AMA PRO RACING

AMERICAN HILLCLIMB

2026 RULEBOOK

© 2026 by:

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PREFACE

AMA PRO RACING SANCTIONED EVENTS

An AMA Pro Racing Sanction Agreement is issued only by AMA Pro Racing Headquarters in Daytona Beach, FL. An AMAP-sanctioned Event is a competitive motorcycle racing Event which is intended to be conducted and officiated in accordance with this Rule Book. All changes relating to an Event, including Qualifying, must be approved in advance by AMAP. This Rule Book may be amended from time to time. Supplementary Rules and Regulations may be issued by AMAP specifically for the Event and any applicable agreements to which AMAP is a party may also apply. The AMAP Rule Book is designed to provide for the orderly conduct of AMAP-sanctioned Events. It is the responsibility of each Credentialed Participant to address any complaint he/she might have regarding officiating to AMAP. It is ultimately the obligation of each participant to ensure that his/her conduct and equipment comply with all applicable rules, as they may be amended from time to time. EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL NOT RESULT FROM THE PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES. These rules are intended as a guide for the conduct of professional motorcycle racing and are in no way a guarantee against injury or death to participants, spectators, or others.

DISCLOSURE:

AMA PRO RACING STRIVES TO REGULATE THE SPORT OF PROFESSIONAL MOTORCYCLE RACING IN THE FAIREST POSSIBLE MANNER. ALL PARTIES INVOLVED IN AMAP 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 AMAP 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.

INTRODUCTION

This book contains rules and technical requirements governing all events that make up the American Hillclimb championship.

American Hillclimb Championship Series is sanctioned by AMA Pro Racing and is the only nationally sanctioned professional HillClimb motorcycle racing championship in the United States. The series is comprised of two divisions, East and West. Each division will award its class champions at the conclusion of the final event in each division. The American Hillclimb Championship will have the following classes:

East

- Premier Hillclimb
- Twins Hillclimb
- 450 Singles Hillclimb
- X-Climb
- *Woman's Hillclimb (WHC)*

West

- Premier Hillclimb
- 700 Hillclimb
- 450 Singles Hillclimb
- X-Climb
- *Woman's Hillclimb (WHC)*

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

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 that rule. The intent of a rule will be determined by AMA Pro Racing officials. If any equipment rule is unclear to the competitor, the competitor is advised to obtain written approval prior to making any modifications. Requests for rule clarifications or interpretations must be submitted in writing by riders and teams to AMA Pro Racing technical staff. Any prior verbal approval from AMA Pro Racing staff or officials without a written statement from the Technical Department with regard to the interpretation of a rule or procedure will be deemed invalid.

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

By participating in an American Hillclimb event, each licensed participant agrees to abide by AMA Pro Racing's rules and procedures. In addition, American Hillclimb licensed riders may be held responsible for the actions of their crew members.

Violation of American Hillclimb rules and procedures can lead to forfeiture of competition licenses or event credentials, fines, point deductions, lap deductions, finishing position penalties, time penalties, disqualification and other disciplinary actions as outlined herein.

For safety reasons, at any time during the calendar year AMA Pro Racing may require a licensed participant to undergo a physical or psychological examination by designated medical professionals at the Competitor's expense.

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

Once published, Bulletins shall take precedence over the applicable portion of these Rules. Additionally, the Rules may be modified for an Event by the Race Director through instructions given at mandatory rider briefings.

All Rules, Bulletins and Supplementary Regulations are available in the Competitor Information section at www.amaproracing.com.

For a sanction application and requirements, contact the AMA Pro Racing office. A sanction application submitted for a first-time event or event on a new hill requires that the hill be inspected by an AMA Pro Racing representative, prior to a sanction being granted.
NOTE: No Amateur event may be run in conjunction with a Professional Hillclimb, unless approved by AMA Pro Racing.

AMA Pro American Hillclimb National Championship Special Event

Following the conclusion of the American Hillclimb East and West Championship seasons, the top 16 riders in overall combined points from each division will be invited to the AMA Pro American Hillclimb National Championship event. This event will be a two-day event with qualifying riders running a different hill each day. At the conclusion of the two days, the points from each class will be combined to determine the top 32 riders overall and crown the AMA Pro American Hillclimb National Champion

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

AMA Pro Racing

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2026 American Hillclimb Schedule*

Date	Location	
May 16-17	Washington Nitro Nationals I&II, Sunnyside, WA	West
Jun 7	White Rose National I, Spring Grove, PA	East
Jun 14	Freemansburg National I, Freemansburg, PA	East
Jun 20-21	Hurricane Hill Nitro National I&II, Port Angeles, WA	West
Aug 2	Muskegon National, Muskegon, MI	East
Sep 5	Kansas National, Troy, KS	East
Sep 12-13	Idaho Nitro Nationals I&II, New Plymouth, ID	West
Sep 19	White Rose National II, Spring Grove, PA	East
Sep 27	Freemansburg National II, Freemansburg, PA	East
Oct 11	Devils Staircase, Oregonia, OH	East
Oct 17-18	American Hillclimb National Championship, Sunnyside, WA	E/W

*Dates and locations subject to change

Visit on the web at https://www.americanhillclimb.com/

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Section 1
Licenses and Credentials

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1.1 Rider License Regulations

a. All riders participating in any on-track practice, qualifying or racing must have a valid American Hillclimb racing license.
b. Licenses are not issued at the racetrack. Processing of the license needs to be completed thru the American Hillclimb office 30 days prior to the first event in which the rider intends to participate.
c. Additional licensing information and applications are available from the American Hillclimb Competition Services Department.
d. American Hillclimb licensed riders not competing in American Hillclimb sanctioned events for a period of three years may lose their prior classification.
e. Applicants renewing a license that has expired for three or more years must complete an AMA Pro Racing Rider Eligibility Questionnaire.
f. Foreign riders applying for an American Hillclimb license must submit a release and certification from their licensing federation and an AMA Pro Racing Rider Eligibility Questionnaire.
g. All rider Licenses and classifications are issued at the discretion of AMA Pro Racing.
h. All new applicants must complete an AMA Pro Racing Rider Eligibility Questionnaire.

1.2 Rider License Classifications / Eligibility

a. Hillclimb License - AMA Pro American Hillclimb License holders may compete in any of the American Hillclimb racing categories. An AMA Pro American Hillclimb License is issued to eligible riders who meet any of the following criteria:
   i. Held a 450 or premier License in the previous seasons.
   ii. Three years of Amateur Hillclimb experience with at least one of the following:
      1. Top 10% AMA Amateur Grand Championship finish and/or AMA Amateur Hillclimb District Points.
      2. “A” classified rider in another racing discipline.
   iii. Rider holding a Professional License from another Series or Racing Discipline.
b. *Woman’s Pro License (WHC)- AMA Pro WHC License holders may compete in the American Hillclimb WHC class. An AMA Pro WHC License is issued to eligible riders who meet any of the following criteria:*
   i. “A” classified rider in another racing discipline.
   ii. Rider holding a Professional License from another Series or Racing Discipline.
   iii. Three years of Amateur Hillclimb experience. To be considered, a rider must submit the following:
   - *A summary of documented race results from the previous two years, from events where they have competed in Pro level classes with significant entries and competition quality.*
   - *A letter of Reference and Recommendation from a local race organization official or other industry professional who is personally familiar with the race qualifications of the applicant and who can attest to the skill requirements of the applicant for an AMAP Professional Hillclimb License.*

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c. AMA Pro Racing may issue a license to any rider who does not meet certain criteria if it determines, in its sole discretion, the rider has adequate competition experience. To be considered, a rider must submit the following:

i. A summary of documented race results from the previous two years, from events where they have competed in Pro level classes with significant entries and competition quality.

ii. A letter of Reference and Recommendation from a local race organization official or other industry professional who is personally familiar with the race qualifications of the applicant and who can attest to the skill requirements of the applicant for an AMAP Professional Hillclimb License.

1.3 Rider Provisional License

a. A provisional American Hillclimb License will allow a current amateur Hillclimb competitor, with the qualifications listed below, to compete in no more than, three races in the 2025 American Hillclimb Pro Hillclimb sanctioned events, while maintaining their amateur status in American Motorcyclist Association-sanctioned events. If a rider elects to compete in more than three races, their American Hillclimb provisional license will be upgraded to professional license and amateur status removed.

i. Riders who have finished within the top 10 percent in the 450cc-600cc-750cc open classes only at the previous two seasons the AMA Amateur Hillclimb Grand Championship.

ii. Riders must be 16 years old when applying.

iii. Must comply with the AMA Pro Racing American Hillclimb Rulebook.

1.4 Crew License Regulations

a. Applicants must be a minimum of 18 years of age to acquire an American Hillclimb license.

b. It is AMA Pro Racing's sole discretion to determine crew eligibility.

c. In all cases, license fees are non-refundable.

d. Crew members must have a Crew Credential to be permitted in the Hot Pit.

1.5 Credential Display

a. All Credentials provided by AMA Pro Racing are the property of AMA Pro Racing and can be revoked at any time without refund of credential fees.

b. Credentials are issued for exclusive use by the person named on the Credential. The lanyard is considered part of the credential and must be worn with the credential around the neck. Transfer, misuse of, or failure to display both the credentials and specific American Hillclimb lanyard is cause for disciplinary action or revocation.

c. 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.

1.6 Code of Conduct

a. An AMA Pro Racing license holder or credentialed participant shall not make or cause to be made a public statement and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition.

b. AMA Pro Racing is dedicated to the highest standards of safety and conduct, and all Members must conduct themselves accordingly. Unsafe or inappropriate conduct may result in the imposition of penalties. Acts or omissions that constitute a violation of the American Hillclimb rules, or are detrimental to motorcycle racing, American Hillclimb, AMA Pro Racing, Promoters, sponsors, participants, or fans, may result in the imposition of penalties.

c. Every American Hillclimb credentialed participant is expected to conduct themselves in a professional and sportsmanlike manner. Persons whose appearance, associations, or affiliations at or away from an Event are deemed inappropriate or who exhibit conduct that is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied or may have their existing License and/or credential suspended or revoked by AMA Pro Racing. Such conduct may also be or be considered a violation of these rules and may result in the imposition of other penalties.

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d. Competitors may be required to take part in certain fan and media activities as directed by the Officials. Such activities include, but are not limited to autograph sessions, television interviews, fan forums, tech talks, Open Paddock, etc. Failure or refusal to participate as directed, once scheduled, and notified either in-person or through the event schedule, supplementary regulations or otherwise, may result in the imposition of penalties. Arriving late, missing the activity, or departing early, without permission from AMA Pro Racing Officials, is a breach of this regulation.

e. Failure to obey the direction of an AMA Pro Racing Official or Promoter representative, as such pertains to the procedures and rules that govern the organization and administration of an Event is considered a breach of the rules.

f. Any license holder or credentialed participant that publicly criticizes and/or disparages American Hillclimb, AMA Pro Racing or its Officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to the sport, which shall be considered a breach of these rules and penalties may be imposed.

g. Actions or inaction by a credentialed participant while participating in an Event which are not otherwise specifically prohibited by these rules but are deemed by AMA Pro Racing to be or to cause a situation, unnecessarily dangerous, negligent or otherwise inappropriate, shall be considered a breach of the rules.

h. Actions or inaction on the part of a Competitor which, in the opinion of the Race Director and/or the Supervisory Officials, results in an unfair advantage to the Competitor shall constitute unsportsmanlike conduct and be considered a breach of the rules.

i. During each Event, there may be several mandatory meetings, including Rider Meetings and/or crew briefings. Failure to attend or late arrival is a breach of these rules. These meetings are intended only for the specified Competitors; Guests or other attendees must receive prior approval from AMA Pro Racing.

j. Pets are not allowed in hot pit, grid, staging area, on the race surface or any other restricted areas. Pets in the paddock must be kept on a leash or properly contained at all times. Any time motorcycles are on the race track, all pets must be kept inside of a rider's motorhome or in a pet carrier.

k. Team owners and riders must ensure that all persons related to their Team abide by the American Hillclimb rules. Throughout the Event, it is the individual and collective responsibility of any credentialed participant to ensure that the rules are respected.

l. Throughout the Event, it is the rider's responsibility to ensure that their motorcycle complies with the rules, including without limitation the safety requirements and technical specifications.

m. Unregistered Rider: It is prohibited for a rider to take part in any on-track Session who has not satisfactorily completed registration and Technical Inspection.

1.7 Releases

a. Advertising and Promotion Release. Each Member by entering an Event, grants to American Hillclimb, its duly authorized agents, assigns and licensees, including but not limited to the Series entitlement sponsors and Promoters, on an exclusive basis, the right to use and sublicense, Competitor's name, likeness and performance, in and out of uniform, including photographs, images and sounds of Competitor, any Crew member and/or any Motorcycle(s) with respect to which Competitor participates in the Event(s), in any way, material or medium (including but not limited to print, telecasts by and through television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by American Hillclimb, sales, other commercial projects and/or the like) for promoting, advertising, or reporting American Hillclimb generally, the American Hillclimb Series in which Competitor participates, and/or any Event(s) or related telecast or programming, before, during and after such Event and Competitor hereby relinquishes to American Hillclimb exclusively and in perpetuity all rights thereto for such purpose.

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b. Broadcast Release. Each Member by entering an Event acknowledges that American Hillclimb and its licensees and assigns exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means, process, medium or device (including but not limited to television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by American Hillclimb, sales, other commercial projects and/or the like), whether or not currently in existence, all film, audio, video and/or photographic images, sounds and data (including but not limited to onboard video and timing and scoring information) arising from, during, or in connection with the Event(s) or the Member's performance in the Event, and that except for works created pursuant to the fair use doctrine or the American Hillclimb Media Access Policy, American Hillclimb shall be the sole owner of any and all copyrights, intellectual property rights and other proprietary rights worldwide in and to these works and in and to any other works, copyrightable or otherwise created from the images, sounds and data arising from, during or in connection with the Event(s) or Member's performance in the Event. Each Member hereby agrees to take all steps reasonably necessary, and all steps requested by American Hillclimb, to protect, perfect or effectuate American Hillclimb's ownership or other interest in these rights. Each Member agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement that would contravene, diminish, encroach or infringe upon these American Hillclimb rights.

1.8 Terms and Conditions

a. All members and licensed participants agree to the following Terms & Conditions: IN CONSIDERATION of my being granted a membership, license and/or competition privileges in the Daytona Motorsports Group, LLC, d/b/a American Hillclimb (hereinafter collectively known as American Hillclimb) sanctioned EVENT(S), as a participant or being permitted to compete, practice, officiate, observe, work for and/or at, or for any purpose participate in any capacity in future EVENT(S), or being permitted to enter for any purpose or in any capacity any RESTRICTED AREAS (defined as any area requiring special authorization, credentials, or permission to enter any area to which admission by the general public is restricted or prohibited), I, on behalf of myself, my personal representatives, spouse, assigns, heirs, and next of kin do hereby agree to the following:

i. Drug and Alcohol Testing; Release: I recognize the importance of maintaining the safety and integrity of professional motorcycle racing. Accordingly, I agree to strictly comply with the American Hillclimb Rulebook and its Substance Abuse Policy (the “Policy”). I understand that my agreement to comply with the Policy is an essential precondition to the issuance of a License and that I must abide by the Policy and submit to such testing procedures as may be conducted from time to time at the sole discretion of American Hillclimb or its assigns as a condition of continued licensure. I further understand that any violation of the Policy, or failure or refusal to submit to testing and honestly participate in any testing procedure, will result in immediate disciplinary action in any American Hillclimb sanctioned professional or American Motorcyclist Association (“AMA”) sanctioned amateur events. Finally, I hereby release, indemnify, defend and hold harmless American Hillclimb, the AMA, their respective LLC members and/or investors, directors, trustees, officers, employees, agents, personnel as well as any consultants and any laboratories or testing facilities retained by American Hillclimb or its assigns for the purpose of conducting drug or alcohol tests in connection with the Policy, from any and all liability related in any way to any tests conducted in connection with the Policy or the disclosure of the results of any such tests.

ii. Physical Examination: I certify that I am in good health and suffer from no impairment, illness or injury which impairs in any way my ability to participate in motorcycle racing events. I agree to inform American Hillclimb of any medical condition, impairment, injury or illness which in any way casts a question on my ability to participate in a safe and competent manner. I agree to immediately notify American Hillclimb of any change in my medical condition that could in any way affect my ability to participate in a safe and competent manner. I also agree to comply with any request from American Hillclimb regarding evidence of medical condition. I understand that American Hillclimb retain the right to prevent me from participating in sanctioned events pending examination(s) to determine my medical condition or my ability to participate in a safe and competent manner.

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iii. Production, Recording, Promotion Rights and Restrictions and Related Matters: I agree that all rights, property, ownership and interest in any broadcast, dissemination, display, and/or publication by audio, radio, television, electronic means, internet, storage device, filming, web posting, satellite, cable, the worldwide web, motion pictures, video (home or otherwise) production and/or recording, still photos and/or images, or by any other means or media whether now existing or to be developed (including the transcription, recording and/or storing of any broadcast and/or any or all of the foregoing) of any American Hillclimb sanctioned event (and/or portion thereof), the event (race venue) premises during an American Hillclimb event, and/or of any American Hillclimb activity or undertaking anywhere on or in the event premises (race track surface and run-off areas, pit lane and the pits, paddock, control tower, winner's circle, garages, inspection areas, public and spectator areas and the like), and/or anything relating thereto, shall be the sole property of American Hillclimb, and may not be used in any way, direct or indirect, without the prior written permission of American Hillclimb. Any and all revenues, incomes, benefits, control and/or consideration from any broadcast, airing, transmission, display, recording and/or publication of the foregoing shall belong exclusively to American Hillclimb for its sole and unlimited use. I hereby consent to the use of my images of and waive any intellectual property interests that I own that would in any way interfere with any broadcast of any American Hillclimb sanctioned event.

iv. I further agree that American Hillclimb and/or its assigns, on a non-exclusive basis, may use my name and pictures (including pictures of my racing equipment, if owned by me or entrusted to me and under my control, and pictures, images, and tapings taken at any sanctioned event) for any purpose and in any media including, but not limited to, television, internet, motion pictures and home video production.

v. I also understand that American Hillclimb may, from time to time, engage a sports marketing firm, to, among other things, promote the image of professional motorcycle racing, and I agree to cooperate with American Hillclimb and its sports marketing firm in such efforts.

vi. Independent Contractor: I hereby certify that I am not an agent or employee of American Hillclimb or AMA Pro Racing, and I assume all responsibility for all charges, premiums and taxes, if any, payable on any funds that I may receive as a result of my competitive activities, including without limitation social security taxes, unemployment insurance taxes, workers compensation insurance, income taxes and withholding taxes.

vii. Waiver: I acknowledge that motorcycle racing is a dangerous activity, the risks of which cannot be eliminated. I acknowledge that by participating in any American Hillclimb-sanctioned event, I am assuming the risk of property damage and serious injury up to and including death. I acknowledge that I will have the opportunity to inspect and review any and all courses upon which American Hillclimb-sanctioned events shall be conducted and will notify American Hillclimb officials of any conditions that I consider to be unsafe. My participation in events is voluntary, and I waive any and all claims for personal property damage, injury, or death against American Hillclimb, the AMA, the promoters, the track owner(s) or any of their respective LLC members and/or investors, directors, trustees, officers, employees, agents, personnel as well as any of their contractors and/or consultants.

viii. Acknowledgment and Representation: I acknowledge and understand that it is my responsibility to properly maintain this credential. I understand that my credential is subject to rules in the American Hillclimb Rulebook. I represent that I am not contractually or otherwise prohibited from entering into any and all of the agreements set forth in the Paragraphs hereof, or from executing Releases, Waivers or Consents required for participation in American Hillclimb sanctioned events.

ix. I further acknowledge that this license/credential has been issued by American Hillclimb for my exclusive use. I agree to abide by and act in accordance with the American Hillclimb Rulebook as shall be amended from time-to-time hereafter, which serves as the official competition and conduct rules of the American Hillclimb championship and agree to abide by any amendments or supplemental rules. Transfer or misuse of this license/credential is cause for revocation.

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Section 2

Race Rules and Procedures

A Hillclimb is a series of trials against time or distance on a steep hill especially prepared for the purpose. The finish of the hill location will be determined by the meet Referee or AHC Series Manager. The starting line will not be more than 30 feet or less than 20 feet from the timing line on the level surface at the bottom of the hill.

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2.1 Participant Regulation

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

2.2 Participant Insurance

a. AMA Pro Racing will provide participant accident insurance coverage at American Hillclimb Hill Climb events as follows –
   i. Accidental Death & Dismemberment - $10,000
   ii. Excess Medical - $50,000.
b. This policy requires a $5,000 deductible and is as a secondary policy to the rider's own primary medical insurance coverage which is required to remain in full force and effect at all times while a Licensed Rider is participating in AMAP-sanctioned activities.

2.3 Substance Abuse Policy

a. In the interest of maintaining the integrity of motorcycle sports, American Hillclimb has established a Substance Abuse Policy and from time to time conducts tests for drugs and alcohol.
b. Compliance with the American Hillclimb Substance Abuse Policy is an essential precondition to the issuance of professional Competition licenses.
c. Any violation of the policy, or refusal to submit to testing as requested by American Hillclimb, will result in the immediate suspension or cancellation of licenses and loss of all rights to compete in American Hillclimb sanctioned events.
d. A copy of the American Hillclimb Substance Abuse Policy is provided to each licensed rider at the time when the rider license is issued and can be found in the Appendices of the American Hillclimb Hillclimb Rulebook.

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2.4 Intravenous Hydration and Medical Evaluation Information

a. At no time during the event will a rider receive any type of intravenous hydration unless such hydration is deemed medically necessary by 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, practices, heat races or qualifying sessions which are part of an event.

b. Once a rider receives such hydration during the event, the 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.

c. Due to an injury sustained at an American Hillclimb event or any other known or reasonably suspected injury, and/or physical/ medical condition that could impair a riders safety to compete, a rider may be required to have his/her healthcare medical professional complete the attached Intent to return to Competition and Medical Release form and return it to American Hillclimb before being allowed to return to competition.

d. If a rider has been evaluated by a medical professional at the event, the EMT and designated American Hillclimb Race Official(s) will make the final, non-appealable determination if a rider can continue in competition.

e. The rider may be required to submit a release before being permitted to compete in the next event. It is at the sole discretion of the designated American Hillclimb Race Official(s) to make the final determination if a rider cannot/ should not return to competition during the event and when a medical/ liability release will be required.

2.5 Entries

a. Any and all forms of Race Entry Registration, including Online, Early Registration, for Participants may only be conducted by a Clerk who is credentialed as an American Hillclimb Official for Hillclimb.

b. Each class entry is considered a separate entry.

c. All riders must show their competition credential at the entrance to the back gate and pay a $100.00 entry fee per class. The rider will be held responsible for the action of those in possession of their team credentials. Crew members are required to apply for their Crew credential. Crew must show their credential at the entrance to the back gate. Crew must always wear their credential.

2.6 Unofficial Practice

a. Practice is not permitted on any part of the hill to be used within 10 days prior to the event.

2.7 Bulletins and Supplementary Regulations

a. Competition Bulletins or Supplementary Regulations established by American Hillclimb for the purpose of implementing, interpreting and enforcing these Competition Rules will be considered part of the Rules.

2.8 Inclement Weather / Unacceptable Hill Conditions

a. In case of inclement weather or poor hill conditions, the Referee, Race Manager, and the Promoter will determine a definite late starting time for the purpose of getting the hill in satisfactory condition, or for cancellation or postponement of the meet. If 50% or more of the program has been run, it will be considered a completed program and the entire guaranteed purse must be paid.

2.9 Motorcycle Usage

a. A rider is permitted to ride more than one motorcycle (in the same class) while competing in a Hillclimb meet. If he makes one or more climbs and if the motorcycle fails or is not running properly, the rider may switch to another motorcycle for his remaining climbs (he may not rerun rides already attempted).

b. In the case of motorcycle failure, a rider must report the occurrence to American Hillclimb referee before use of any back up bike.

c. *For 2025*, At Western division events, in the case of mechanical failure, a rider may use a machine used by another competitor at the same meet. In such a case, pre-approval must be obtained from the American Hillclimb referee. NOTE: *Beginning with the 2026 AHC season, this will no longer be allowed.*

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d. At Eastern all AHC events and the National Championship Finale, no motorcycle may be used by more than one rider during the day. A rider cannot borrow a motorcycle that has already been used by another rider for the same meet.

2.10 Technical Inspection

a. Technical inspections of motorcycles, equipment and riding apparel may be held prior to and after a race meet and at other times as determined by the Referee or Chief Technical Inspector.
b. Motorcycles must be class legal and must meet all equipment requirements.
c. More than one motorcycle per class may be used during the event. All motorcycles must be approved by the event referee.
d. Although the motorcycle, equipment and apparel were approved by the event referee, the motorcycle, equipment and apparel must be in compliance with the rules at any inspection.
e. Only motorcycles that have been approved by the event referee will be permitted on the hill.
f. Any rider who is late for registration and/or technical inspection may be permitted to ride at the discretion of the Referee. A fine of up to $500 may be levied for late sign-up and/or technical inspection.
g. The referee may require post-race inspection or teardowns to begin 30 minutes following the completion of an event.
h. If the rider goes to a backup bike during the event, that bike may also be eligible for teardowns.
i. During post-race technical inspections or teardowns, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area.
j. Only American Hillclimb officials or their designated personnel may inspect impounded motorcycles or equipment.
k. American Hillclimb 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 American Hillclimb to do detailed inspections and testing.

2.11 Pit / Paddock Regulations

a. Riding of competition motorcycles, other than on the race course is not permitted.
b. Operation of a vehicle in the paddock must be at a very slow, acceptable speed (10 MPH maximum).
c. Any testing of competition motorcycles must be pre-approved by the Race Manager.
d. A rider or mechanic testing a motorcycle in the designated test area must wear a helmet and be dressed to offer some protection (pants, shirt, and shoes).
e. Smoking is not permitted in pits, grid, signal area, or other restricted areas.
f. Persons less than 16 years of age are not permitted on the course, in hot pits, grid, starting or staging areas, signal area, or other restricted locations.
g. Pets are not permitted in hot pits, starting or staging areas, grid, signal area, or other restricted locations.
h. Pets in the paddock must be on a leash or properly contained.
i. All persons in the hot pits, starting or staging areas, grid and signal areas must be in proper dress; open-toe shoes, cut-offs, and sleeveless shirts/tank tops are not permitted).
j. Smoking is not permitted in the hot pits, starting or staging areas, grid or other restricted locations.
k. Before leaving a race facility it is the responsibility of riders/ teams to deposit all of their waste fuel, fuel drums, motor oils, coolants, tires, batteries and all other hazardous wastes in the racetrack provided proper hazardous waste disposal area. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.
l. Pit bikes may be used before and after the race. They must be parked after the rider meeting has concluded. They are NOT permitted at any time through areas that spectators are present. The rider of the pit bike must wear a helmet at all times while on a bike in motion, Violators will be subject to penalty, whether rider or crew member.

2.12 Mandatory Competitor Activities

a. Rider Meetings
   i. All riders entered in the event must attend the rider briefing.
   ii. The Referee or Race Manager may call roll or spot-check attendance.

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2.13 On-Hill Regulations

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

b. No one, except riders officially entered, may ride or practice on the designated event hill on the day of the meet. Unofficial trials on the day of the race meet are not permitted. Special exhibitions may be an exception, by a rider who holds an American Hillclimb License from any discipline. Special event exhibitions may be allowed for promotions but must be agreed upon by American Hillclimb, the Promoter, and the Race Manager.

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

d. Any form of outside assistance on the course is forbidden except when the assistance is given by the officials placed by the Race Manager or Referee for the purpose of control.

e. A rider entering the pits must ride or push his motorcycle in the designated entrance and exit lanes, and, failing to do so, is subject to disqualification.

f. All hill preparation must be completed 5:00 p.m. the day before the meet. A meeting of the American Hillclimb Referee, American Hillclimb Series Manager, Hill Advisory Committee and the Promoter will be held the day before the event at a designated time to evaluate the hill condition to approve or request necessary changes. The Race Referee or Series Manager will communicate the changes that need to be made.

g. The boundaries of the hill will be designated with flags. Minimum width of the hill is 25 feet or a minimum approved by Race Manager and/or American Hillclimb Official if facility does not meet minimum width. The use of flags will mark boundaries on the hill. If the rider goes around the outside of the flag, the rider will be called out of bounds. Contact may be made with the flag, but footage will be called if the flag must be reset.

h. No one is permitted to work on the hill between the timing lights without the permission of the meet Referee for safety reasons, including the rider who drew the number one starting position. Any rider/mechanic working on the hill will be penalized by the Referee unless directed to work on the hill by the referee.

i. All riders must draw for riding positions. After the drawing, it will be posted in the pit area by rider number. Exchanging riding positions is not permitted.

j. A rider must be ready when his name is called. Riders will have a maximum of 5 minutes to appear in the staging area when their class is called to race.

k. Riders are called to the starting box by the pit steward, in drawing number order and will be given 2 minutes when the green flag is given at the top of the hill, and the rider enters the starting box. If he is not ready to make his ride at that time, he must leave the starting box.

l. The rider must notify the Referee if they are going on the 15-minute clock. The 15-minute clock will start from the time the Referee is notified, not the riders running position. The rider is then placed on a 15-minute time limit. The pit steward will log the rider's name and time onto the blackboard. The rider must be ready to re-enter the starting box within 15 minutes or that ride will be counted as a failure.

m. The rider with the last number drawn in his class has two minutes in the starting box, plus his fifteen minutes if there is a technical issue with the machine that requires it to be placed on the 15-minute clock. If a rider is on the 15-minute clock at the conclusion of the class, the next class will not start until the rider makes his/her attempt or the 15-minute clock expires.

n. Designated Motorcycle Start Area: Motorcycles are only permitted to be started in the designated start area. Once the motorcycle enters the designated motorcycle starting area, a maximum of three people will be allowed with the rider to maintain, start and assist with the bike. When the Hill is clear, the Referee will notify the rider that they have two minutes to enter the start line area and start their run. It is the crew's responsibility to start the motorcycle in a safe manor.

o. Designated Start Line Area: If a rider, mechanic or team member trips the timing system while in the cleaning area, the associated rider will be disqualified from that round.

p. In case of a tie, second best times will be used to break the tie. If this does not break the tie, the third best times will be used. If a third time is not available or does not break the tie, a run-off between the tied riders will be run until the tie is broken. Runoffs will only be run at the conclusion of all rounds.

q. The rider holding the fastest time in the current class may choose NOT to start in their draw position in the next round and the following rules apply:

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i. *If another rider betters the fast time in the next round, and the previous fast time holder has chosen to skip their start position, the rider will then start immediately following the run that bettered the time. The rider will be given a maximum of 15 minutes to get to the line. Failing to do so will result in no run in that round.*

ii. In case of a tie for the fastest time between rounds, second best times will be used to break the tie. If this does not break the tie, the third best time will be used. If a second or third time is not available or does not break the tie, then both riders must start the next round in their original draw order.

r. A rider must be on his machine or in control of it when the bike breaks the top timing light. A rider is considered in control of his machine if he has one or both hands on the handlebars. The Referee will appoint a knowledgeable person to be the assistant referee. An American Hillclimb Official will be placed at the finish line (timer) with a radio to the Referee to determine whether the rider was in control and the bike broke the timing light. The Referee will appoint a knowledgeable person to be the assistant referee if an official is not available. This person will be introduced at the riders' meeting. Video footage and or still photography by an approved photographer on the hill (from a vantage point to offer a definitive view) may be used to assist the Referee in the final decision.

s. A run will officially end, and time or distance will be marked when:
- The rider trips the finish line timing lights.
- The rider goes around the outside of the flag or hits the flag causing it to be reset.
- The rider loses all forward momentum as determined by the Referee.

2.14 Flags

a. If radio communication between the starter and the top of the hill is unavailable, a flagman will be stationed at the top of the hill with green and red flags.

b. Green Flag: Indicates start of race or clear hill conditions.

c. Red Flag: Indicates race has been stopped and there is an emergency.

2.15 Timers

a. An electric eye must be used at the bottom and top of the hill. A backup system (dual system) is recommended. In the case of a malfunction, any other type of timing device can only be used with the approval of the Referee and/or Race Manager.

b. American Hillclimb will furnish timing equipment.

c. Riders must be informed if the electronic timer is not available or is not working. Hand stopwatches will then be used.

d. If the timer should fail to work and the rider completes the hill, he may either be given credit for full footage or make another attempt. If the rider chooses to make another attempt, they must return to the start box without delay and will be directed to the start line as soon as the referee determines they are ready.

e. A rider must break the lower timing light with rider and running machine under power, in order to qualify for any points or purse.

2.16 Official Race Results

a. No official announcement of race results will be given until all scoring materials are examined and approved by the Head Scorer. Provisional results will then be posted and will become official if no recheck is requested by a rider within 30 minutes after the posting of those results.

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 American Hillclimb investigations following the protest period.

d. At all Hillclimb events, the race report must be mailed within three days after the meet. The points for that meet will be awarded after the report has been checked by the American Hillclimb

2.17 Championship Points

a. American Hillclimb Championship Points

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I. When the results of Championship races are declared official, points will be awarded in each class to the top 50 finishers according to the following schedule:

Finish Position	Points		Finish Position	Points
1	55		26	25
2	52		27	24
3	50		28	23
4	48		29	22
5	46		30	21
6	45		31	20
7	44		32	19
8	43		33	18
9	42		34	17
10	41		35	16
11	40		36	15
12	39		37	14
13	38		38	13
14	37		39	12
15	36		40	11
16	35		41	10
17	34		42	9
18	33		43	8
19	32		44	7
20	31		45	6
21	30		46	5
22	29		47	4
23	28		48	3
24	27		49	2
25	26		50	1

b. Points will accumulate for the calendar year.

c. All events will count for the Year End Points Total, unless otherwise specified. Notification of event format and alterations to the classes which will be awarded points will be given within a minimum of 30 days of the event.

d. In the event of a tie in the final points accumulated during the series for any position, the tie will be broken by the rider with the most 1st place finishes, if none then the most 2nd place finishes, then the most 3rd place finishes and so forth until the tie is broken. In the event of two riders having similar finishing records the final tie breaker will be the highest finish in the final event of the season.

2.18 AMA Pro American Hillclimb National Championship Event

a. Following the conclusion of the American Hillclimb East and West Championship seasons, the top 16 riders in overall combined points from each division, for a total of 32 riders, will be invited to the AMA Pro American Hillclimb National Championship event.

b. Riders that compete and finish in the top 16 in overall points in both divisions will be seeded into the National Championship from the division they scored the most overall points. Riders in the opposite division will be moved up for seeding purposes to complete the 16-rider field from that division.

c. The AMAP National Championship will be a two-day event with qualifying riders running a different hill each day.

d. If any of the Top 16 riders from either division are unable to attend, the next available rider in overall points from that division will be invited.

e. The overall Class points that will be combined to determine the top 16 riders from each division are:

East	West
Premier	Premier
450	700
X-Climb	450
	X-Climb

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f. The Classes that will compete at the National Championship are:

Premier
450
X-Climb
*WHC

** Class not considered in the overall points for the Championship*

g. Points will be accumulated in the Premier, 450 and X-Climb classes and combined into an overall point standing to crown the AMA Pro American Hillclimb National Champion.

h. Any awards given at the event for the individual classes are specific to the event only.

i. Purse will be paid to all 32 riders based on the overall points after both days.

j. Class rules for the Premier and 450 classes will be the same as listed for the AHC Divisional Championships *with the following exception:*

   i. The Premier class is limited to multicylinder engines only.

k. Starting order for the 450 and Premier classes will be drawn by the riders at sign up on Friday. The starting order will be the same for day-1 and day-2.

l. X-Climb Event Specific Rules:

   i. The X-Climb will be single elimination format for both days:
      - Round 1 – Top 32 riders from 450 Class Results
      - Round 2 – Top 16 from round 1
      - Round 3 – Top 8 from round 2
      - Final Round – Top 4 from round 3

   ii. The seeding and starting order for the day-1 X-Climb class will be determined by the results of the 450 class on day-1.

   iii. The seeding and starting order for the day two X-Climb class will be determined by the results of the 450 class on day two.

m. Tiebreakers will be broken in the following order:

   i. Best finish Premier class Sunday.
   ii. Best finish Premier class Saturday.
   iii. Best finish 450 Sunday.
   iv. Best finish 450 Saturday.
   v. Second best time premiere class Sunday.
   vi. Second criteria best finish premier class Saturday.

n. Points awarded each day for the Premier and 450 classes will be:

Finish Position	Points		Finish Position	Points
1	32		17	16
2	31		18	15
3	30		19	14
4	29		20	13
5	28		21	12
6	27		22	11
7	26		23	10
8	25		24	9
9	24		25	8
10	23		26	7
11	22		27	6
12	21		28	5
13	20		29	4
14	19		30	3
15	18		31	2
16	17		32	1

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o. Points awarded each day for the X-Climb class will be as follows:

Round 4 Finish Position	Points
1	32
2	31
3	30
4	29
Round 3, 5th – 8th	25
Round 2, 9th – 16th	20
Round 1, 17th – 32nd	15

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Section 3
General Equipment Standards

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3.1 Special Technical Requirements

a. Where the rules permit or require components 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. In order to maintain compliance, motorcycles will be checked for adherence to rules, at the Referee's discretion. The Referee will have the power to disqualify any motorcycle that does not conform to the Rules and may inspect any part of a motorcycle entered in competition at any American Hillclimb sanctioned meet.
c. Failure to comply with equipment requirements as prescribed in these competition rules at post-race inspections may result in the immediate disqualification from that day's meet. Disqualification in this case will mean the forfeiture of all awards, prizes, and points earned in all events during that day's meet.

3.2 Engines

a. Engines used in Professional Hillclimb meets must be 2-stroke or 4-stroke type only. They must be based on mass production motorcycle or ATV derived engine cases.
b. Engine Displacement/Measurement:
   i. 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)
   ii. If bore and stroke in millimeters, divide end product by 1,000 to convert to cubic centimeters.
   iii. If bore and stroke in inches, multiply end product by 16.387 to convert to cubic centimeters.
c. Rule 3.2.c is only allowed in the West Premier & 700 Classes: Forced induction (ie. Supercharging or turbocharging) is permitted in the Premier and 700 class only. Use of forced induction is not permitted in Twins or the 450 Class. Only one supercharger of any type may be used. Petroleum-based gasoline is the only fuel permitted. No additional power-adders are permitted to include, but not limited to Nitrous Oxide, Nitro methane or other power enhancing components.
d. Only throttle body-type fuel injection is permitted.

3.3 Transmissions

a. There will be no limitation on gearing.
b. Transmissions must be manual. No automatic transmissions are allowed. Examples being but not limited to: iMt, AMT, CVT, Torque converter or DCT types.

3.4 Handlebars and Controls

a. Cracked or broken handlebars are not permitted.
b. Control levers must have a minimum 1/2-inch diameter ball ends.

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c. All motorcycles must be equipped with a functional mechanical kill device or ignition cut-off switch or button. The ignition switch must interrupt the primary circuit and must be wired for both the supply and return of current (2 wires, 1 to ground). The switch must be mounted near the center of the handlebars and must be operated by a non-elastic string of adequate length and thickness (maximum 36 in. extended length).
d. Motorcycles must be equipped with a self-closing throttle.

3.5 Brakes

a. All motorcycles must be equipped with an adequate operating brake.

3.6 Measurement

a. There will be engine measurements taken at random during the year by the American Hillclimb Referee or designated technical inspector(s).

3.7 Waste Oil Disposal

a. Riders must make provisions to discard oil from their motorcycles and take off the property. No one is to drain oil on event property.

3.8 Numbers and Number Plates

a. An approved number plate which meets manufacturer standards or a rectangular-shaped number plate is required on the front of all motorcycles.
b. Number plates must be securely mounted in a workmanlike manner. They must be clearly visible and not obstructed by any part of the motorcycle or by the rider in riding position.
c. Minimum size of number plate will be 5 inches x 5 inches.
d. Number plate colors:

Division:	**AMERICAN HILLCLIMB WEST**				
Class:	**Premier**	**700**	**450**	**X-Climb**	**WHC**
Background:	White	Yellow	Black	Black	Black
Numbers:	Black	Black	White	White	White

Division:	**AMERICAN HILLCLIMB EAST**				
Class:	**Premier**	**450**	**X-Climb**	**WHC**	**450**
Background:	White	Black	Red	Red	Red
Numbers:	Black	White	White	White	White

e. Front numbers must be a minimum of 4 inches high and 1/2 inch wide. Numbers must be block style and done in a professional manner. Acceptable font styles are listed in Appendix D. Excessive condensing or stretching of the numbers is not permitted. Current class champions are permitted to have specially-sized number ones.

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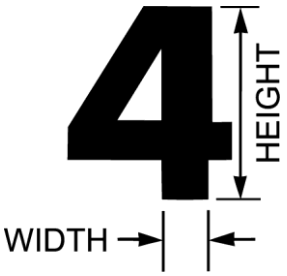

f. Only rider name, numbers and American Hillclimb decals can appear on number plates. Series sponsor advertising may be permitted with American Hillclimb approval. Rider sponsors may also be permitted with American Hillclimb Approval.
g. Rider must run his/her assigned competition number on the bike they ride, even if they must go to a backup bike. Riders will not be permitted to make their run if they do not have their assigned number on the number plate.
h. Any rider not conforming to the rules pertaining to number plates will be penalized.

3.9 Rider Apparel

a. Helmet
   i. Riders must always wear helmets when riding on course.
   ii. Helmets must be of the full-face type.
   iii. The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:
      - BSI: 6658 Type A
      - USA: SNELL M 2015, SNELL M 2020D (SNELL/DOT) or SNELL M 2020R (SNELL/ECE)
      - United Nations: ECE 22.05 or ECE 22.06 ("P")
      - Japan: JIS 8133:2015 (only "Type 2 Full Face")
      - Helmets within certification standards must have been manufactured after 1/1/2017. Helmets manufactured before 1/1/2017 are prohibited.
   iv. It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device such as the Hats Off device. An approved list of emergency helmet devices is available from American Hillclimb.
   v. Face shields or goggles are mandatory and must be shatter resistant.
b. Boots must be motocross style and at least eight inches high.
c. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.
d. Jerseys must be long sleeve. Short sleeves or ¾ sleeves not permitted. The rider may not be allowed to start with sleeves pulled up.
e. Jerseys must be made of durable material that will protect the rider. Motocross style jersey and pants or leather riding suits are acceptable.
f. Jerseys must have one of the riders' assigned numbers on the back or on the back of the chest/back protector.
g. The numbers must be displayed horizontally across the rider's back.
h. The number on the back must have a minimum size of 8 inches high and stroke of 1 inch wide.
i. Acceptable number styles are located in Appendix D.
j. Numbers must be printed in a contrasting color from the jersey color surrounding the placement of the numbers.
k. The number may be outlined. However, the color of the outlining must be in contrast to the jersey color as well as the number color. For example, a white jersey with orange numbers could use a black outline.
l. Mylar numbers (silver, gold or other) are not permitted, as they do not meet the requirement of the numbers being of contrasting colors.
m. All riders must display their last name on the back of their jersey at the shoulder line or on the back of the chest/back protector.
n. If a chest/back protector is worn over the rider's jersey, the rider's name and assigned number must be visible either on the jersey or on the chest/back protector.

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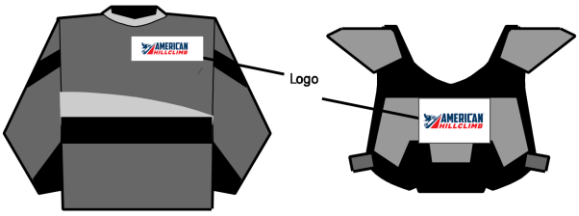
o. All riders must display the American Hillclimb Logo on the upper left front torso or left shoulder area of their jersey and on the front of the chest/back protector.



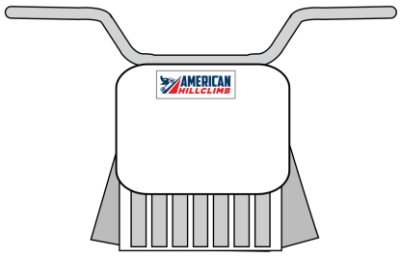
p. If the rider uses a chest/back protector, the logo must be located in the center front on the chest/back protector. This is in addition to the logo located on the jersey.
q. The minimum size of the logo is 3 inches wide by 1¾ inch high.
r. The logos are available for download from American Hillclimb.
s. Pants must be full length and made of a material that will help protect the rider, such as motocross style pants or leathers.
t. Riders must present a clean and neat appearance.
u. Neck protection, approved by the referee, is optional for all riders in all classes. The neck protection must be designed to slow or limit the forward/back movement of the neck. Examples being but not limited to: the Leatt Brace, Alpinestars Neck Brace, Atlas Brace and EVS R4 style of neck protection. “Donut” Style neck protection is not acceptable.

3.10 Display of American Hillclimb and Partner Logos

a. All riders are required to have approved logos in place whenever they are competing in any part of an American Hillclimb sanctioned event. The following logos are the only approved images to display on side number plates, and rider apparel:

b. Front Number Plate

i. The American Hillclimb logo is also a part of the front number plate design, which may also include a series title sponsor. The logo must be placed in one of the following locations on the number plate: Top Center, Top left and/or right, Bottom Center.



c. All number plate stickers and adhesive apparel patches will be available at American Hillclimb Tech Inspection at each event.
d. If a 3rd party produces number plates and/or jerseys prior to events, they may request logo files for Logo above by sending a written request to American Hillclimb. The request for artwork by a 3rd party should include the rider’s name. American Hillclimb logos will also be available at Sign Up.

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

3.11 Mechanics and Race Crew

a. Mechanics and race crew must present a clean and neat appearance.
b. Only appropriately dressed persons with the Crew credentials and Hot Pit armband will be allowed in the Hot Pits, starting area and staging.
c. Cut-offs, torn jeans, sleeveless shirts and open-toe shoes are prohibited in the Hot Pit area.
d. Mechanics and Race Crew are encouraged to display the American Hillclimb patch on uniform shirts.
e. Wearing clothing exhibiting obscene material or inappropriate slogans are not allowed in the pit area.
f. Team uniform shirts are recommended to have a collar.

3.12 Rider Responsibility

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

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Section 4
Premier Hillclimb Equipment Standards

4.1	Engines	23
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4.3	Tires and Chains	23
4.4	Fenders	23

4.1 Engines

a. Displacement capacities:

Division	Premier Hillclimb
West	701cc – Unlimited
East	500cc – Unlimited

b. Cylinder bore and stroke may be modified to achieve the displacement limit.

c. 4-stroke and 2-stroke engines are permitted but must be sourced from mass produced motorcycle or ATV derived engine cases.

4.2 Fuel

a. Any fuel or combination of fuels is permitted, except nitrous oxide cannot be used in conjunction with nitro methane.

4.3 Tires and Chains

a. Any type of tire is permitted.

b. Rubber paddle tires made of solid rubber (no steel reinforcement other than standard bead) will be permitted for both classes.

c. Tractor bands, diggers or shovel pads are not permitted.

d. Rubber paddle tires with chains or bolts are permitted.

e. Chain must be no larger than #80 or 7/8 (.875) inch high or bolts with a maximum diameter of 3/8 (.375) inch and a length of 1 inch out of the tire.

f. No welding of added objects is permitted.

g. Conveyor chain with brackets is not permitted.

4.4 Fenders

a. All bikes must have a front fender and a metal rear fender, unless approved by an Official. This exemption and approval will be made for bikes who are running a rubber knobby tire and the plastic rear fender extends to the centerline of the rear wheel axle. In this case, a metal rear fender will not be required. In addition to a metal rear fender covering the tire the bike must be equipped with a rear fender that is affixed to the seat. The purpose of this fender is to deflect a falling rider away from the rear of the motorcycle. The metal rear fender must be a minimum of 6 inches in width and a minimum of 1/8” in thickness. Fender must extend to the centerline of the rear wheel axle.

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Section 5
AHC West: 700 Hillclimb Equipment Standards

Section	West: 700 Hillclimb	Page
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5.2	Fuel	24
5.3	Tires and Chains	24
5.4	Fenders	24

5.1 Engines

a. Displacement capacities:

West	700 Hillclimb
4-stroke	451cc - 700cc
2-stroke	249cc - 700cc

b. Bore and stroke may be modified to achieve the displacement limit.

c. 4-stroke and 2-stroke engines are permitted but must be sourced from mass produced motorcycle or ATV derived engine cases.

5.2 Fuel

a. Any fuel or combination of fuels is permitted, except nitrous oxide cannot be used in conjunction with nitro methane.

5.3 Tires and Chains

a. Any type of tire is permitted.

b. Rubber paddle tires made of solid rubber (no steel reinforcement other than standard bead) will be permitted for both classes.

c. Tractor bands, diggers or shovel pads are not permitted.

d. Rubber paddle tires with chains or bolts are permitted.

e. Chain must be no larger than #80 or 7/8 (.875) inch high or bolts with a maximum diameter of 3/8 (.375) inch and a length of 1 inch out of the tire.

f. No welding of added objects is permitted.

g. Conveyor chain with brackets is not permitted.

5.4 Fenders

a. All bikes must have a front fender and a metal rear fender, unless approved by an Official. This exemption and approval will be made for bikes who are running a rubber knobby tire and the plastic rear fender extends to the centerline of the rear wheel axle. In this case, a metal rear fender will not be required. In addition to a metal rear fender covering the tire the bike must be equipped with a rear fender that is affixed to the seat. The purpose of this fender is to deflect a falling rider away from the rear of the motorcycle. The metal rear fender must be a minimum of 6 inches in width and a minimum of 1/8” in thickness. Fender must extend to the centerline of the rear wheel axle.

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Section 6
AHC East: Twins Hillclimb Equipment Standards

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6.2	Fuel	25
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6.4	Fenders	25

6.1 Engines

a. Displacement capacities:

East	Twins Hillclimb
Overhead cam 4-stroke twins	650cc – 1305cc
Push-rod 4-stroke twins	650cc - Unlimited
2-stroke twins	*249cc – 700cc*

b. 4-stroke and 2-stroke engines are permitted but must be sourced from mass produced motorcycle or ATV derived engine cases.

c. Cylinder, bore and stroke may be modified to achieve the displacement limit.

d. Normally aspirated only. No Turbo or Superchargers.

6.2 Fuel

a. Only petroleum-based fuel. No power additives are permitted, examples being but not limited to: Nitro, nitrous oxide, alcohol, etc.

6.3 Tires

a. Knobby tires made of rubber are permitted.

b. Maximum rear wheel rim width is 4.50”.

6.4 Fenders

a. All bikes must have a front and rear fender. The rear fender must extend to the centerline of the rear wheel axle.

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Section 7
450 Hillclimb, X-Climb *and WHC* Equipment Standards

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7.1 Approval of Motorcycles

a. Only motorcycles on the Hillclimb approved equipment list may be used in competition.
b. 450 Hillclimb, X-Climb *and WHC* competition is restricted to motorcycles (engines and frames) available in the US through retail dealers.

7.2 Engines

a. Engines are restricted to a single cylinder and must be internal combustion.
b. Displacements ranges allowed by division:

	West	East
4-stroke	249-450cc	349-450cc
2-stroke	150-250cc	

c. Bore and stroke must remain the same as the originally approved model.
d. There is no overbore allowance.

7.3 Fuel

a. Fuel must be petroleum-based gasoline, which is readily available to the general public at retail outlets.

7.4 Tires

a. Rubber paddle or knobby tires only. No metal allowed. Examples being but not limited to metal paddles, chains, bolts, etc.

7.5 Frames

a. Stock main frame for the originally homologated model must be retained with only the following modifications permitted:
b. Strengthening gussets and tubes may be added. Accessory brackets may be changed, relocated, added or removed.
c. Steering head angle, shock linkage location, swing arm pivot location and engine location may be changed.

7.6 Swingarm

a. Swing arms must be modified to facilitate adequate clearance between the swingarm and tire. Final determination and approval will be made by the event referee.

7.7 Fuel Tanks and Bodywork

a. Fuel tanks may be replaced with aftermarket parts which resemble the original OEM components and maintain the stock appearance.
b. Bodywork (fenders, seats, radiator covers, side panels etc.) may be replaced with aftermarket parts which resemble the original OEM components and maintain the stock appearance.

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c. Front and rear fenders are required.

7.8 Number Plates

West 450 & X-Climb	West 450 & X-Climb

West WHC	East WHC

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Appendix A
Offenses, Penalties, Protests and Appeals

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A1 General Information

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

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

A1.3 Through its protest and appeal procedures, AMA Pro Racing provides a system of administrative review in the event of disputes which are eligible for such review. The goal of AMA Pro Racing's protest and appeal procedures is to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants.

A1.4 Any participant who is fined under these rules will be deemed suspended from all AMA Pro Racing sanctioned activities until the fine has been paid. The fined party is entitled to a receipt upon payment. All fines and other disciplinary actions levied by AMA Pro Racing must be explained in writing. A copy must be given or sent to the disciplined party.

A1.5 Any participant under suspension, or otherwise disciplined under these rules of competition, may be reinstated by action of, and in the sole discretion of AMA Pro Racing.

A1.6 AMA Pro Racing reserves the right to carry over any and all penalties, fines and suspensions incurred by a rider at any AMA amateur and or premier sanctioned event. Unacceptable behavior by a rider on the race track or in the paddock at any AMA sanctioned event is detrimental to the sport as a whole and will be treated as such by AMA Pro Racing.

A2 General Offenses and Penalties

A2.1 This section outlines actions which are deemed to be detrimental to the sport of motorcycle racing and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, AMA Pro Racing may disqualify any entrant, rider or participant or motorcycle from the balance of a race event for violation of these rules, insubordination or other actions deemed in the sole discretion of AMA Pro Racing to be detrimental to the race event and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the event venue. Unless otherwise specifically provided for in these rules, AMA Pro Racing is empowered to suspend from competition any entrant, rider, crew member or motorcycle for a period of one event up to an indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole discretion of AMA Pro Racing, to be detrimental to the sport of motorcycle racing. AMA Pro Racing is also empowered to, in addition to or in lieu of a suspension from competition, suspend an entrant's or rider's eligibility to earn points for one or more events including, but not limited to, the event in which the rules violation took place. The beginning and ending dates of any such suspension will be as determined by AMA Pro Racing.

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

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

a. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by AMA Pro Racing, or in general, competing or attempting to compete in AMA Pro Racing sanctioned activities under false pretenses.

b. Competing under a false name or in any other way attempting to gain an advantage.

c. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.

d. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMA Pro Racing rules or procedures or to otherwise gain an advantage.

e. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMA Pro Racing rules or procedures or to otherwise gain an unfair advantage.

f. Refusing to provide a factual statement regarding an item under protest or appeal when requested by AMA Pro Racing or a party to the appeal, or interfering in any way with AMA Pro Racing's protest and appeal procedures in order to influence the outcome.

g. Failing to ride in an event after entering without giving proper notice of non-participation.

h. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start or completion of any portion of an AMA Pro Racing event.

i. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.

j. A physical or verbal attack on an AMA Pro Racing official and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during, or after an AMA Pro Racing event. There will be no maximum fine or suspension period for this offense.

k. Refusal to submit a machine for inspection. Any team/rider refusing to immediately surrender their machine to AMA Pro Racing, or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.

l. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track; and in so doing gaining an advantage.

m. Receiving any form of prohibited outside assistance.

n. Failing to immediately respect and comply with operational or warning flags/lights or other signals from AMA Pro Racing.

o. Failure to attend riders' briefings.

p. Riding at any time in such a manner as to endanger other riders, officials or the public.

q. Wagering by a participant on the outcome of any AMA Pro Racing sanctioned race.

r. Failing a test for drugs or refusing to submit to drug testing as required from time to time by AMA Pro Racing under its Substance Abuse Policy.

s. Causing or attempting to cause a race to be stopped. At the sole discretion of AMA Pro Racing, a rider who is judged to have intentionally caused a red flag may be excluded from restarting the race in question.

t. Failure on the part of a manufacturer/distributor to fulfill the requirements of approval.

u. Any other act or actions deemed by AMA Pro Racing to be detrimental to the sport of motorcycle racing.

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A3 Equipment Offenses and Penalties

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

A3.1 Equipment offenses are divided into two categories:

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

b. Category 2 - All other equipment violations.

A3.2 Impounding of Motorcycles and Components

a. AMA Pro Racing may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow AMA Pro Racing to perform detailed inspections and testing.

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

c. In any case where a part has been determined to be in violation of AMA Pro Racing rules, that part may be held indefinitely by AMA Pro Racing, to prevent the use of that part in future AMA Pro Racing competitions. Entrants may submit requests in writing to AMA Pro Racing for the return of illegal parts which will be addressed on a case by case basis. Any parts found to be illegal will be held by AMA Pro Racing at least until the completion of the competition season.

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

a. Warning

b. Probation

c. Fine

d. Total or partial loss of points or laps

e. Total or partial loss of prize money

f. Disqualification

g. Suspension

A4 Protests

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

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

A4.3 Every protest must be made separately and in writing. Each protest must specify the violation of AMA Pro Racing rules or procedures which is alleged, and must be accompanied by a filing fee. For a technical protest the filing fee is $1,000, for all other protests the filing fee is $500. AMA Pro Racing will not accept verbal protests or protests which are not accompanied by the required fee.

A4.4 The posting of provisional results starts the 30-minute protest period.

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

A4.6 Protests will not be accepted which concern the decision of AMA Pro Racing's timing and scoring.

A4.7 Protests will not be accepted on decisions of AMA Pro Racing officials with respect to the interpretation

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of AMA Pro Racing rules as they pertain to race procedures or AMA Pro Racing office policies. Such decisions include, but are not limited to, establishment of grids and assignment of starting positions; the start of the race; jump starts; the control of the motorcycles; the decision to delay, stop or shorten a race; establishment of restart grids; the display of flags; assessment of finishing position, lap or time penalties; and disqualifications, whether from a single event or the entire race event.

A4.8 AMA Pro Racing will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, AMA Pro Racing may permit a protested rider to compete under protest. In such cases, payment will be withheld of all affected points and monies pending a decision on the protest.

A4.9 Once made, a protest cannot be withdrawn without the permission of AMA Pro Racing.

A4.10 Any legitimate expense that AMA Pro Racing may incur as the result of a protest must be paid by the protesting party, and AMA Pro Racing may require in advance a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, such costs must be reimbursed by the protested party.

A4.11 If AMA Pro Racing decides a protest in the favor of the protesting party, the protest fee will be refunded to the protesting party. A written report detailing the protest action will be forwarded by AMA Pro Racing.

A4.12 If AMA Pro Racing decides a protest in favor of the protested party, they will keep the protest fee and produce a written report. However, in the case of a technical protest which involves the teardown or measurement of an engine, the protested party will be entitled to the protest fee.

A5 Appeals

A5.1 Appeals may be lodged by entrants and riders to initiate AMA Pro Racing's administrative review process.

a. An appeal may be lodged by a party which loses a protest and desires further review of the issue. In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to re-run the event.)

A5.2 An appeal must be in writing, signed by the appealing entrant or rider, and must state specifically the elements of the protest, fine, suspension, or technical disqualification being appealed and the grounds for the appeal. The appeal must be received at AMA Pro Racing's Florida headquarters by 5:00 p.m. ET on the second business day after notification to the participant of the ruling or incident in question. The appeal may either be filed at the event or submitted to:

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

A5.3 A filing fee of $1,000.00 must accompany the appeal. The filing fee will be refunded only if the appealing party prevails. Laboratory fees must be paid by appealing party and are non-refundable.

A5.4 The appealing party will be responsible for producing the following within five days of notification of the decision/incident being appealed:

a. Copies of all written statements which will be offered as evidence at an appeal hearing.

b. A complete list of witnesses to appear at the appeal hearing. Attorneys are not permitted at appeal hearings.

A5.5 AMA Pro Racing will review all materials submitted as required and will, in the interest of deterring unsubstantiated appeals, determine whether, in its sole and absolute discretion, the circumstances of the appeal warrant the convening of an appeal board.

A5.6 Following the submission of an appeal, AMA Pro Racing shall take one of three initial actions:

a. Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee.

b. Convene an appeal board.

c. Determine the appeal to be without merit. If the appeal is determined to be without merit, an

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amount in addition to the
$1,000.00 filing fee may be assessed against the appealing party. This amount will be equal to the actual costs incurred by AMA Pro Racing in making the initial determination and shall be considered a fine under these rules such that all applicable rules regarding fines will apply.

A5.7 If the matter being appealed is a dispute between two participants, AMA Pro Racing may mediate the matter in an effort to reach an agreement between the parties; but failing to do so, may convene an appeal board to hear the matter. For these purposes, a dispute between two entrants or riders is deemed to exist only if one party or the other has filed a formal protest against the other.

A5.8 Each appeal board will consist of three persons with no material interest in the matter at hand. Selection of the appeal board members is at the sole discretion of AMA Pro Racing, which will make every effort to assure a fair and impartial hearing.

A5.9 No evidence or other information will be given to the appeal board members in advance of the hearing, and AMA Pro Racing will use its best efforts to keep the composition of the appeal board confidential until the hearing. Any effort by any party to unfairly influence a member of an appeal board may result in disciplinary action. For these purposes any effort to discuss the matter under appeal prior to the hearing will be considered an attempt at influencing the appeal board member.

A5.10 The time and place of the appeal hearing will be determined by AMA Pro Racing. The appeal hearing will be convened as soon as practical and barring delays will be held no more than 30 days after the ruling/incident being appealed.

A5.11 AMA Pro Racing will designate an individual who shall serve as non-voting chairman of the appeal hearing. No other member of the appeal board will be an employee of AMA Pro Racing.

A5.12 AMA Pro Racing will confirm the time and place of the hearing in writing to the appealing rider, such notice to be made at least 10 days before the hearing unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed or faxed to the appealing party at the most recent address he or she has provided to AMA Pro Racing. AMA Pro Racing will make every effort to verbally confirm the time and place of the hearing with the appealing party.

A5.13 Appearance at the hearing will be the responsibility of the involved parties. If the appealing party fails to appear, the appeal board may go forward with the hearing. In the event of a documented emergency on the part of the appealing rider, the hearing may be delayed.

A5.14 The appeal hearing will be informal and rules of evidence will not apply. The following guidelines for conduct will, however, be enforced by the chairman:

a. The chairman and members of the appeal board may at any time ask any questions they deem appropriate.

b. All parties involved in the appeal will be expected to provide full cooperation to the members of the appeal board in establishing pertinent facts and gathering information.

c. All comments from parties involved in a dispute will be to the appeal board members. No debate between the disputing parties will be allowed.

d. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the appeal board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.

e. Any party to a matter under appeal may request a written statement from AMA Pro Racing or any AMA Pro Racing competition entrant or rider license holder believed to have relevant information. Refusal by any AMA Pro Racing official or license holder to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.

f. Information presented to the appeal board must relate directly to the matter under appeal. Discussion of past appeals or situations involving other participants will not be considered. The chairman may ask the appeal board to rule on the validity of information or testimony being presented.

g. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.

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A5.15 The following order of business will be followed at appeal hearings:

a. Introductions and summary of matter under appeal.

b. Presentation of written and oral testimony, with the party in a defense posture presenting its evidence last.

c. Questions from the chairman and appeal board members.

d. Closing statements, again with the party in a defensive posture going last.

e. After all evidence has been presented, the appeal board will go into executive session to consider its decision. The chairman may, upon the request of at least two members of the appeal board, be present as a consultant to this process. It is the responsibility of the appeal board to rule on the matter at hand within the context of existing AMA Pro Racing rules and regulations. Appeal boards are encouraged to make recommendations regarding such rules and regulations but have no power whatsoever to waive or modify rules that were in place at the time of the matter under appeal.

f. Decisions of the appeal board will be by simple majority.

g. Upon reaching a decision, the appeal board will inform the chairman of same and the chairman will assist in drafting the board's formal statement.

h. Upon completion of the appeal board's formal statement, the appeal hearing will be reconvened and the chairman will read the statement.

i. The hearing will be adjourned with the decision of the appeal board final to all parties.

A5.16 If the appeal board members do not feel they can make a decision based on the evidence made available to them at the appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no formal decision has been reached within seven days of the appeal hearing, the appeal board will be dismissed. At that point the AMA Pro Racing must either mediate a resolution to the appeal or convene a new appeal board.

A5.17 AMA Pro Racing will reimburse actual expenses incurred by members of the appeal board. Parties and witnesses to the appeal will not be entitled to any such reimbursement.

A5.18 If an appeal is upheld, the appealing party will be refunded the filing fee. If an appeal is denied, the filing fee will be retained by AMA Pro Racing to defray costs of the hearing.

A5.19 While in the process of appealing a fine or suspension, a participant may continue to participate in professional events. However, this privilege may be denied, at the sole discretion of AMA Pro Racing, if the suspension is related to an offense under AMA Pro Racing Substance Abuse Policy or for operating a motorcycle or any motor vehicle in such a manner as to endanger the life or limb of other riders, officials or the public.

A5.20 The participants to the appeal agree that the determination of AMA Pro Racing in the event the appeal is determined to be without merit or the appeal board is final, binding and shall not be appealable to AMA Pro Racing, any court, or any other tribunal. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the AMA Pro Racing Rulebook are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the AMA Pro Racing Rulebook. Any attempt to do so shall result in disciplinary action being imposed by AMA Pro Racing in its sole and absolute discretion. Said disciplinary action may include the permanent suspension of the entrant, rider, crewmember, other individual or motorcycle from participation in AMA Pro Racing sanctioned competition or any lesser disciplinary action deemed warranted by AMA Pro Racing.

A5.21 The participants in the appeal agree that the publication of protests, appeals and the interim and final results of said protests and appeals may at the sole discretion of AMA Pro Racing be released to the public in any media deemed appropriate by AMA Pro Racing. The participants agree that they shall not bring a cause of action against AMA Pro Racing, or its respective directors, trustees, officers, employees, agents and assigns as a result of such publication.

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Appendix B
Professional Racing Substance Abuse Policy

Preamble

The safety and integrity of professional motorcycle racing are of paramount concern to AMA Pro Racing. Substance abuse is fundamentally inconsistent with safety and with the integrity of motorcycle sport. Accordingly, AMA Pro Racing has established this Substance Abuse Policy, which is a supplement to AMA Pro Racing's Rules for Competition and which is binding upon all licensed participants in the same manner and to the same extent as AMA Pro Racing Rules for Competition. All participants applying for any AMA Pro Racing membership must agree to the following:

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

Credentialed participants are provided a copy of the AMA Pro Racing Substance Abuse Policy with the issuance of their participant credential. It reads as follows:

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

AMA PRO RACING SUBSTANCE ABUSE POLICY

Through a comprehensive testing program, AMA Pro Racing's Substance Abuse Policy rules are designed to keep Events safe for everyone and provide a level playing field. Strong testing programs save lives, prevent injury, gives AMA Pro Racing Participants additional reasons to say no to illegal drugs and help identify people with substance abuse issues and facilitate their treatment. To those ends, AMA Pro Racing prohibits the misuse of alcohol, prescription drugs, and any other substance used in a manner that affects safety or impacts the integrity of the competition, including –but not limited to-- illegal or performance enhancing substances. All AMA Pro Racing Participants are responsible for whatever goes into their body.
This policy is a supplement to AMA Pro Racing's Rules for Competition which is binding upon all credentialed Participants in the same manner and to the same extent as AMA Pro Racing Rules for Competition.

B1 ADMINISTRATION OF THIS POLICY; PROGRAM ADMINISTRATOR, THE TESTING LA-BORATORY, AND MEDICAL REVIEW OFFICER (MRO)

The Policy of this program is governed by AMA Pro Racing, but it is administered and implemented through a program administrator, testing laboratories, medical review officers, and substance abuse professionals.\PROGRAM ADMINISTRATOR (PA)

a. AMA Pro Racing has designated David L. Black, Ph.D., D-ABFT, FAIC Aegis Sciences Corporation ("Aegis") as the program administrator (PA).

b. The PA is responsible for, among other things, administering collection of samples/collections under this Policy, coordinating secure shipment of specimens to the testing facility, ensuring thorough and accurate scientific testing of specimens, determining whether any AMA Pro Racing credentialed Participant has tested positive for ingestion of drugs, alcohol or prohibited substances or otherwise violated this Policy, and informing AMA Pro Racing and the AMA Pro Racing Participant of any such violation. In making this

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determination, the PA shall consider all information derived from the testing process, as well as all information derived from the independent investigation of the Medical Review Officer (MRO).

c. The PA will also facilitate evaluations for AMA Pro Racing Participants for the Road to Recovery Program by coordinating evaluations with the appropriate substance abuse professional for advising on the creation of a Road to Recovery Plan that may include substance abuse counseling, treatment or rehabilitation.

B1.1 TESTING LABORATORY

a. All testing pursuant to this Policy will be done at the AMA Pro Racing designated Testing Laboratory.

b. AMA Pro Racing has designated Aegis Sciences Corporation (Aegis) of Nashville, TN to administer the collection, transport, and testing of urine, blood, saliva, hair, and/or breath specimens pursuant to this Policy and to communicate the results to the PA and MRO as needed.

c. AMA Pro Racing reserves the right to designate other testing facilities, as needed to facilitate this Policy, throughout the year.

B1.2 THE MEDICAL REVIEW OFFICER (MRO)

a. AMA Pro Racing has designated Douglas Aukerman, M.D., as the independent MRO of this Policy.

b. The MRO is an independent and impartial physician responsible for receiving and reviewing laboratory results generated pursuant to this Policy and determining whether there is a legitimate medical explanation for a positive drug test or refusal to test because of adulteration, substitution, or other non-negative test.

c. Dr. Aukerman is a board certified Sports Medicine physician and a medical review officer certified by the American Association of Medical Review Officers (AAMRO).

d. AMA Pro Racing reserves the right to designate other MROs, as needed, to facilitate this Policy throughout the year.

B2 AMA PRO RACING PARTICIPANTS SUBJECT TO TESTING

This policy is provided to AMA Pro Racing credentialed Participants in accordance with the AMA Pro Racing license agreement. Compliance with the AMA Pro Racing Substance Abuse Policy, and participation in its testing program, is mandatory for all credentialed Participants and is essential to the safety of professional motorcycling activity. (See 19.5 Testing for Prohibited Substances)

B2.1 DRUG TESTING

a. AMA Pro Racing will regularly test any credentialed Participant whose performance at an AMA Pro Racing Event potentially affects the safety of themselves, other AMA Pro Racing Participants, spectators and guests.

B2.2 PERFORMANCE ENHANCING DRUG TESTING

a. AMA Pro Racing reserves the right to test any credentialed Participant, whose use of illegal or performance enhancing drugs (PED) or substances could alter or enhance their performance at an AMA Pro Racing Event to create an unfair advantage or impact the integrity of competition.

B3 PROHIBITED SUBSTANCES AND ACTS

B3.1 PROHIBITED SUBSTANCES

a. For the purpose of this Policy, prohibited substances are those substances that, in the PA's and the MRO's determination, in consultation with AMA Pro Racing, may adversely affect the safety and well-being and performance of an AMA Pro Racing Participant at an AMA Pro Racing Event, including without limitation illegal drugs.
b. The PA and the MRO, in consultation with AMA Pro Racing, may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of the substance following a drug test.
c. For the purposes of these rules, federal bans and definitions of illegal substances supersedes any state

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and/or local ordinance, regulation or law allowing use of a substance.

d. AMA Pro Racing credentialed Participants are prohibited from using, having in their system, possessing, purchasing, selling and/or participating in the distribution of any drug that is illegal to possess, use, and/or distribute by the laws of the United States of America and/or any of its 50 states, regardless of the amount, at any time.

e. Illegal acquisition and/or illegal distribution of any prescription or over-the-counter medication are strictly prohibited at any time.

i. **STIMULANTS**

Including without limitation:

STIMULANTS
Amphetamine
Methamphetamine
Ecstasy (MDMA)
Eve (MDEA)
MDA
PMA
Phentermine, and other amphetamine derivatives and related compounds
Phentermine, and other amphetamine derivatives and related compounds

ii. **NARCOTIC ANALGESICS**

Including without limitation:

NARCOTIC ANALGESICS
Alfentanil
Fentanyl
Hydromorphone
Marijuana (Cannabis)
Meperidine
Methadone
Morphine
Oxycodone
Oxymorphone
Propoxyphene
Sufentanil
Heroin and/or their chemical and pharmacological analogs and related compounds
Codeine, dihydrocodeine, hydrocodone, and codeine analogs and related compounds (including those available over the counter in some countries if taken for a non-medical use)

iii. **EPHEDRINE CLASS**

Ephedrine, pseudoephedrine, and phenylpropanolamine and/or their chemical and pharmacological analogs and related compound as well as pseudoephedrine (even if purchased as an over the counter medication without a prescription) if used:

1. in a manner that is inconsistent with the instructions provided by the drug manufacturer (e.g., use in concentrations or amounts in excess of the manufacturer's recommended dose); or
2. in a manner or an amount that may cause an increased risk to health, safety, or an impairment of ability to perform his/her duties in relation to an AMA Pro Racing Event.

iv. **BENZODIAZEPINES**

Including without limitation:

BENZODIAZEPINES
Alprazolam
Diazepam
Lorazepam (Ativan)
Oxazapam (Serax)
Temazepam (Restoril)
Alpha-hydroxy-alprazolam (Xanax)
Nordiazepam (Valium) and/or their chemical and pharmacological analogs and related compounds

v. **BARBITURATES**

Including without limitation:

BARBITURATES
Amobarbital (Amytal)

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Butalbital (Anolor 300, Esgic, Fioricet, Fiorinal)
Butabarbital (Butisol)
Phenobarbital (Luminol, Solfoton)
Pentobarbital (Nembutal, Nembutal Sodium)
Secobarbital (Seconal) and/or their chemical and pharmacological analogs and related compounds

vi. **PERFORMANCE ENHANCING DRUGS**

Including without limitation: Human Growth Hormone (hGH), Human Chorionic Gonadotropin (hCG), Luetenizing Hormone (LH) and Insulin-like Growth Factor (IGF-1), clenbuterol, anabolic androgenic steroids ("AAS"), including without limitation:

PERFORMANCE ENHANCING DRUGS
Androstenediol
Androstendione
Bolasterone
Boldenone
Chloroxomesterone (dehydrochlormethyltestosterone)
Clostebol
Dihydroepiandosterone
Dihydrotestosterone
Depitestosterone
Dromostanolone
Epitestosterone
4-Chlortestosterone
Fluoxymesterone
Formebolone
Furazabol
Mesterolone
Methandienone (Methadrostenolone)
Methandriol
Methenolone
Methylclostebol
Methyltestosterone
Methyltrienolone
Mibolerone
Nondrolone
Norandrostendione
Norethandrolone
Norethindrone
Oxabolone
Oxandrolone
Oxymesterone
Oxymetholone
Stanozolol
Stenbolone
Testosterone
Trenbolone

vii. **MUSCLE RELAXERS**

Including without limitation, carisoprodol (Soma) and meprobamate (Miltown, Meprospan).

viii. **SLEEP AIDS**

Including without limitation, zolpidem (Ambien).

ix. **BETA BLOCKERS**

Including without limitation, the following drugs and related compounds:

BETA BLOCKERS
Acebutolol
Alprenolol
Amosulalol
Atenolol
Betaxolol
Bisoprolol
Carteolol
Esmolol
Landiolol
Levobunolol

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Mepindolol
Metipranolol
Metoprolol
Nadolol
Nebivolol
Oxprenolol
Penbutolol
Pindolol
Propranolol
Sotalol
Tilisolol
Timolol

B3.2 MEDICAL AND NON-MEDICAL USE OF PRESCRIPTION AND OVER-THE-COUNTER MEDICATIONS

a. AMA Pro Racing recognizes that there are many prescription and over-the-counter medications that serve essential or beneficial purposes for the health and well-being of AMA Pro Racing Participants, and nothing in this Policy is intended to discourage the proper use of these medications.

b. Some medications, even when properly used, may adversely affect the safety and integrity of competition for motorsports events.

c. For example, many types of cough medicines contain codeine, which is a potent narcotic that may result in drowsiness or diminished alertness.

d. Misuse or non-medical use of a prohibited, prescription, or over-the-counter medication by an AMA Pro Racing credentialed Participant is prohibited, and the MRO will examine whether:

i. the medication was used in a manner inconsistent with the instructions provided by the manufacturer, pharmacist and/ or the prescribing physician

ii. the medication causes a competitive advantage, or a diminished or impaired ability to perform duties on the day of an Event

iii. the medication was used without a valid prescription from a credentialed and treating physician that was given for a legitimate medical purpose

iv. the AMA Pro Racing Participant failed to advise the issuing physician that another physician was prescribing the same and/or similar medication; and/or

v. the medication was prescribed more than 6 months prior to an AMA Pro Racing Event.

e. For the purposes of these rules, federal bans and definitions of illegal substances supersedes any state and/or local ordinance, regulation or law permitting the use of a substance.

B3.3 ALCOHOL

a. An AMA Pro Racing credentialed Participant is prohibited from consuming any alcohol 12 hours prior to or during any AMA Pro Racing on-track activity or Event.

b. An AMA Pro Racing credentialed Participant with breath, urine, saliva, or blood alcohol level above 20mg per 100ml (.02%) at the time of testing is deemed unfit for racing, participating or officiating in an AMA Pro Racing Event.

c. Nothing in this paragraph shall preclude an AMA Pro Racing Official from determining that an AMA Pro Racing credentialed Participant with a breath, urine, saliva, or blood alcohol test level below 20mg per 100ml (.02%) is physically unfit for race driving, participating, or officiating in an AMA Pro Racing Event and taking such disciplinary action as the AMA Pro Racing Official may deem appropriate under the AMA Pro Racing Substance Abuse Policy.

B3.4 DIETARY SUPPLEMENTS

a. Dietary supplements may contain (either purposefully or through contamination) a prohibited substance under this Policy.

b. Any product sold with a warning advising non-use if the purchaser is subject to a drug testing program should be avoided even though such product may be available without a prescription.

c. AMA Pro Racing Participants may use a variety of apps or internet sources to become more educated about the contents of a supplement, but regardless of that information, the AMA Pro Racing Participant is responsible for any substance found in their system.

B3.5 MASKING AGENTS

a. The use or attempted use of any agent or technique that is designed to avoid detection of a prohibited substance and/or falsify, alter, compromise, or otherwise tamper with the integrity of a specimen or test under this Policy is prohibited. This includes:

i. Providing false urine samples (e.g., urine substitution or synthetic urine)

ii. Contaminating the urine sample with chemicals or chemical products

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iii. Using pharmaceutical diuretics to purposefully dilute the urine sample
iv. Using masking agents
v. Using Aromatase inhibitors that may be used to biologically manipulate the testosterone/Epitestosterone ratio, and/or using epitestosterone to artificially alter the testosterone/ epitestosterone ratio.

B3.6 SUBSTANCES THAT MIMIC EFFECTS OF BANNED SUBSTANCES

a. AMA Pro Racing credentialed Participants are prohibited from using any legal or illegal substance, or combination of substances, including but not limited to synthetics, analogues and/or derivatives of a banned substance.

B3.7 MANNER OF USE

a. SAFETY
   i. The use of any legal or illegal substance, or combination of substances, which when taken into the human body, can impair the ability of the person to perform safely is prohibited.
   ii. Under this Policy, any substance or combination of substances used in an unsafe manner is a violation.
   iii. For example, a combination of drinking 10 cups of espresso, taking cold medicine and using prescribed sleep medication will cause a safety risk, although each substance in small amounts by themselves may not necessarily result in a violation of the SAP.
b. **INTEGRITY OF COMPETITION**
   i. The use of any legal or illegal substance, or combination of substances, which when taken into the human body, can alter or enhance a person's ability to compete in a manner unfair to other Participant is a violation.
   ii. For example, a legal substance may be substantially similar to an illegal drug –i.e., synthetics, analogues and/or derivatives of an illegal substance –use of that substance will result in a violation of the SAP.

B4 PRESCRIPTION DOCUMENTATION FOR PROHIBITED SUBSTANCES

TO THE MEDICAL REVIEW OFFICER

Participants in AMA Pro Racing are required to notify and provide proof of prescriptions to the MRO upon receipt of such a prescription from his/her treating physician. The method to provide this information to the MRO shall be:

a. Using a fax cover sheet, print "AMA PRO RACING SAP Information", Participant name and phone number, name of medication, the prescribing physician, and the physician's phone number. Attach a copy of the prescription providing the dosage and duration instructions for proper use.
b. Fax both the cover sheet and copy of the prescription to the MRO at (888) 595-4949, or email scanned copies to mro@aukmed.net.
c. The Participant's physician may receive a call from the MRO to discuss the prognosis and expected length of treatment and corresponding duration of the prescription.

B5 TESTING FOR PROHIBITED SUBSTANCES

Under this Policy, all AMA Pro Racing credentialed Participants will be tested on the following basis:

B5.1 REASONABLE SUSPICION

a. AMA Pro Racing reserves the right to require an AMA Pro Racing credentialed Participant to submit to a test or tests if an AMA Pro Racing Official has reasonable suspicion that the AMA Pro Racing credentialed Participant has violated any part of this Policy or has a competitive advantage or diminished ability to perform as a result of using any substance in violation with this Policy. Some of the conditions, observations and/or reports that may cause an AMA Pro Racing Official to have such a reasonable suspicion are, without limitation, as follows:
   i. When an AMA Pro Racing credentialed Participant is found or observed in possession of illegal substances or illegal drug paraphernalia at any time.
   ii. Observation of signs, symptoms, and/or behaviors generally understood to accompany the use of prohibited substances or alcohol use or intoxication including, without limitation:
      1. Physical signs of red or droopy eyes, dilated or constricted pupils;
      2. Slurred speech, stumbling, or hyperactivity;
      3. Needle marks;
      4. Repeated unexplained disappearances from an Event;
      5. Constantly running nose, red appearance in the face, or persistent sniffing;
      6. Time distortion, including repeated tardiness and missed appointments;

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7. Chronic forgetfulness or broken promises;
8. Accidents during Events;
9. Inability to concentrate or to maintain attention;
10. Mental confusion, paranoia, or presence of abnormal thoughts or ideas;
11. Violent tendencies, loss of temper, or irritability;
12. Extreme personality change or mood swings; or
13. Deteriorating personal hygiene or appearance.

iii. An arrest or conviction for driving while under the influence of alcohol or drugs, or an alcohol or drug related conviction.

iv. Receipt of a report from a reliable source that an AMA Pro Racing credentialed Participant is under the influence of substances prohibited under this Policy on the day of an AMA Pro Racing Event, or, at any time, is using, possessing or selling illegal drugs or substance.

v. The results of an examination or test, as provided by the AMA Pro Racing Rules, which shows evidence of use of a prohibited substance or alcohol abuse or of adulteration or manipulation of the specimen.

vi. The odor or aroma of an alcoholic beverage on or about the breath or body of an AMA Pro Racing credentialed Participant consistent with use of such a substance or alcoholic beverage on the day of an AMA Pro Racing Event.

vii. Violation of AMA Pro Racing safety precautions resulting in an incident or accident involving injury, death or property damage.

B5.2 RANDOM TESTING

a. AMA Pro Racing may also require all credentialed Participants to submit to unannounced random testing at any time during an Event to ensure compliance with this Policy. This may include, but is not limited to, random testing before or after practice, qualifying, or the Race itself.

i. **RANDOM TESTING RATES**

1. Random testing rates will be set by the Program Administrator prior to the start of each season.
2. The rates may either increase or decrease based on program test results of the previous year and substance abuse trends impacting professional sports and the public.
3. Random testing rates set by AMA Pro Racing are an annual minimum requirement.
4. Selection will be made at random, with all credentialed participants have any equal chance of selection.

ii. **RANDOM SELECTION**

1. Random selection of participants for testing will be conducted by the PA through a computer-based random number generator.
2. The testing pool will have the names of all credentialed participants at the event. Names will be selected at random until the predetermined number of Participants has been achieved.
3. Participants taking part in more than one class of competition shall be eligible for random selection in each class entered.

iii. **OBSERVED TESTS**

1. Based on their training and experience, a collector may require a random test to be observed to prevent someone from altering a specimen.

B5.3 FOLLOW-UP TESTING

a. AMA Pro Racing Participants may be required to undergo follow-up testing as requested by the PA, MRO or AMA Pro Racing. Tests may be:

i. **ADMINISTRATIVE REQUESTED**

1. The PA may request follow-up testing for administrative issues.

ii. **MRO REQUESTED**

1. The MRO may request follow-up testing for variety of reasons, including but not limited to:
   a. If the MRO finds that test results are invalid, the MRO may request a follow up test to assist in analysis.
   b. Monitor or determine therapeutic levels of prescription drugs.
   c. Determine whether an AMA Pro Racing Participant is “cycling” or “stacking” performance enhancing substances.
   d. Assist in the investigative process to determine if there is a legitimate medical reason for test results.

iii. **AMA PRO RACING REQUESTED**

1. In its discretion, AMA Pro Racing may decide to include drug and/or alcohol testing as a condition of probation.

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2. In the rare instances when that occurs, AMA Pro Racing will review the situation and determine how many times, for how long, in what circumstances and for what substances a Participant will be tested as part of probation and whether collections are to be observed.

B5.4 THE ROAD TO RECOVERY/COMPETITION RE-ENTRY

a. AMA Pro Racing Participants, who violate this Policy, are required to be evaluated and tested before reinstatement to AMA Pro Racing can be considered.
b. In conjunction with the terms and condition of reinstatement of an AMA Pro Racing license, the PA will provide for an evaluation with an appropriate substance abuse professional for the purpose of advising on the creation of a the Road to Recovery Plan, which may include substance abuse counseling, treatment or rehabilitation.
c. The PA will determine how many times the AMA Pro Racing Participant will be tested, for how long, and for what substances.
d. The PA may also require that collections be under direct observation.

B5.5 SPECIMENS FOR TESTING

a. AMA Pro Racing may require an AMA Pro Racing credentialed Participant to submit to a test or tests, including without limitation urine, blood, saliva, hair, and/or breath tests.
b. At the time of testing, the choice of specimen for a particular test is at the discretion the PA, MRO and AMA Pro Racing.
c. Also, the type of test performed is at the discretion of the PA, MRO and AMA Pro Racing.
d. In the event of disagreement, AMA Pro Racing shall make the determination of the specimen for a particular test.

B5.6 AUTHORIZATION FOR TESTING AND RELEASE

a. If an AMA Pro Racing Participant refuses to execute or falsify any authorization for the release of that AMA Pro Racing Participant's medical records, as deemed relevant in the PA, MRO or AMA Pro Racing's discretion, or withdraws such authorization for testing and release pursuant to this Policy, AMA Pro Racing credentialed Participant will not be issued a AMA Pro Racing license and, if already issued, the AMA Pro Racing license will be suspended from any participation in sanctioned activities for an indefinite period.
b. If an AMA Pro Racing credentialed Participant attempt to falsify or otherwise tamper with a urine, blood, saliva, hair and/or breath test as provided by this Policy, that AMA Pro Racing Participant will be suspended from any participation in AMA Pro Racing sanctioned activities for an indefinite period.

B5.7 REFUSAL TO TEST

a. Refusing to submit to testing will be treated as if the test was found to be positive.
b. For the purposes of this Policy, AMA Pro Racing Participants have refused to take a test if they:
   i. Fail to participate, authorize or cooperate for testing, including failure to follow procedures of Section B5.6 Authorization for Testing and Release.
   ii. Fail to appear for a test within the time period designated by the PA after being notified of the test with the time period required.
   iii. Fail to remain for the duration of testing or until all testing requirements are completed.
   iv. Fail to provide sufficient amount of the requested specimen, and the MRO determines that no legitimate medical reason exists for the insufficient specimen.
   v. Fail to permit or allow a requested observed collection.
   vi. Fail to take a requested follow up test.
   vii. Fail to consult and/or cooperate with the MRO.
   viii. Fail to provide an unadulterated specimen. A test is considered a refusal for any findings of specimens that are adulterated, substituted, including but not limited to a finding of synthetic urine, synthetic marijuana, adulterants, intentional dilution of specimens, etc., and where no legitimate medical explanation supports the laboratory findings.
c. Any attempts by an AMA Pro Racing Participant to mask or alter the results of the test will be considered a refusal.

B5.8 REMOVAL FROM AMA PRO RACING EVENT

a. If a credentialed Participant refuses to comply with procedures related to this Policy when instructed by AMA Pro Racing and/ or the PA; that person may be ejected from premises or other emergency action may be taken as deemed appropriate at the sole discretion of AMA Pro Racing; and that person shall be suspended from participation in any AMA Pro Racing competition for an indefinite period.

B5.9 COLLECTION AND TRANSPORT OF SPECIMEN(S)

a. AMA Pro Racing will designate persons or organizations to be in charge of sample collections and/or the administration of other testing protocols and they will be responsible for duties including the following:

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i. **IDENTIFICATION & DIRECT OBSERVATION**
   1. Once a credentialed Participant has been selected for testing at an Event, an AMA Pro Racing Official will notify and immediately escort the Participant to the testing are.
   2. Once in the testing area, Participants may not leave the designated area until testing is completed.
   3. Normally, collection shall be made within two hours or less of the notification of the AMA Pro Racing Participant that testing will be conducted.
   4. A test may be observed at any time. To direct an observed collection, the PA and his/her agents may consider not only their training and experience, but other factors, not limited to, but including: materials brought to the collection site, a temperature of the original specimen was out of range or the AMA Pro Racing Participant's behavior indicates an attempt to tamper with a specimen, etc.

ii. **SPECIMEN QUALITY**
   1. The PA or his/her agents will promptly measure the temperature of the specimen(s) to ensure it has not been manipulated.
   2. Where results indicate that the sample is inappropriate for testing, the PA and/or an AMA Pro Racing Official may require the AMA Pro Racing Participant to provide additional specimen(s) as necessary.

iii. **SPECIMEN HANDLING**
   1. The PA will split specimens into "A" and "B" samples (when possible), label, secure, and transport the specimen(s) to the Testing Laboratory in such a manner as to ensure that the specimen(s) are not misplaced, tampered with, or relabeled.

iv. **SPECIMEN OWNERSHIP**
   1. Under this policy, all specimens collected, including both "A" and "B" samples, are exclusively the property of AMA Pro Racing.

B5.10 PROCEDURES IF A TEST SHOWS THE PRESENCE OF PROHIBITED SUBSTANCES ADULTERATION, SUBSTITUTION – MRO CANCELED TESTS

a. MRO REQUESTS FOR AN INTERVIEW AND ADDITIONAL INFORMATION

Once the MRO notifies an AMA Pro Racing Participant that they have a positive drug test or refusal to test because of adulteration or substitution, or other non-negative test, the AMA Pro Racing Participant has 72 hours from the time of notification to respond to the MRO's request for an interview and additional information in accordance with the following rules:

i. **MRO REQUESTED INFORMATION**

The MRO may request the following information, for example and without limitation: suitable proof of valid medical prescriptions given by a licensed and treating physician, consent to review records of the prescribing physician, or any other reasonable requests that assist the MRO investigation.

ii. **MRO REQUESTED INDEPENDENT MEDICAL EXAM**
   1. To assist the MRO's investigation, the MRO may also direct the AAMA Pro Racing Participant to undergo further independent medical evaluation from a professional designated by the MRO, at the AMA Pro Racing Credentialed Participant's expense.
   2. After a medical exam is requested, AMA Pro Racing Participants have 30 business days to have the test examination conducted.
   3. By obtaining an AMA Pro Racing license or credential, AMA Pro Racing Participants have consented for the MRO to contact their physician for the purposes of a MRO investigation.
   4. The failure to cooperate with the MRO's investigation, or provide suitable proof in a timely manner shall be treated as confirmation of the positive test.

iii. **PA AND MRO NOTIFICATIONS**
   1. When required by this policy, the PA or MRO are to make reasonable efforts to notify Participants.
   2. Reasonable efforts may include the PA or MRO using email, texts, phone or mail to contact the Participant via the contact information the Participant provided on the license application.

iv. **MRO REPORTING OF RESULTS**
   1. If the MRO determines that there is no legitimate medical use or legitimate medical explanation for a positive test or refusal to test because of adulteration, substitution, the MRO is to report the results to the PA.

b. **PA'S REPORTING OF RESULTS**

i. Once the MRO reports a positive test or refusal to test because of adulteration, substitution, the PA is to

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consider all information derived from the testing process and information derived from the independent investigation of the MRO, and then make a determination of whether the results are positive.

ii. If in consultation with the MRO, the PA decides the results are positive, the PA shall inform AMA Pro Racing of a positive result, irrespective of whether the split specimen procedures described in this Rule Book have been completed.

iii. Once split specimen procedures are completed, the PA shall then issue to AMA Pro Racing either a confirmed negative test result or a confirmed positive test result.

iv. If split specimen procedures are waived or never acted upon, the PA shall issue a confirmed positive result and violation of this Policy to AMA Pro Racing.

c. **SPLIT SPECIMEN PROCEDURES**

Once the PA or MRO notifies an AMA Pro Racing Participant that they have a positive drug test or refusal to test because of adulteration, substitution, or other non-negative test, the AMA Pro Racing Participant has 72 hours from the time of notification to request in writing a test of the split specimen or B sample in accordance with the following rules:

i. **"B" SAMPLE TEST REQUEST**

1. All requests to test a "B" sample must be made in writing to the Program Administrator and AMA Pro Racing. Failure to request a "B" sample testing within the 72 hours appeal period shall constitute acceptance of the results.

ii. **"B" SAMPLE TEST LABORATORY**

1. The "B" sample test shall be conducted at Aegis using the "B" specimen from the original collection. AMA Pro Racing will use its best efforts to expedite the "B" sample test which will be at the expense of the license Participant who tested positive.
2. The AMA Pro Racing Participant may be present (either personally or be represented by a qualified toxicologist not affiliated with Aegis) during the second test at his/ her own expense.
3. If the AMA Pro Racing Participant chooses to be present personally or represented by a qualified toxicologist during the "B" sample test, the AMA Pro Racing Participant must notify the PA and MRO within the 72 hour period in writing per Section B5.10.c Split Specimen Procedures.

iii. **"B" SAMPLE TEST PROCEDURES**

1. The "B" sample test will be performed in accordance with the same procedures used by Aegis in the original test of the "A" specimen.
2. If the "B" sample fails to confirm the original test, then the specimen and test will be recorded as negative, and there will be no violation under this Policy.
3. If the "B" sample test confirms the original test, then the specimen and test will be recorded as a confirmed positive test and a violation of this Policy.

iv. **IF NO "B" SAMPLE IS AVAILABLE**

1. If no "B" sample is available due to the nature of the collection, then the MRO and PA will act upon the procedures in Section B5.10.a. MRO Requests for an Interview and Additional Information.
2. The final determination of whether there has been a violation of this Policy will be made by the PA.

v. **PA OR MRO NOTIFICATION TO AMA PRO RACING OF "A"** SPECIMEN RESULTS

1. If in consultation with the MRO, the PA decides the results are positive, the PA shall inform AMA Pro Racing of a positive result, irrespective of whether the split specimen procedures described in this Rule Book have been completed.
2. If the Program Administrator or MRO is concerned about the safety and integrity of the competition or other exigent circumstances, the Program Administrator or MRO may notify AMA Pro Racing of the original "A" specimen positive test prior to the verification of the results.

vi. **TEMPORARY SUSPENSION BASED ON "A" SAMPLE RESULTS**

1. Upon notification of the original "A" specimen positive test, AMA Pro Racing, in its sole discretion, may temporarily suspend an AMA Pro Racing Participant's license or credential before the "B" sample test is completed based on the following reasons:
   a. Concerns regarding the safety of the AMA Pro Racing Participant and others at the Event or on-track.
   b. Concerns regarding the fairness of a competition.
   c. Exigent circumstances,
   d. Undue delay to accommodate the presence of the AMA Pro Racing Participant (or his/her representative) at the "B" sample test.

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2. AMA Pro Racing Participants temporarily suspended in this section may protest their disqualification to the Race Director or his designee as provided in applicable AMA Pro Racing Rules. The Race Director or his designee's decision shall be final and disqualification from participation in the meet, if upheld by the Race Director or his designee, shall be executed promptly and shall include the loss of any rights with regard to the even in question.

vii. **SAMPLES PROPERTY OF AMA PRO RACING**

The "A" and "B" specimen samples remain the exclusive property of AMA Pro Racing.

viii. **WHEN 72 HOURS FOR "B" SAMPLE REQUEST DOES NOT APPLY**

An AMA Pro Racing Participant is not entitled to 72 hours to request a B sample test when no specimen was produced or tested due to refusal or when the AMA Pro Racing Participant waives the 72 hours during the MRO interview.

ix. **UNCOOPERATIVE PARTICIPANT**

1. When the PA or MRO have made repeated attempts to contact the Participant regarding notification of a positive test and B bottle sample testing procedures, and the Participant has not responded to the PA or MRO, then the PA and MRO may report the test as positive after 72 hours from the findings of the test.
2. Lack of cooperation with the PA or MRO by the Participant will be treated as a constructive waiver of his B bottle sample testing procedures.

d. **CANCELED AND NEGATIVE TESTS**

i. If the PA or MRO verifies a test as cancelled or negative, the results will be reported to AMA Pro Racing.

ii. A canceled and negative test will not be treated as a violation of this Policy.

e. **SUSPENSION OF AMA PRO RACING LICENSE**

i. Upon being notified by the PA or MRO of a verified positive or refusal or any violation of this Policy, AMA PRO RACING will suspend a AMA PRO RACING Participant's license for an indefinite period and/or take such other disciplinary action deemed appropriate under the circumstances pursuant to the AMA PRO RACING Rule Book.

f. **PUBLICATION OF RESULTS**

i. By seeking to participate in any AMA Pro Racing Event, all AMA Pro Racing credentialed Participants agree that AMA Pro Racing may publish the results of any test or tests conducted pursuant to this Policy and the circumstances giving rise to such test or tests to such third parties as AMA Pro Racing, in its sole discretion, deems reasonable under the circumstances.

ii. AMA Pro Racing may also publish any and all violations to this Policy, including but not limited to conduct violations where no testing may have occurred.

iii. No AMA Pro Racing Participant shall have any claim or cause of action of any kind against AMA Pro Racing or any director, officer, employee or agent of AMA Pro Racing, the PA, Testing Laboratory, or MRO with respect to such publication, and/or shall be deemed to have released any such claim or cause of action.

g. **ROAD TO RECOVERY/COMPETITION RE-ENTRY**

i. AMA Pro Racing shall also send the suspended AMA Pro Racing Participant a letter containing terms and conditions for consideration of reinstatement of the AMA Pro Racing Participant's license.

ii. If the AMA Pro Racing Participant wishes to have AMA Pro Racing lift the suspension, the AMA Pro Racing Participant must agree to AMA Pro Racing's terms and conditions of reinstatement.

iii. In conjunction with the terms and conditions of reinstatement, the PA will also facilitate an evaluation for the Road to Recovery Program by coordinating an evaluation with the appropriate substance abuse professional for advising on creation of a Road to Recovery Plan that may include substance abuse counseling, treatment or rehabilitation.

iv. The PA will determine how many times the AMA Pro Racing Participant will be tested, for how long, and for what substances.

v. The PA may also require that collections be under direct observation.

vi. Testing will be done at a time and place and under conditions specified by AMA Pro Racing and/or the PA, at the AMA Pro Racing Participant's expense, which will include laboratory fees and all other direct and indirect costs incurred by AMA Pro Racing or the laboratory in connection with each test.

vii. When an AMA Pro Racing Participant has, to the satisfaction of the PA, completed the requirements set forth in the letter, the AMA Pro Racing Participant is eligible for reconsideration of reinstatement of an AMA Pro Racing license.

B5.11 VOLUNTARY DISCLOSURE

AMA Pro Racing encourages voluntary disclosure of substance abuse and supports voluntary rehabilitation

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efforts by persons subject to the terms of this Policy. Consequently, AMA Pro Racing is agreeable to accommodating such persons during their recovery and abstinence so long as the safety and integrity of AMA Pro Racing's professional racing program is not jeopardized.

a. AMA Pro Racing's primary objective with regard to voluntary disclosure is to prevent participation of individuals who are in violation of this Policy until such time as the violation is no longer a threat to the safety or integrity of the racing program. In principal, persons who voluntarily disclose violation 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 and who have continued to knowingly participate in AMA Pro-Racing's program while in violation of this Policy.
b. Participants are encouraged to contact the Program Administrator and/or Race Director to voluntarily disclose violations of the Substance Abuse Policy prior to being selected for a drug test. Persons who do not will be subject to whatever actions and controls AMA Pro Racing deems necessary to protect the safety and integrity of its racing program, and such steps may include withholding of competition privileges.
c. 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 violation of this Policy.
d. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy will be subject to a preliminary test to be conducted in a timely manner at the direction of AMA Pro Racing and any subsequent testing as determined by the Program Administrator. 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 a negative test result on a sample specifically identified as a "Consideration for Return to Competition" passed a substance abuse test.
   i. If the results of the preliminary test reveal that the participation of the individual may jeopardize the safety or integrity of the AMA Pro Racing program, as determined in the sole discretion of AMA Pro Racing, then the further participation of the individual will be withheld until such time as there is evidence, acceptable to AMA Pro Racing, that the individual's participation will no longer jeopardize the safety and integrity of the program.
e. Individuals who voluntarily disclose violation(s) of the Substance Abuse Policy will be required, prior to continued participation, to enter into a Voluntary Disclosure Agreement with AMA Pro Racing stipulating the conditions of their probation.
f. 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 Section B.11 of this Policy or at the time of notification of a test under the reasonable suspicion provisions of Section B.5.1. 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.
g. Individuals who have one or more previous violations of this Policy are offered no specific protections under this section of the Policy. However, voluntary disclosure of repeat violation(s), and voluntary withdrawal from participation, will be viewed as mitigating factors by AMA Pro Racing in determining any penalties which might be invoked.
h. 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

B5.12 APPLICABILITY OF THE AMA PRO RACING RULES

a. This Policy, as it may be amended from time to time, is a supplement to the provisions of the AMA PRO RACING Rules for Competition and will be interpreted, enforced and applied by AMA PRO RACING. This Policy is binding upon all AMA PRO RACING Participants in the same manner and to the same extent as the AMA PRO RACING Rules for Competition.

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Appendix C

Fuel Test Procedures

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

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

C3 Containers for holding samples:

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

b. Must be sealable.

c. Must have provision for identification.

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

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

C6 This information must be entered on the AMA Pro Racing Fuel Sample Certificate, which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken, and the identity of its rider.

C7 The samples (A, B and C) must remain in the control of AMA Pro Racing. The rider or a representative of the entrant/rider/team must sign the fuel sample certificate acknowledging that a sample was taken, and the entrant or rider must receive a copy of the certificate.

a. Sample A and its certificate will be sent by express service to the official testing laboratory as determined by AMA Pro Racing, where the sample will be tested for compliance to the fuel specifications in accordance with standard scientific procedures.

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

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

d. Sample C will be safeguarded at the AMA Pro Racing office for future testing if necessary.

e. Upon receiving the report from the laboratory that a fuel sample or samples are not in compliance with the rules, AMA Pro Racing will inform the entrant or rider and assess a penalty.

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

g. If after the second test the fuel is found still out of compliance the competitor may not appeal the results or the penalty assessed by AMA Pro Racing.

h. The independent testing laboratory, in issuing the results of the test, must also verify that the samples were received in good condition and with the seal intact.

i. One crew member from each team may supervise the testing of their team's fuel.

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Appendix D
Sound Test Procedures

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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 or the international standard IEC 651, Type 1 or Type 2.

D1.2 The sound-level meter must include a compatible calibrator, which must be used immediately before the testing session begins and always just prior to a re-test if a disciplinary sanction may be imposed.

D1.3 For convenience, a 20-inch string may be attached to the front of the sound-level meter for the stationary sound test.

D1.4 It is recommended that the sound meter be attached to a tripod and then placed into position for the test.

D1.5 Allow the sound meter to come to the same temperature as the surroundings.

D1.6 Set the sound meter to slow dynamic response and A-weighting.

D1.7 Always round down the meter reading, that is: 100.9 dB/A = 100 dB/A.

D1.8 An electric tachometer or vibrating reed tachometer shall be used to determine RPM.

D2 Test Site

D2.1 No one should be within 10 feet (3 meters) of the machine other than the rider, the sound meter operator, an assistant to balance the motorcycle 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, such as a parked vehicle, buildings, signs, and hillsides, within 16 feet of the motorcycle being tested.

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

D2.4 The surrounding sound should not exceed 90 dB/A within a 16-foot radius from the motorcycle during the test.

D2.5 Always use a windscreen under windy conditions. The stationary test procedure should not be conducted if the wind speed is 20 mph or higher.

D2.6 If wind is present, the motorcycle should be positioned so the wind blows back to front. This allows mechanical sound to blow forward, away from the microphone.

D2.7 Test should not take place in rain, snow or excessively damp conditions.

D3 Guidelines for Measuring Sound

D3.1 For initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per motorcycle.

D3.2 Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

D3.3 During the sound test, only the rider (or his mechanic) may sit on the motorcycle in the normal riding position and will follow the directions of the sound test official. No other team personnel may influence the sound test.

D3.4 The sound reading should be taken with the microphone placed at 20 inches from the exhaust pipe at an angle of 45 degrees measured from the center-line of the exhaust end and at the height of the exhaust pipe, but at least 8 inches above the ground. If this is not possible, the measurement can be taken at 45 degrees upward.

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D3.5 Attach an electric tachometer or set the vibrating reed tachometer to the test RPM.

D3.6 Make sure the engine is warmed up and the transmission is in neutral.

D3.7 Have the vehicle operator slowly increase the engine speed to the test RPM.

D3.8 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.

D3.9 Have the vehicle operator or assistant signal when the correct RPM is held (e.g., by tapping his foot).

D3.10 Read the sound level meter when the correct RPM is held.

D3.11 All silencers will be marked once they have passed the sound test. The silencer shall not be modified after it has been marked.

D3.12 Silencers fitted with removable end cap/adapters aimed to reduce the sound levels shall be marked and securely mounted to the silencer. If the removable end cap/adapter becomes separated from the silencer during any practice/qualifying or race, the silencer will be deemed modified and the rider will be penalized.

D3.13 The silencer may only be exchanged with a spare silencer that has also been checked and marked for that motorcycle.

D4 Sound Testing Corrections

D4.1 Always round down the meter reading; that is: 100.9 dB/A = 100 dB/A.

D4.2 Type 1 Meter: deduct 1 dB/A D4.3 Type 2 Meter: deduct 2 dB/A

D4.4 Below 50 degrees Fahrenheit: deduct 1 dB/A

D4.5 Below 32 degrees Fahrenheit: deduct 2 dB/A

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Appendix E

Tire Testing Procedures

E1 Tire testing will be done at the discretion of the AMAP officials. Refusal to allow testing to be completed will result in disqualification without exceptions.

E2 Testing may be conducted on tires used by the top five finishers during the current event only – selection of tire is at AMAP discretion.

E3 Tire testing may include use of a durometer, sniffer and sample evaluation by a Lab.

E4 Prior to removal of a tire sample for testing by a Lab, the competitor will sign a release stating that he understands:

a. The test will be performed by a Laboratory and if the sample is found to not conform to the benchmark tire specifications they will be disqualified.

b. Additionally, AMAP cannot be sued, litigated, or challenged based on the findings of the lab test.

c. The lab test will prevail as the final ruling in the tire inspection process.

d. If the competitor chooses not to sign the waiver they will be disqualified for refusing inspection.

E5 When samples are to be sent to a Lab, AMAP tech official will remove four (4) sample strips from the tread of the tire 1 – 2" long.

E6 The samples will be placed into a vial by the competitor and then the vial will be sealed.

E7 The sealed vial will be placed into an evidence bag and signed, dated and numbered by the competitor and inspector.

E8 The witnessing AMAP official will send the sample to a Lab for testing.

E9 The Lab will test the sample in comparison to a sample provided to them by the tire manufacturer.

E10 The Lab will declare the tire to conform or not conform to the benchmark sample from the manufacturer.

E11 If the sample conforms to the benchmark the competitor will be declared within the rules.

E12 If the sample does not conform to the benchmark, the competitor will be found in violation of the rules and will be disqualified.

E13 Tire testing may be requested by any rider participating in the event with the bike using the tire to be tested by submitting a written protest to an AMAP official within thirty (30) minutes of the first bike in the event arriving in the tech tent.

E14 A protest may only be filed against bikes finishing the main event.

E15 The individual making the protest must include the following:

a. Bike # and rider being protested

b. Date and time of the protest

c. Bike # and rider filing the protest

d. Event

E16 The individual making the protest must include $1,500.00 cash per tire being protested with the protest.

E17 The cash will be returned to the person making the protest if the tire is found to not conform per the procedure outlined above.

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E18 The rider found to have used a tire that did not conform will be disqualified and subject to a fine equivalent to all testing costs.

E19 If the tire is found to conform per the procedure outlined above, the protesting rider will not receive his $1000 back and the rider that was protested will not be disqualified.

E20 AMAP reserves the right to test any tire of any rider at the expense of AMAP. If the tire is found to not conform to the benchmark sample provided by the tire manufacturer, that rider will be disqualified and will be fined $2,000.00.

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Appendix F

Glossary

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

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

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

CC - (acronym) Cubic Centimeters

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

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

DOT - (acronym) United States Department of Transportation

ECU – (acronym) Electronic Control Unit

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

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

Field - All of the riders that make up a race

Grid - Starting area of a race

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

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

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

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

OEM - (acronym) Original Equipment Manufacturer

Official Results - A listing of the final finishing order of a race issued by

scoring after the 30 minute protest period has expired

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

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

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

Pole Position - Innermost front row starting position

Program - The predetermined outline of races that make up an event

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

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

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

Race - Competition in which two or more riders compete

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

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the race leader

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

Rider - Any person who competes on the racetrack in an event

Scoring - Officials who provide all timing information and race results

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

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

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

Superseded - This term refers to new OEM parts that replace old parts for

increased safety or durability but not to improve performance

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

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

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

Appendix G Number Fonts

1234567890 Eras Demi ITC

1234567890 Impact

1234567890 Arial Bold

1234567890 Arial Black

1234567890 Verdana Bold

1234567890 Tahoma Bold

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