of the Substance Abuse Policy, or failure or refusal to submit to testing and honestly participate in any testing procedure, will result in immediate disciplinary action which may include the cancellation of my AMA Pro Racing competition license and the denial of my privilege to participate in any AMA Pro Racing or AMA amateur sanctioned events."

B1 Prohibited Acts and Substances

B1.1 AMA Pro Racing riders, officials and other AMA Pro Racing license holders 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 Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.
- b. AMA 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 Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.
- b. AMA 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 riders, officials and other AMA Pro Racing license holders are prohibited from being under the influence of alcohol.

- a. With regard to riders and officials, there shall be zero tolerance with regard to alcohol. Any rider or official 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.
- b. AMA Pro Racing license holders other than riders and officials will be deemed under the influence of alcohol if a test reveals a blood alcohol content above 40mg per 100ml (.04%) at the time of testing. Such persons shall be immediately 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.
- c. Nothing contained above shall preclude AMA Racing officials from determining that a person with a measurable blood alcohol content

below .04% is physically unfit to participate in an AMA Pro Racing event, taking such action as the officials deem appropriate under AMA Pro Racing rules.

B2 Voluntary Disclosure

B2.1 AMA Racing encourages voluntary disclosure of substance abuse and supports voluntary rehabilitation efforts by persons subject to the terms of this Policy. Consequently, AMA Racing is agreeable to accommodating such persons during their recovery and abstinence so long as the safety and integrity of AMA Racing's professional racing program are not jeopardized.

B2.2 AMA 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 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 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 Racing, the individual will be permitted to continue participation in

the program, without penalty, during a probationary period specified by AMA 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 Racing, then the further participation of the individual will be withheld until such time as there is evidence, acceptable to AMA Racing, that the individual's participation will no longer jeopardize the safety and integrity of the program.

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 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 B2.4 of this Policy or at the time of notification of a test under the reasonable suspicion provisions of Item B2.3. By doing so, the individual will be granted coverage under this section of the Policy (Voluntary Disclosure) rather than Item B5 (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 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 Racing may require designated riders, officials or other AMA Pro Racing license holders 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 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

B3.3 In addition, AMA Racing may require a designated rider, official or other AMA Pro Racing license holder 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 riders and officials for prohibited substances, drugs and alcohol will be conducted from time to time at the sole discretion of AMA 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.
- b. Race officials involved with safety or the outcome of an event shall also be subject to random testing each time random testing for riders is conducted. Officials subject to random testing shall include, but not necessarily be limited to: AMA Racing staff; chief stewards; observers; starters and assistant starters; pit stewards, assistant pit stewards and/or grid workers; scorekeepers; technical inspectors and assistant technical inspectors.

B4.2 Selection of individuals to be tested shall be governed by the following guidelines:

- a. Selection of employees, officials and riders for random testing shall be overseen by the Program Administrator or his designee with at least one additional AMA Racing official as witness. All

employees, officials and registered riders shall have an equal chance of selection.

1. Feature class and officials: Names of all riders entered in the event's feature class, and all AMA Racing employees and officials subject to testing on that day, shall be pooled together. There will be a predetermined number of riders to be selected (not fewer than three nor more than 20 percent of the rider field). Names will be selected at random until the predetermined number of riders has been achieved. No minimum or maximum number shall apply to employees and officials.

2. Support classes: For each support class in which testing is planned, names of riders entered shall be pooled together. There will be a predetermined number of riders to be selected (not fewer than three nor more than 20 percent of the rider field). Names will be selected at random until the predetermined number of riders has been achieved.

b. 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 B1 of this Policy, and conditions under which reinstatement may be considered, shall be as follows:

a. Suspension from participation in AMA Pro Racing and AMA amateur competition for an indefinite period, such period to include at least one race of comparable status as that at which the violation occurred. AMA 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 Racing. All fines must be paid before reinstatement will be considered.

c. Reimbursement of all testing and associated costs incurred by AMA 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 Racing. The costs of the test are to be borne by the person 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 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 Racing, and at AMA Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

B.5.2 Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item B11. 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 B1 of this Policy, and conditions under which reinstatement may be considered, shall be as follows:

- a. Suspension from participation in AMA Pro Racing and AMA amateur competition for an indefinite period of not less than two years. AMA 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 Racing. All fines must be paid before reinstatement will be considered.
- c. Reimbursement of all testing and associated costs incurred by AMA 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 Racing. The costs of the test are to be borne by the person under suspension. Failure to pass this test will constitute a third offense of this Policy and penalties prescribed in Item B7 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 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 Racing, and at AMA 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 Racing for violations of this Policy are subject to appeal as provided for in Item B11. 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 person is found in violation of Item B1 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 and AMA-sanctioned amateur events in any capacity.

B7.2 Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item B11. 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 rider, official or other AMA Pro Racing license holder 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 Racing; that person shall be suspended from participation in any AMA Pro Racing or AMA amateur competition for an indefinite period of not less than two years.

B8.2 If any rider, official or other AMA Pro Racing license holder 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 Racing; and that person shall be suspended from participation in any AMA Pro Racing or AMA amateur 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 B6, 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 B7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

B9 Falsifying or Withholding Information

B9.1 Any rider, official or other AMA Pro Racing license holder 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 rider, official or other AMA Pro Racing license holder 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 B6, 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 B7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

B10 Release of Information

AMA 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 medical information, conclusions and interpretations related to such test results or the performance of such tests. AMA 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 Persons 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 ~~allowed~~ under this Policy.

- a. Appeal of the findings of AMA Racing's testing laboratory with respect to a body fluid.
 1. 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 B12.1(b).
 2. 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.
 3. AMA Racing will use its best efforts to expedite the second test, which will be at the expense of the person who tested positive.
 4. The person 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.
- b. Appeal of disciplinary actions levied under this Policy
 1. Appeal of disciplinary actions imposed by the Administrator of the AMA Pro Racing Substance Abuse Policy must be made in writing, and within 14 days of notification of the penalty, to the Senior Director of Racing. Specific procedures for such an appeal are provided in the AMA Pro Racing Rules for Professional Competition.
 2. 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.
 3. At the sole discretion of AMA Racing, riders may be permitted to race while appealing penalties related to this Policy which do not involve use or abuse of a prohibited substance.

B12 Collection and Transport of Specimens

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

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

B13 Facility for Testing

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

B13.1 The testing facility will determine whether a particular specimen tests positive with respect to a prohibited substance and/or alcohol.

B13.2 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

Costs of routine random tests conducted under this program will be paid by AMA 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 \$45.00. AMA Racing reserves the right to adjust this cost.

B15 Treatment for Drug or Alcohol Abuse

AMA Racing does not recommend or provide specific drug or alcohol rehabilitation programs. Rather, AMA 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 Racing in order to protect the safety and integrity of motorcycle sport.

B16.2 The Senior Director of Racing, or his designee, shall serve in the role of 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.

B16.3 In order to demonstrate AMA Racing's commitment to the safety and integrity of motorcycle racing and to underscore its commitment to an effective and credible Substance Abuse Policy:

- a. Any AMA Racing official found in violation of this Policy may, at the sole discretion of AMA Racing, be permanently barred from future involvement in AMA Pro Racing and AMA amateur competition.
- b. The Program Administrator for the AMA Pro Racing Substance Abuse Policy shall, as a precondition to holding that position, submit to periodic urine, blood, breath and/or eye testing as requested at the sole discretion of the Senior Director of Racing, costs of such tests to be borne by AMA Racing.

B17 Applicability of AMA Pro Racing Rules of Competition

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 Racing. The AMA Pro Racing Substance Abuse Policy is binding upon all AMA Pro Racing riders, officials and other AMA Pro Racing license holders in the same manner and to the same extent as the AMA Pro Racing Rules for Competition.

Appendix C
Officials' Duties

Section	Officials' Duties	Page
C1	Race Manager.....	101
C2	Chief Steward / Operations Manager.....	101
C3	Chief Clerk / Registrar.....	102
C4	Timing and Scoring Manager.....	102
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C1 Race Manager

C1.1 To determine that qualified personnel are assigned to those positions necessary to ensure the efficient conduct of the event, and to provide payment for services rendered by officials in accordance with AMA guidelines.

C1.2 Insure the race course is suitable and discontinue race activity if conditions become unacceptable.

C1.3 Determine if all riders are qualified to properly negotiate the course and prohibit any riders not so qualified from competing.

C1.4 Direct the Starter to black flag riders off the track for any condition he deems to be unacceptable or in violation of any rules.

C1.5 May direct the Starter to red flag/light a race which was started improperly.

C1.6 Provide for a technical inspection area.

C1.7 Direct or oversee the activities of all other track and pit officials.

C1.8 See that an accurate time schedule is kept for all races.

C1.9 Receive all protests and render decisions thereon, subject to appeal to the AMA.

C1.10 Render all decisions on disqualification of riders, and penalize any rider who violates any of the rules of the meet or the AMA.

C1.11 Make a full written report within three days of all details of the meet, to the AMA.

C1.12 Allocate a properly enclosed location for engine inspection.

C1.13 The Race Manager is empowered to make and enforce temporary regulations necessary to cover emergencies or special conditions (not covered in the Rule Book), including any unforeseen situation for the betterment and in the interest of the program. The Race Manager must consider all protests and appeals.

C1.14 The number of riders permitted to start in any meet will be subject to approval of the Race Manager and/or the AMA.

C2 Chief Steward / Operations Manager

C2.1 Assist the Race Manager in organizing and supervising track officials.

C2.2 Assist the Race Manager in track preparation or maintenance before and during a meet.

C2.3 Such other duties as may be assigned by the Race Manager.

C3 Chief Clerk / Registrar

C3.1 Exhibit a list of all events.

C3.2 Receive all entries and check the riders' competition licenses.

C3.3 Provide the Pit Steward with two copies of the results for posting and line-up in the pits as soon as possible after each event. At the end of the meet, insure that the final results are posted.

C3.4 Provide all line-up lists and result lists to the promoter for distribution to the press.

C3.5 Such other duties as may be assigned by the Race Manager.

C4 Timing and Scoring Manager

C4.1 Manage timing and scoring/information distribution operations.

C4.2 Responsible for determining that official timing and scoring procedures are followed.

C4.3 Operate electric timing equipment as approved by the AMA, and keep an accurate record of all times and report the same to the Race Manager.

C5 Starter

C5.1 Provide a complete set of flags for use during the race.

C5.2 Assign extra flagmen, when required, at various points throughout the course.

C5.3 Determine if scorers, timers, umpires, etc., are ready and in place before starting the race.

C5.4 Position riders at the starting line, start the race, give halfway flags, last lap flags and finish flags.

C5.5 Flag off the course any disqualified riders and otherwise direct the progress of the race with flags, as instructed by the Race Manager.

C5.6 Instruct the corner workers as to the performance of their duties, and insure that each corner worker/flagman has been supplied with the necessary flags.

C5.7 Such other duties as may be assigned by the Race Manager.

C6 Judges, Umpires, and Observers

C6.1 Judges may be assigned by the Race Manager to determine the outcome of any meet.

C6.2 Umpires may be assigned by the Race Manager and when assigned will watch the progress of the meet and report any infractions of the rules to the Race Manager.

C6.3 Line judges will be assigned by the Race Manager to correlate a correct start with official Starter.

C7 Pit Steward

C7.1 Notify riders to appear at the starting point in time for each event in which they are entered and assign proper starting positions.

C7.2. Maintain neat, suitable and orderly pits for the riders to work from.

C8 Technical Inspector

C1.6 Provide technical inspection of equipment being used by the riders and bar any equipment which does not conform to equipment regulations.

C8.1 Provide a place for and conduct a technical inspection before a rider is permitted on the course for practice.

C8.2 Affix a sticker, mark or seal on each machine showing that it has passed technical inspection.

C8.3 Make a list of machines and riders that have been inspected.

C8.4 Hold a lottery for starting positions and record the results.

C8.5 Process all contingency approval and tech inspection forms.

C8.6 During the day be alert for any unacceptable equipment and report the equipment to the Race Manager.

C8.7 Conduct post race inspections to assure rule compliance.

C9 Equipment Steward

C9.1 Responsible for uniforms and other equipment transported on the truck as assigned by the race manager.

Appendix D

Sound Test Procedures

This is a summary of the SAE J1287 stationary sound test procedure. This procedure may be used to test motorcycles as a prerequisite for entry into a competitive event.

Section	Sound Test Procedures	Page
D1	Sound Test Equipment.....	105
D2	Test Site.....	105
D3	Measuring the Sound.....	105

D1 Sound Test Equipment

D1.1 The following instrumentation shall be used, a sound level meter meeting the Type 1, Type S1A, Type 2, or Type S2A requirements of ANSI S1.4-198

D1.2 For convenience, attach a 20-inch string to the front of the sound level meter for the stationary sound test.

D1.3 Do not use a stick or wire for this purpose as the sound level reading may be affected.

D1.4 Allow the sound level meter to come to the same temperature as the surroundings.

D1.5 Set sound level meter to slow dynamic response and A-weighting.

D2 Test Site

D2.1 No one should be within 10 feet (3 meters) of the vehicle other than the rider, the sound meter operator, an assistant to hold the front of the vehicle and one other person directly behind the sound meter operator.

D2.2 The test area should be a flat, open surface free of large sound-reflecting surfaces within 16 feet (5 meters), such as a parked vehicle, buildings, signs, and hillsides.

D2.3 The surface should be free of loose soil, snow or grass higher than 6 inches (150 millimeters).

D2.4 The ambient sound level (including wind effects) at the site shall be at least 10 dB lower than the sound level of the vehicles tested.

- a. Always use a windscreen under windy conditions. The stationary test procedure should not be conducted if the wind speed is 20 mph (9m/s) or higher.
- b. If it is necessary to test in higher winds, position the vehicle so the wind direction is parallel to the normal direction of travel of the vehicle.
- c. Also, do not attempt sound level measurement when it is raining or snowing.

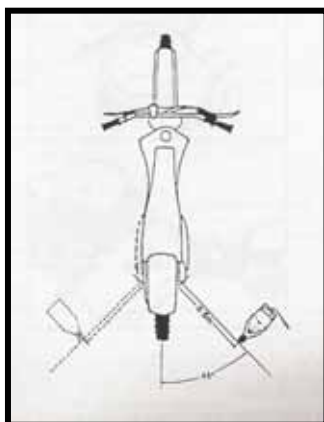
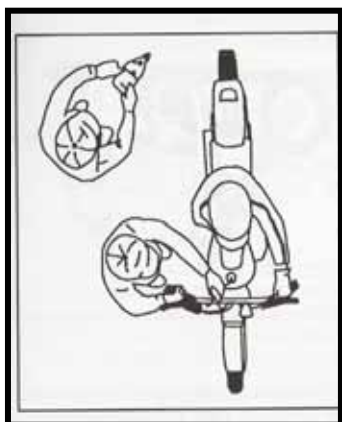
D3 Measuring the Sound

D3.1 Make sure the engine is warmed up and the transmission is in neutral.

D3.2 Have the rider sit on the motorcycle with both feet on the ground, so that the vehicle is vertical and stationary. (See Diagram)

D3.3 Hold the sound meter: (See Diagram)

- a. At a 45-degree angle to the exhaust centerline (the normal line of travel)
- b. Parallel to the ground, at the same height as the exhaust outlet
- c. 20 inches (0.5 meter) to the rear of the exhaust outlet



• Determine the test RPM for the make, model and year of the motorcycle about to be tested. The appropriate test speed for both four-stroke and two-stroke high-performance competition motorcycles is determined from the Equation below.

Test Speed measured in RPM = 306,000 divided by the stroke in millimeters

D3.4 Attach an electric tachometer or set the vibrating reed tachometer to the test RPM

- a. Have the rider or assistant read the meter of the electric tachometer, or have the rider or assistant hold the vibrating reed tachometer against any solid part of the vehicle
- b. Have the vehicle operator slowly increase the engine speed to the test RPM.
- c. Have the vehicle operator or assistant signal when the correct RPM is held (e.g., by tapping his foot).
- d. Read the sound level meter when the correct RPM is held.

Appendix E

Fuel Test Procedures

E1 Fuel tests may be carried out at any time during the course of any AMA event.

E2 The Chief Technical Inspector, in consultation with the Race Manager, has sole authority to direct the administration of fuel tests during the course of any AMA event.

E3 The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of the Chief Technical Inspector.

E4 The motorcycles selected for fuel sampling and testing will be placed in the impound area.

E5 The Chief Technical Inspector will supervise the collection of the test samples.

E6 Only officials under the supervision of the Chief Technical inspector may take fuel test samples

E7 Containers for holding samples:

E.7.1 Must be clean and constructed of robust, fuel non-reactive, impermeable material.

E.7.2 Must be sealable.

E.7.3 Must have provision for identification.

E8 The extraction of fuel from machines must be directly from the fuel tank.

E9 Three (3) test samples will be collected from each selected machine.

E10 The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.

E11 This information must be entered on the AMA 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.

E12 The samples (A, B and C) must remain in the control of the Chief Technical Inspector. The rider or a representative of the rider/team must sign the AMA Fuel Sample Certificate acknowledging that a sample was taken, and rider or representative must receive a copy of the Certificate.

E13 The Chief Technical Inspector must arrange to deliver the samples (A, B and C) along with the AMA Fuel Sample Certificates to an express service for transportation to the AMA office.

E14 After the samples (A, B and C) and the certificates arrive at the AMA office:

E14.1 Sample A and its certificate will be sent by express service to the official testing laboratory where the sample will be tested for compliance to the fuel specifications in accordance with standard scientific procedures.

E14.2 Sample B and its certificate will be safeguarded at the AMA office and will be sent to the laboratory for testing if Sample A is found to be in non-compliance to the fuel specifications.

E14.3 The results obtained from such testing must be attached to the laboratory's copy of the Fuel Sample Certificate and delivered to the AMA as soon as practicable after the results have been obtained.

E14.4 Sample C will be safeguarded at the AMA office for future testing if necessary.

E14.5 The AMA will appoint one or more laboratories for testing fuels.

E14.6 Upon receiving the report from the laboratory that a fuel sample or samples are not in compliance with the rules the Series Manager will inform the rider or team and assess a penalty.

E14.7 The competitor may only request a re-test to verify the results. The re-testing will be at the competitor's expense.

E14.8 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 the Race Manager.

E14.9 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 F

Online Rule Proposals

The AMA Pro Racing website enables AMA credential holders to suggest a new **technical rule** or a revision to an existing **technical rule**.

F1 Submission of technical rules proposal

F1.1 Once an idea for a technical rule is submitted online by a qualified individual, an e-mail alert will be sent to all credential holders in that particular discipline who have an e-mail address on file. A comment period will begin allowing credential holders to comment on the proposed rule. At the conclusion of the comment period, all relative information will be placed in a report for presentation to the respective AMA Rules committee at its next regularly scheduled meeting. All rules proposals are ultimately approved by the AMA Board of Directors.

F1.2 This is an official site to submit or comment on previously submitted technical rule changes that pertain to the motorcycles, not operational rule changes. Please take the time to research the rule and submit it as the rule would be written. This is not a message board.

F1.3 Any current AMA Pro Racing credential holder for that particular racing discipline can propose or comment on a new technical rule or revisions to an existing technical rule.

F1.4 The site can be accessed at <http://www.amaproring.com> and click on Rules & Bulletins, select "submit a 2008 technical rule proposal". On the log in page, enter your AMA membership number and zip code.

F1.5 The submitted proposal will not be posted until it has been reviewed for content.

F1.6 You can only comment on the "active" proposals. You may submit a comment on any active proposal up until 2 weeks prior to the next scheduled Rules Committee meeting. You cannot comment on any "closed/completed" proposals.

F1.7 The status of submitted proposals will be posted online at the conclusion of the next regularly scheduled Rules Committee meeting. Each will be assigned either a YES, NO, or NO ACTION TAKEN.

F1.8 If you have any further questions, please contact the AMA Technical Department at (614) 856-1900

Appendix G

Superbike Component Claiming Rules

G1 The following Superbike components are subject to claiming by competitors or AMA Pro Racing at the prices listed when used in Superbike competition:

Fork assemblies \$7,500

Shock absorber assembly \$2,500

G2 Claims will be accepted only from riders who competed in the same final event as the rider whose equipment is being claimed.

G3 Claim form and cash or a certified check must be submitted to the Chief Technical Inspector within 30 minutes of the posting of results.

G4 Once a claim is made, it may not be withdrawn.

G5 Competitors or teams cannot claim their own equipment.

G6 Should there be more than one claim for the same equipment; a drawing will be held to determine the successful claimant.

G7 Upon notice, the rider whose equipment is being claimed must present the motorcycle for impound at tech inspection.

G8 The owner of the claimed equipment must then accept the fee and deliver the specified components.

G9 An eligible claimant is permitted only one successful claim per season.

G10 Teams or individual competitors who have had a component claimed are not subject to an additional claim for a period of four meets within a season.

Appendix H

Glossary

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

AMA - (acronym) American Motorcyclist Association

AMA Pro Racing - A subsidiary of the American Motorcyclist Association

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

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

Bodywork - Seat/tail section, body panels and fenders

CC - (acronym) Cubic centimeters

Claiming - Special procedures that permit other race participants to purchase motorcycles or equipment used in final event competition

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

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

DOT - (acronym) United States Department of Transportation

Event - Any one of the races in a meet

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

Field - All of the riders that make up a race

Grid - Starting area of a race

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

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

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

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

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

OEM - (acronym) Original equipment manufacturer

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

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

Participant - Every rider, club, association, company, promoter and all other persons participating or in any way connected with an AMA Pro Racing race meet

Pit Crew - Mechanics and/or assistants

Pits - Designated area directly adjacent to the race track that may include staging and signal zones. Access is limited to mechanics, officials or those with appropriate track pass credentials

Pole Position - Innermost front row starting position

Program - The predetermined outline of events that make up a meet

Provisional Results - An initial listing of the finishing order of an event issued by scoring immediately following the race finish

Promoter - Any person or number of persons, company, corporation or club holding, proposing to hold or organizing a meet

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

Race - Competition in which two or more riders compete

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

Race track - The actual racing surface and runoff areas, plus the pit road, grid and a test track, when provided, along with any other area where the riding of competition motorcycles is permitted

Rider - Any person who competes on the racetrack in a meet

Scheduled Pit Stop -

Scoring - Officials who provide all timing information and race results

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

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

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

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

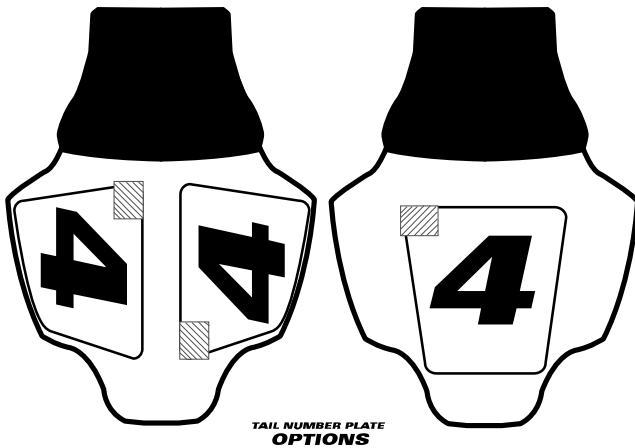
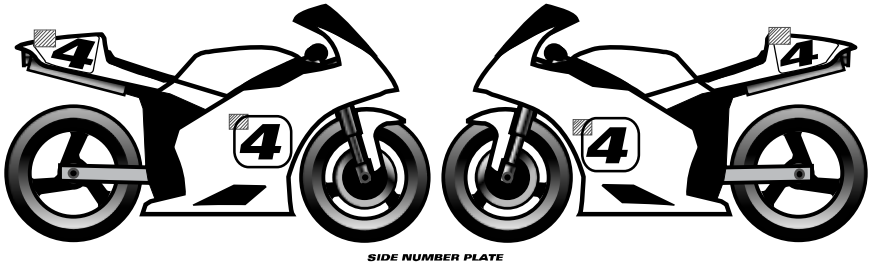
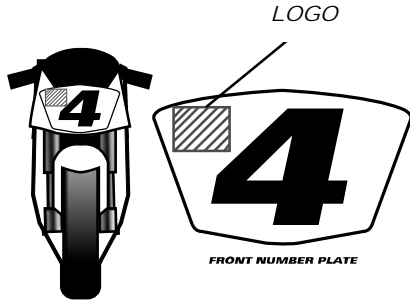
Suspension (with reference to penalties) - The loss of all rights to compete as a rider or participate as a member of a pit crew for a stated period

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

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

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

Appendix I
Numbers and Logo Placement



Appendix J
Number Fonts

Futura Bold

0 1 2 3 4 5 6 7 8 9

Futura Bold Italic

0 1 2 3 4 5 6 7 8 9

Univers Bold

0 1 2 3 4 5 6 7 8 9

Newthree Bold

0 1 2 3 4 5 6 7 8 9

Newthree Bold Italic

0 1 2 3 4 5 6 7 8 9