

Introduction

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

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.

The intent of a specific rule will override a competitor's interpretation of a rule. The intent of a rule will be determined by AMA Pro Racing. If any rule is unclear to an entrant or competitor, the entrant or competitor is advised to get written approval prior to any modifications.

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

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

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

Violation of American Flat Track 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 questions regarding these Rules or regarding competition as affected by these Rules, contact:

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AMA PRO RACING

AMA Pro Racing is the premier professional motorcycle racing organization in North America, sanctioning championships for a variety of motorcycle disciplines from its headquarters in Daytona Beach, Fla.

AMERICAN FLAT TRACK

These rules apply to events conducted as part of American Flat Track, an annual calendar of races determining National Rider and Manufacturer championships, Rookie of the Year and other special awards.

American Flat Track is sanctioned by AMA Pro Racing and is the only nationally-sanctioned professional flat track motorcycle racing championship in the United States. The series is comprised of the following classes:

AFT SuperTwins

AFT Production Twins

AFT Singles

AFT SuperTwins: The premier class of American Flat Track, featuring purpose-built race chassis powered by twin-cylinder motorcycle engines. Engines must be approved by AMA Pro Racing.

AFT Production Twins: The AFT Production Twins class is a middleweight class featuring production-based, twin-cylinder motorcycle engines. Engines must be approved by AMA Pro Racing.

AFT Singles: A production-based class featuring four-stroke, 450cc single-cylinder motorcycles. Motorcycles must be homologated and approved by AMA Pro Racing.

CATEGORIES OF CIRCUITS

American Flat Track events are held on four categories of circuits: Short Track (ST), Half-Mile (HM), Mile (M) and Tourist Trophy (TT).

Short Track, Half-Mile and Mile races are conducted on oval dirt tracks, with either flat or banked surfaces.

TT races are conducted on specially-prepared courses with a hill or jump and both right and left hand turns.

Track length is defined as the average of the distances measured around the inside and outside of the racing surface.

Circuits are defined according to the following specifications*:

Circuit	Class	Length (mi)	Length (ft)
Short Track (ST)	Singles	.125 - .38 mi	660 - 2050 ft
Short Track (ST)	Twins	.25 - .38 mi	1320 - 2050 ft
Half-Mile (HM)	All	.38 - .75 mi	1950 - 4050 ft
Mile (M)	All	.75 mi >	3950 ft >
Tourist Trophy (TT)	All	.34 mi >	1800 ft >

**Track definitions may be adjusted at the discretion of AMA Pro Racing.*

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DISCLOSURE

AMA PRO RACING STRIVES TO REGULATE THE SPORT OF PROFESSIONAL MOTORCYCLE RACING IN THE FAIREST POSSIBLE MANNER. ALL PARTIES INVOLVED IN AMA PRO RACING 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 AMA PRO RACING NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF RULES. MOREOVER, EACH PARTICIPANT IN COMPETITION HAS THE RESPONSIBILITY TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND CONDITIONS AND MUST ASSUME THE RISK OF COMPETITION.

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2021 American Flat Track Schedule*

www.americanflattrack.com

Date Event

Type

*Dates and locations subject to change

Section 1
Membership and Credentials

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1.1 Memberships and Licenses

- a. All license applications can either be submitted online at <https://members.amaproracing.com> or printed from AMA Pro Racing's website and submitted with notarized signatures to the AMA Pro Racing office. Applications may not be faxed or emailed.
- b. The receipt of a Membership/License application and fees by an AMA Pro Racing Official and/or the depositing of accompanying fees by AMA Pro Racing do not constitute the issuance or approval by AMA Pro Racing of such an application for an American Flat Track Membership/License.
- c. Memberships/Licenses are non-transferable, non-assignable and non-refundable, and may be used only by the Member to whom it is issued. Any attempt to transfer, lend, or permit any other person or entity to use it shall result in a penalty imposed on the Member by AMA Pro Racing. IF FOR ANY REASON, WHETHER INTENTIONAL OR UNINTENTIONAL, A MEMBERSHIP IS TRANSFERRED, LOANED, OR USED BY ANY OTHER PERSON OR ENTITY, THE ORIGINAL MEMBER SHALL INDEMNIFY AMA PRO RACING AND ALL RELATED PARTIES FOR ANY DAMAGES ARISING IN CONNECTION WITH SUCH TRANSFER, LOAN OR USE. Transfer or misuse of any license or credential is cause for immediate fine and revocation of both license and credential.
- d. All American Flat Track Memberships/Licenses expire automatically on the last day of the calendar year in which the Membership is issued.
- e. **Team Owner License**
 - i. The Team Owner is the individual responsible for entering a rider and motorcycle in American Flat Track events. **Team owners can also be the designated rider for an entry.**
 - ii. Team Championship points, purse awards and any additional monetary awards will be paid to the team owner or their designee.
 - iii. Penalties for the rules infractions of team members will be levied against the team owner. The team owner is responsible for ensuring entered motorcycles meet all technical rules.
 - iv. ~~Team owners for AFT SuperTwins are limited to a maximum of two (2) entries.~~
 - v. **Team owners must meet the minimum age requirement for the respective class.**
- f. Competition Licenses
 - i. All competition license applicants **must meet the class-specific age requirements at the time of application.**

<u>Class</u>	<u>Min</u>	<u>Max</u>
AFT SuperTwins:	18	
AFT Production Twins:	17	
AFT Singles:	16	39

- ii. **Any 17-year-old applying for an AFT Production Twins license must have finished in the top 3 championship positions in AFT Singles during the previous season. All applications are subject to approval by AMA Pro Racing.**
- iii. For a competition license application to be considered, each rider must provide documentation that they have completed an ImPACT Concussion Management Test. This test shall be used to assist in determining when a rider will be allowed to return to competition after suffering a concussion.
- iv. Competition licenses will only be processed at the AMA Pro Racing office and are not issued at the racetrack. Processing of competition licenses must be completed through the AMA Pro Racing office no later than 30 days before the first event in which a rider wishes to participate.
- g. Crew
 - i. To secure and maintain Membership in the capacity of Crew, an applicant must be a minimum of 16 years of age.
 - ii. Application forms for an American Flat Track Crew Membership may be obtained from the AMA Pro Racing website or at American Flat Track Registration during an event.
 - iii. Crew applications submitted during an event at American Flat Track Registration will incur additional fees.
- h. Media
 - i. To secure and maintain a Membership in the capacity of Media, an applicant must at minimum:
 1. Be 18 years of age;
 2. Be assigned by an approved outlet or publication to cover American Flat Track events;
 3. Submit additional information as requested in order to verify that they meet the minimum AMA Pro Media guidelines;
 4. Agree to and execute the American Flat Track Standard Media Agreements.
- i. Minors
 - i. Minor release forms may only be signed by the child's parent or legal guardian. Relatives and family friends cannot sign these forms in lieu of the parent. If the parent or legal guardian will not be present at registration, a notarized AMA Pro Racing Minor Release Form may be accepted only if it has the parent or legal guardian's signature and a notary's signature and seal where it says witness. The required minor release form can be found on the AMA Pro Racing website or picked up at registration during an event.
- j. Additional licensing information and applications are available on AMA Pro Racing's website at www.amaproracing.com or by contacting the AMA Pro Racing headquarters in Daytona Beach, FL.

1.2 Credential Policies

- a. All license and credential fees are non-transferable and non-refundable.
- b. Credentials are the sole property of AMA Pro Racing and may be revoked at any time without refund of credential fees.
- c. Credentials are issued for the exclusive use by the person to whom it has been issued.
- d. The lanyard is considered a part of the season credential and must be worn with the credential around the neck.
- e. Transfer, misuse of, or failure to display both the credential and lanyard is cause for disciplinary action or revocation.
- f. Any person without a credential in their possession may be required to pay the applicable race-day rates in order to be issued the appropriate pass for access to the event.
- g. Replacement licenses or season credentials may be obtained by completing the required paperwork, signing the required releases, and payment of the required fee which is the current price of the season credential minus the American Flat Track Basic membership fee.

1.3 Parking Passes

- a. Each Team Owner **and ~~Twins Licensed Rider and Singles Licensed Rider~~** will receive one (1) season-long Transporter parking pass and one (1) season-long P1 parking pass. All season crew credential holders will receive one (1) season-long P1 parking pass. Basic members who purchase a single event credential must get their parking pass from the facility.
- b. Transporter parking passes are provided exclusively for use in vehicles which transport motorcycles and race equipment to the events and are the only parking credentials which grant access to the paddock.
- c. Team rental and personal vehicles are not permitted in the paddock and must park in the designated P1 parking area.
- d. Participants abusing the parking policies risk revocation of their credential and/or transporter parking pass.
- e. The replacement fee for a lost or misplaced Season Parking credential is \$50.00.

1.4 Rider Classification and Eligibility

- a. Rider Classification
 - i. All rider classifications are issued at the discretion of AMA Pro Racing.
 - ii. American Flat Track licensed riders not qualifying in AMA Pro Racing sanctioned events for a period of three years will lose their prior classification.

- iii. All new applications, as well as applicants renewing a license that has been expired three or more years, must complete the Eligibility Questionnaire and Record of Results on the License Application.
 - iv. Competitors with an AFT Singles Rider License **or AFT Production Twins License** may only compete in the AFT SuperTwins class in the case where AMA Pro Racing grants a provisional license and will not be guaranteed the same competition number in both classes. **Examples may include eligible AFT Singles riders being permitted to ride at the Springfield Mile.**
 - v. **Riders are limited to riding in only one class during any event day. Any exception will be subject to approval by AMA Pro Racing.**
 - vi. Riders with **an AFT Production Twins or AFT Singles Rider License** may request a change in classification, but the determination will be at the sole discretion of AMA Pro Racing.
 - vii. Once a rider has been approved for **an AFT Super Twins Rider License**, they will not be allowed to apply for a change in classification until the following season. Any exception will be determined solely by AMA Pro Racing.
 - viii. Any rider that is a new applicant or changes American Flat Track license classification will compete under a probationary period of two (2) race events. AMA Pro reserves the right to evaluate the rider's results to determine inclusion or exclusion in the new class.
 - ix. In the case where a new applicant's resume documents are from prestigious international or national professional motorcycle racing series, AMA Pro Racing may use its discretion to issue the appropriate competition license.
- b. AFT Singles Rider Licenses
- i. An AFT Singles Rider License may be issued to eligible riders who have reached the age of 16 years and meet at least one of the following criteria; however, final determination of eligibility and approval for a Singles Rider License shall be at the sole discretion of AMA Pro Racing.
 1. Riders who participated in a minimum of four events during the previous season.
 2. Riders with an Amateur "A" classification that can be verified by the American Motorcyclist Association or one of their recognized Districts.
 3. Riders who scored Championship points in the AFT Singles class during the previous season.
 4. Previously-licensed **AFT SuperTwins or Production Twins** riders may choose to apply for an **AFT Singles Rider License**, in lieu of **their previous twins license**.

- ii. Riders issued a **2021** AFT Singles Rider License must attempt to qualify at a minimum of **six** AFT events to be eligible for an AFT Singles Rider License in the **2022** season. Any exception will be determined solely by AMA Pro Racing.

- iii. **Riders who hold an AFT Singles Rider License may only participate in the AFT Singles class.** Competitors with a Singles Rider License who have reached the age of 17 years and have participated in a minimum of 18 American Flat Track events during the last three seasons may also enter the AFT Production Twins class at events.

c. **AFT Production Twins Rider Licenses**

- i. **Riders who have reached the age of 17 18 years and meet at least one of the following criteria are eligible to apply for an AFT Production Twins Rider License; however, final determination of eligibility and approval for an AFT Production Twins Rider License shall be at the sole discretion of AMA Pro Racing.**

1. **Riders who participated in a minimum of six events during the previous season.**
2. **Riders who scored Championship points in either the AFT SuperTwins or AFT Production Twins classes during the previous season.**

- ii. **Riders issued a 2021 AFT Production Twins Rider License must attempt to qualify at a minimum of six AFT events to be eligible for an AFT Production Twins Rider License in the 2022 season. Any exception will be determined solely by AMA Pro Racing.**

- iii. **Riders who hold an AFT Production Twins Rider License may only participate in the AFT Production Twins class. Competitors with an AFT Production Twins Rider License may not compete in the AFT Singles class.**

d. **AFT SuperTwins Rider Licenses**

- i. Riders who have reached the age of 18 years and meet at least one of the following criteria are eligible to apply for **an AFT SuperTwins Rider License**; however, final determination of eligibility and approval for **AFT SuperTwins Rider License** shall be at the sole discretion of AMA Pro Racing.

1. Riders who participated in a minimum of **six** events during the previous season.
2. Riders who scored Championship points in either the AFT **SuperTwins** or AFT Production Twins classes during the previous season.

- ii. Riders issued a **2021 AFT SuperTwins Rider License** must attempt to qualify at a minimum of **six** AFT events to be eligible for **an AFT SuperTwins Rider License** in the **2022** season. Any exception will be determined solely by AMA Pro Racing.

- iii. **Riders who hold an AFT SuperTwins Rider License may only participate in the AFT SuperTwins class.** Riders who hold a Twins Rider License may participate in the AFT SuperTwins or AFT Production Twins class; however, riders may only compete in one twin-cylinder class at any given event. Competitors with a Twins Rider License may not compete in the AFT Singles class.

1.5 Competition Numbers

- a. Competition numbers are non-assignable and non-transferable, except by AMA Pro Racing.
- b. AMA Pro Racing reserves the right to revoke, reassign or transfer competition numbers to another rider at any time.
- c. **AMA Pro Racing will no longer assign new competition numbers that are already assigned to riders in other AFT classes. Riders requesting Competition Numbers should plan accordingly.**
- d. **AFT SuperTwins Rider License holders and then AFT Production Twins Rider license holders** will have priority when **requesting available** Competition Numbers.
- e. Unless otherwise specified, the following numbering protocol will be used for AFT SuperTwins, AFT Production Twins and AFT Singles.

- i. National Number 1

1. In all classes, the National Champion from the previous season will be required to carry the National Number 1 plate when competing in the class in which their championship was won, and AMA Pro Racing will reserve the champion's previous National Number in that class until the renewal deadline for the following season.
2. ~~If a rider wins a National Championship prior to the end of the season and there is not a defending champion in the class, the new National Champion may use the National Number 1 for the remainder of the season.~~

- ii. National Numbers 2 – 9 (AFT SuperTwins only)

1. In AFT SuperTwins, if a new National Champion does not repeat a championship the following season, the rider may select from available National Numbers 2 – 9 or may return to their previous National Number.
2. Only previous AFT Twins/AFT SuperTwins National Champions may choose from available single-digit numbers 2 – 9.
3. If National Numbers 2 – 9 have all been issued, the former AFT Twins/AFT SuperTwins National Champion holding a National Number 2 – 9 with the fewest points earned in the previous season may be required to choose an available National Number 10 – 99.

- iii. National Numbers 10 – 99
 - 1. Twins Rider License holders will have priority for National Numbers 10 – 99.
 - 2. Riders who have earned Championship points during a season are eligible to apply for a National Number 10 – 99 in that class the following season.
 - 3. A rider will have the option to retain their National Number 10 – 99 in the class earned if they scored points in the class during the previous season and renew by the deadline.
 - 4. If National Numbers 10 – 99 have all been issued, the rider with the fewest points earned in the class during the previous season may be required to choose an available Number 101 – 299.
- iv. Number 100
 - 1. Number 100 will be reserved for any reigning AFT Singles champion who competes in AFT SuperTwins or AFT Production Twins during the season after their AFT Singles championship win.
- v. Numbers 101 – 299
 - 1. Numbers 101 – 299 assigned in each class during the previous season will be reserved for renewing license holders until the renewal deadline.
 - 2. Numbers 101 – 299 not assigned in the previous season will be assigned to approved applicants on a first-come, first-served basis.
- vi. If two or more riders apply for the same available competition number prior to the renewal deadline, the number will be assigned to the rider who earned the most points in the class during the previous season. After the renewal deadline, available numbers will be assigned based on the order that license applications were received.
- vii. ~~If riders with the same competition number enter the AFT Production Twins class, the Twins Licensed Rider will have priority and the competition number assigned to the Singles Licensed Rider will begin with a 9.~~

1.6 Entries

- a. All riders participating in any on-track practice, qualifying or racing must have a current, valid American Flat Track or FIM license of the appropriate classification.
- b. All international riders must submit either a valid Start Permission or Release and Certification from their federation to the American Motorcyclist Association.
- c. An American Flat Track license application must be approved before a rider's entry into any event will be accepted.

- d. All information requested on the entry form must be provided in full. Entries are only considered complete when all information and signatures are included. Incomplete entries may be returned without processing.
- e. Entries must be received by AMA Pro Racing no later than the established Entry Due Date for each event. **Post entry is not allowed at events. The Entry Due Date shall be 10 calendar days prior to each event, unless otherwise published. Entries received after the Deadline may not be accepted.**
- f. The receipt of an entry application by AMA Pro Racing and/or the depositing of accompanying funds by AMA Pro Racing does not constitute approval or acceptance of an entry application.
- g. Accepted and approved entries constitute a contract binding the **Team Owner and Rider** ~~Rider in AFT Singles/AFT Production Twins or the Entrant in AFT SuperTwins~~ to take part in the event as declared on the entry form and to best of their abilities.
- h. Entries for AFT SuperTwins are submitted by each respective AFT SuperTwins Team Owner. The Team Owner must designate their rider on the entry form.
- i. Entry Cancellation
 - i. If written notice of withdrawal from an event is received by American Flat Track Registration prior to **24 hours before** the first official practice, the entry fee will be refunded minus an administrative processing fee of **\$25.00** for AFT Singles and AFT Production Twins Entries. If multiple events are cancelled via a single written cancellation, there will only be one administrative processing fee incurred, as the refund for all cancelled events will be processed at one time.
 - ii. Failure to make such written notice of cancellation prior to **24 hours before** the first official practice for the referenced event will result in forfeiture of the entire entry fee for the referenced event.
- j. Event Cancellation and Refund Policy
 - i. If an event is cancelled prior to the first official practice, a full refund will be issued for entry fees and single-event credentials.
 - ii. If an event is cancelled after the start of the first official practice, but positions for the Mains have not been set, a refund of 50% will be issued for entry fees and single-event credentials.
 - iii. Once positions for the Mains have been set, no refunds will be issued.
 - iv. In order to be eligible for a refund on wristbands, a written request must be received along with the returned wristband by American Flat Track Registration or AMA Pro Racing's Member Services Department within ten (10) days of the cancelled event.
 - v. There is no provision for transfers or credits.

1.7 Code of Conduct

- a. An American Flat Track Member 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 Flat Track rules, or are detrimental to motorcycle racing, American Flat Track, AMA Pro Racing, Promoters, sponsors, participants or fans, may result in the imposition of penalties.
- c. Every American Flat Track Member 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 Membership or may have their existing Membership 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.
- 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 pertain to the procedures and rules that govern the organization and administration of an Event is considered a breach of the rules.
- f. Any Member that publicly criticizes and/or disparages American Flat Track, 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 as outlined in Appendix A1.1.
- g. Actions or inaction by a Member 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 chief 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 Flat Track rules. Throughout the Event, it is the individual and collective responsibility of any Member 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.

1.8 Releases

- a. **Advertising and Promotion Release.** Each Member by entering an Event, grants to AMA Pro Racing, 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 AMA Pro Racing, sales, other commercial projects and/or the like) for promoting, advertising, or reporting AMA Pro Racing generally, the American Flat Track 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 AMA Pro Racing exclusively and in perpetuity all rights thereto for such purpose.

- b. **Broadcast Release.** Each Member by entering an Event acknowledges that AMA Pro Racing 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 AMA Pro Racing, 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 AMA Pro Racing Media Access Policy, AMA Pro Racing 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 AMA Pro Racing, to protect, perfect or effectuate AMA Pro Racing'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 AMA Pro Racing rights.

1.9 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 AMA Pro Racing (hereinafter collectively known as AMA Pro Racing) 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 Flat Track 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 AMA Pro Racing 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 AMA Pro Racing sanctioned professional or American Motorcyclist Association ("AMA") sanctioned amateur events. Finally, I hereby release, indemnify, defend and hold harmless AMA Pro Racing, 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 AMA Pro Racing 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 AMA Pro Racing 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 AMA Pro Racing 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 AMA Pro Racing regarding evidence of medical condition. I understand that AMA Pro Racing 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.

- 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 AMA Pro Racing sanctioned event (and/or portion thereof), the event (race venue) premises during an AMA Pro Racing event, and/or of any AMA Pro Racing 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 AMA Pro Racing, and may not be used in any way, direct or indirect, without the prior written permission of AMA Pro Racing. 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 AMA Pro Racing 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 AMA Pro Racing sanctioned event.
- iv. I further agree that AMA Pro Racing 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 AMA Pro Racing 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 AMA Pro Racing and its sports marketing firm in such efforts.
- vi. **Independent Contractor:** I hereby certify that I am not an agent or employee of AMA Pro Racing or the AMA, 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 completely eliminated. I acknowledge that by participating in any AMA Pro Racing-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 AMA Pro Racing-sanctioned events shall be conducted, and will notify AMA Pro Racing 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 AMA Pro Racing, 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 Flat Track 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 AMA Pro Racing sanctioned events.
- ix. I further acknowledge that this license/credential has been issued by AMA Pro Racing for my exclusive use. I agree to abide by and act in accordance with the American Flat Track Rulebook as shall be amended from time to time hereafter, which serves as the official competition and conduct rules of the American Flat Track championship, and agree to abide by any amendments or supplemental rules. Transfer or misuse of this license/credential is cause for revocation.

Section 2

Race Rules and Procedures

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2.1 The Racing Program

- American Flat Track events are comprised of championship points-paying Main events for each class. The fields qualify for the Mains through a series of timed qualifying sessions, Heat and/or Semi races. The Semis and Mains may be referred to as "The Evening Program."
- AMA Pro Racing, at its sole discretion, may designate the following maximum number of entries for any given event:
 - AFT SuperTwins: 18 entries
 - AFT Production Twins: 32 entries
 - AFT Singles (ST, HM and Miles): 32 entries
 - AFT Singles (TT): 48 entries
- Unless specified otherwise, the following event format will be used at American Flat Track events:

AFT SuperTwins

	Entries: 18
Practice <i>Laps</i>	One Practice 4-6 Laps
Qualifying <i>Laps</i> <i>Transfers</i>	Two Quals 4-6 Laps All to Semis
Semis <i>Laps</i> <i>Grid Size</i> <i>Transfers</i>	Two Semis 8 Laps 9 Riders All to Main
Main <i>Grid Size</i>	One Main 18 Riders

AFT Production Twins

	Entries: < 18	Entries: 18-32
Practice <i>Laps</i>	One Practice 4-6 Laps	One Practice 4-6 Laps
Qualifying <i>Laps</i> <i>Transfers</i>	Two Quals 4-6 Laps All to Main	Two Quals 4-6 Laps Top 32 to Semis
Semis <i>Laps</i> <i>Grid Size</i> <i>Transfers</i>	<i>No Semis</i>	Two Semis 8 Laps 16 Riders Top 8 to Main
Main <i>Grid Size</i>	One Main 16 Riders	One Main 16 Riders

AFT Singles

	Entries: 18-25	Entries: 26-32	Entries: 33-48
Practice Laps	One Practice 4-6 Laps	One Practice 4-6 Laps	One Practice 4-6 Laps
Qualifying Laps Transfers	Two Quals 4-6 Laps All to Heats	Two Quals 4-6 Laps Top 32 to Semis	Two Quals 4-6 Laps Top 48 to Heats
Heats Laps Grid Size Transfers	<i>No Heats</i>	No Heats	Three Heats 4 Laps 16 Riders Top 10 to Semis
Semis Laps Grid Size Transfers	Two Semis 8 laps 13 Riders Top 8 to Main	Two Semis 8 laps 16 Riders Top 8 to Main	Two Semis 8 laps 15 Riders Top 8 to Main
Main Grid Size	One Main 16 Riders	One Main 16 Riders	One Main 16 Riders

- d. All Main Events will be timed races plus two (2) laps:
- AFT SuperTwins:
 - Short Track: 10 minutes + 2 laps
 - TT & Half-Mile: 10 minutes + 2 laps**
 - Mile: 14 minutes + 2 laps
 - AFT Production Twins:
 - Short Track: 6 minutes + 2 laps
 - TT & Half-Mile: 8 minutes + 2 laps
 - Mile: 10 minutes + 2 laps
 - AFT Singles:
 - Short Track: 6 minutes + 2 laps
 - TT & Half-Mile: 8 minutes + 2 laps
 - Mile: 10 minutes + 2 laps
- e. In coordination with our promoters and broadcast partners, changes to the format for specific events may be made as necessary.
- f. The number of any particular session, the number of riders qualifying to the Heats, Semis and/or the number of laps in any session may be adjusted due to entry count, inclement weather, etc.

2.2 Participant Regulation

- Every club, association, company, promoter, rider and all other persons participating or in any way connected with an American Flat Track event will be deemed participants and therefore bound by the American Flat Track Rulebook.

2.3 Participant Insurance

- AMA Pro Racing will provide participant accident insurance coverage at American Flat Track events as follows –
 - Accidental Death & Dismemberment - \$10,000
 - Excess Medical - \$50,000
- This policy may require a deductible and should be considered as a secondary policy to the rider's own primary insurance coverage.

2.4 Substance Abuse Policy

- In the interest of maintaining the integrity of motorcycle sports, AMA Pro Racing has established a Substance Abuse Policy and from time to time conducts tests for drugs and alcohol.
- Compliance with the AMA Pro Racing Substance Abuse Policy is an essential precondition to the issuance of professional Competition licenses.
- Any violation of the policy, or refusal to submit to testing as requested by AMA Pro Racing, will result in the immediate suspension or cancellation of licenses and loss of all rights to compete in AMA Pro Racing sanctioned events.
- A copy of the AMA Pro Racing 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 Flat Track Rulebook.

2.5 Intravenous Hydration

- At no time during an event will a rider receive any type of intravenous rehydration unless such rehydration is deemed medically necessary by appropriate medical personnel as a result of an emergency medical situation (e.g. heat stroke) encountered by a rider during or as a result of competing in any on-track activity.
- Once a rider receives such rehydration during an Event, that rider will not be permitted to compete in any further on-track activity including, but not limited to, any further practice sessions, qualifying sessions, Heats, Semis or Mains unless and until the rider is released by the medical personnel who treat the rider for the specific emergency medical situation at issue.

2.6 Track Rentals, Unofficial Practice and Testing

- a. Starting January 1st of a given competition year, at facilities where American Flat Track events are to be held, exclusive track rentals or practice are not allowed by participants, including manufacturers, teams or individuals, unless approved by AMA Pro Racing. There are no restrictions on track rentals or practice in conjunction with regional race meets, promoter/racetrack organized open practice and open schools, except for the ten (10) days prior to the American Flat Track event. Tracks listed on the schedule for the current year may be rented after the last AFT event scheduled at the facility within the season.
- b. Press days officially recognized by AMA Pro Racing are exempt from this rule, and invited riders will be allowed to ride at a racetrack within the 10-day limit. Riders participating in press days are limited to five (5) laps and are not allowed to make any modifications or tuning changes to the motorcycle.

2.7 Bulletins and Supplementary Regulations

- a. 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.
- b. Additionally, the Rules may be modified for an Event by the Race Director through instructions given at mandatory rider briefings.
- c. All Rules, Bulletins and Supplementary Regulations are available at www.amaproring.com.

2.8 Inclement Weather / Unacceptable Track Conditions

- a. In the event of rain or other conditions, it may be necessary for the Race Director to adjust the order of the event schedule, the length of races, practices and qualifying sessions, or to stop the program completely. Should this occur, AMA Pro Racing will make every effort to resume the schedule in a timely fashion if conditions allow. If an event must be postponed, AMA Pro Racing will make best efforts to reschedule the event on the designated Rain Date.

2.9 Motorcycle Usage / Backup Bikes

- a. Backup motorcycles are permitted in all classes at American Flat Track events.
- b. A rider may present a maximum of two motorcycles to tech inspection for use in competition at any event, provided that both the primary and backup machines are from the same manufacturer. Frame numbers must be properly assigned to both machines.
- c. In any session, riders may use either of the two motorcycles that have been approved at pre-race tech inspection for that rider.
- d. AFT Production Twins and AFT Singles
 - i. For Heats, Semis and Mains, the following rules apply:

1. When a rider arrives in staging, an AMA Pro Racing official will record the frame number of the motorcycle presented and that motorcycle will be deemed as the rider's only allowed machine for that race. For the remainder of that race, riders are not allowed to switch to a second machine.
2. In the event of a restart, riders are prohibited from switching to their backup bikes.

e. AFT SuperTwins

- i. For Semis and Mains, the following rules apply:

1. Back-up machines must be staged in the designated area and can be utilized in the event of a red flag. Any rider can change machines during a red flag but is limited to one change per race. Restarts will not be delayed to wait for a rider switching to a back-up machine.

2.10 Technical Inspections

- a. Motorcycles must have passed pre-race tech inspection before they will be allowed onto the racetrack. Motorcycles must be class legal and must meet all equipment requirements at all times.
- b. Technical inspections of motorcycles, equipment and riding apparel may be held prior to and after a race meet or at other times as determined by AMA Pro Racing.
- c. Regardless of a rider's motorcycle, equipment or apparel passing prior inspections, compliance with the rules must be made at the post-race inspection.
- d. AMA Pro Racing may require post-race tear downs to begin at any time following the completion of an event.
- e. During post-race technical inspections or tear downs, only two (2) working mechanics for each impounded motorcycle are permitted in the inspection/impound area. Only AMA Pro Racing officials or AMA Pro Racing designated personnel may inspect impounded motorcycles or equipment.
- f. AMA Pro Racing may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow the Technical Director or other independent personnel authorized by AMA Pro Racing to do detailed inspections and testing.
- g. If a machine does not meet technical requirements during the event and AMA Pro Racing determines it is due to mechanical failure or inadvertent on-track damage, the following rules and penalties will apply:
 - i. Practice and qualifying: All timed laps for the offending rider from that session will be invalidated.
 - ii. Heats and Semis: If the offending rider finished in a transfer position during a Heat or Semi, they will maintain their finishing position and transfer, however the rider must start the next race and any complete restarts of that race from the penalty row.

- iii. Mains: If the rider finished the race, a lap or time penalty will be issued and they will be scored as the last active rider to take the checkered flag. If the rider dropped out prior to the end of the race, they will be scored in their position when they dropped out or behind the last active rider to take the checkered flag, whichever is lower.
- iv. If a mechanical failure or machine damage poses a danger to the rider or other participants, black flag protocol will be followed, and the rider will be scored accordingly.
- h. If a machine does not meet technical requirements and AMA Pro Racing determines it has NOT suffered mechanical failure or inadvertent on-track damage, the rider will be disqualified from the session.

2.11 Timing & Scoring Transponders

- a. All machines must have an approved Timing & Scoring transponder using the official mounting bracket, and/or another approved electronic scoring device, properly mounted in the location and manner designated by Timing and Scoring before leaving Technical Inspection.
- b. The transponder must be mounted vertically on the left fork leg between the two triple clamps, facing rider's left. The transponder must not be rotated forward, tucked under the front number plate or re-positioned in any way. Any surrounding bodywork or radiator shrouds must be modified so as not to contact the transponder, avoiding potential steering limitations or movement of the transponder out of the mandated position. Movement of the transponder out of the mandated position will result in penalties up to and including disqualification from the current session. Additional penalties may be assessed for repeat violations.
- c. The transponder must be powered and functional at all times when on track.
- d. All riders must return transponders at the completion of every event to AMA Pro Racing Tech.
- e. Loss of, or damage to, an AMA Pro Racing-owned transponder and/or mounting bracket while in the possession of a rider will result in an automatic cost to the rider of the replacement value of the transponder and/or mounting bracket.
- f. Riders that do not return their assigned transponder and/or mounting bracket within 2 hours of the conclusion of the Main will be issued a penalty of \$75. Additional \$75 penalties will be issued for each week that the transponder is not returned, up to a maximum of \$500. Riders will not be permitted to enter or compete in another American Flat Track event until the transponder has been returned and the fines are paid in full or the replacement fee has been collected.

2.12 Radio Communications (Mandatory)

- a. AMA Pro Racing Race Control communicates schedule, track, rider and motorcycle status information on frequency **451.800 MHz (12.5 KHz channel bandwidth, CSQ Squelch, Receive only)** throughout each race event.

- b. It is mandatory each team possess either a radio or scanner to monitor AMA Pro Racing Race Control. Radios must not be capable of broadcasting on the AMA Pro Racing control frequency.
- c. Every team is required to bring an example of their equipment to tech inspection prior to the first on-track activity and an annual log will be maintained to monitor rule compliance.
- d. All teams must have at least one crew member monitor this "listen only" communications channel during all on-track activity. Failure to comply may result in one or more of the following penalties: fines, rider being placed on the back of the grid, event disqualification.

2.13 Pit / Paddock Regulations

- a. Paddock Parking
 - i. Licensed riders are required to submit the Team Paddock Footprint Request Form prior to the first event they attend each season.
 - ii. Only service provider vehicles and race haulers with a Transporter parking pass are allowed in the paddock, and all drivers and passengers must be properly credentialed to enter. Race haulers with occupants who are not credentialed will not be allowed into the facility. Rental cars, buses, motor homes or other vehicles not actively participating in team support or hospitality will not be permitted inside the paddock without prior approval from AMA Pro Racing. Participants abusing this policy risk revocation of their credential and/or transporter parking pass.
 - iii. Upon arrival at the facility, competitors are asked to park in the designated pre-event race transporter staging area until paddock load in.
 - iv. During paddock load in, teams are required to:
 - 1. Place a number plate with their competition number(s) in the front windshield of their race hauler for identification.
 - 2. Have a radio scanner monitoring the AMA Pro race control frequency. AMA Pro will use radio communication for efficient paddock load in.
- b. Riding of competition motorcycles, other than on the race track or designated test area, is strongly discouraged.
- c. Any operation of a vehicle in the paddock must be at a very slow, acceptable speed (10 MPH maximum).
- d. When a rider or mechanic is testing a motorcycle, that person must wear a helmet and be dressed to offer some protection (pants, shirt and shoes).
- e. Smoking is not allowed in any areas where race fuel is present.
- f. Each team must have a functional, certified fire extinguisher accessible within their pit box at all times.

- g. Persons under 16 years of age are not allowed in hot pit, grid, signal area or other restricted areas.
- h. 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.
- i. Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their fuel drums, waste fuel, motor oils, coolants, tires, batteries and all other hazardous wastes in racetrack-provided, proper hazardous waste locations only. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.

2.14 Rider and Crew Chief Briefings

- a. All riders and Crew Chiefs must attend the mandatory briefings as published on the event schedule and must confirm attendance with AMA Pro Racing officials. Rider representatives / substitutes are not permitted without prior approval from the Race Director.
- b. Failure to attend the briefings in full may result in a penalty including but not limited to warnings, fines or disqualification from the next practice session or race.

2.15 Publicity

- a. As a condition of entry, riders are expected to participate in all required promotional, media and/or marketing functions and to act in a professional manner in order to promote the sport.
- b. Riders are required to make themselves promptly available for reasonable appearance(s) in scheduled rider parades, open pit area sessions and/or publicity events scheduled by the promoter as part of the event's official program.
- c. Following the event's final race, riders may be required to be available to the public for a period of 30 minutes. Riders are urged to be at their pit area to interact with race fans, sign autographs and give interviews. This period is intended for race fans and media members. Loading race gear and equipment during the publicity session is strongly discouraged.
- d. Riders are encouraged to be available to the press and media for interviews and exposure whenever possible and are always expected to exercise good judgment, professionalism and respectful behavior.
 - i. PR activities are important to the future of Flat Track. Riders are encouraged to accept media assignments and interview opportunities whenever offered.
 - ii. Riders who enter into a PR-related agreement shall be obligated to comply with the terms of the agreement. Lateness, no shows and inappropriate conduct are unacceptable.

2.16 On-Track Regulations

- a. Track Access

- i. AMA Pro Racing may designate certain times for a rider track walk and/or designate a rider for track inspection. With the exception of designated track walks, no rider or crew member shall access the race surface at any time for any reason without the explicit permission of an AMA Pro Racing official. This includes any time prior to the start of practice, during intermissions, track preparation and red flag periods.
 - ii. In order for race officials and emergency response personnel to be able to work unimpeded during a red flag period, crew members **must not** access the circuit under **any circumstances** unless under the express direction of AMA Pro Racing officials. Riders and Team Owners will be held responsible for the actions of their crew members.
 - iii. Penalties for unauthorized track access **will** include one or more of the following: disqualification from the current session, gridding at the back of the field, loss of championship points, disqualification from the event, suspension.
- b. General Discipline and Safety
- i. Only officially entered riders or event staff may ride or practice on the race course during the event. Unofficial practice during the event is not permitted.
 - ii. Unless directed to do so by AMA Pro Racing, no one at any time will be permitted to ride a motorcycle in the wrong direction on the track.
 - iii. Riders, mechanics or crew members are strictly forbidden to do celebratory burn-outs, wheelies or other potentially dangerous riding within proximity of fans, public or bystanders. AMA Pro Racing officials will make sole determination if any such behavior constitutes reckless endangerment.
- c. Lap Definitions
- i. Lap: A Lap is defined as the completion of a single circuit around the race course, as designated by AMA Pro Racing. A lap will only be considered full and complete when it starts and ends at the officially designated Start / Finish line. For the first lap of a race, the lap is defined as a full-course circuit completed from the rider's start position to the officially designated Start / Finish line. Race distance and positions are only updated for riders at the completion of a Lap.
 - ii. Lead Lap: The Lead Lap is defined as the lap that the race leader is currently on. All active riders which have not been lapped by the race leader are considered to be on the Lead Lap.
 - iii. Lap of Record: The Lap of Record is defined as the last lap completed by all active riders on the Lead Lap.
- d. Passing
- i. A rider overtaking another rider must pass on the outside, unless the rider in front is sufficient distance away from the pole to allow an acceptable pass on the inside.

- ii. A rider passing on the inside will be held responsible for any foul that may result. A rider passing on the outside must not cross in front of the rider passed until an acceptable lead has been established.
- e. Mechanicals and On-Track Incidents
 - i. A rider leaving the course may only continue the race by properly re-entering the course, without gaining a time or position advantage, from the closest possible point to where that rider left the course. AMA Pro Racing will make the determination as to whether a rider gained any advantage by leaving the race course and re-entering. A rider may be determined to have gained an advantage without gaining race position.
 - ii. Any motorcycle that leaves the race track at any point during a race, including red flag periods, and enters the paddock/garage area without supervision from an AMA Pro Racing official will be prohibited from returning to the racetrack and may be disqualified from the active race. In the case where a recovery truck retrieves a disabled motorcycle from the track and passes through the paddock/garage area to deliver motorcycles to the designated pit or work area, no penalties will be issued to the rider.
 - iii. A rider whose motorcycle is disabled before reaching the finish line may, by that rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the course to complete a lap, unless the rider is determined to be a hazard by AMA Pro Racing.
- f. Repairs and Assistance
 - i. Team members may only adjust, repair or refuel competing motorcycles in the designated pit or work area.
 - ii. A rider may make repairs during a race, without assistance, in a suitable area off the race course.
 - iii. Any form of outside assistance to riders on the course is forbidden except when the assistance is given by corner marshals or officials placed by AMA Pro Racing for the purpose of control.
- g. Unjustifiable Risk
 - i. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, AMA Pro Racing officials or the public.
 - ii. Any rider, participant or team that intentionally engages in activities with the consequence negatively impacting another competitor's performance, including, but not limited to avoidable contact, will be subject to one or more of the following penalties: disqualification from the current session, gridding at the back of the field, loss of championship points, disqualification from the event, suspension. Further official action will be at the discretion of AMA Pro Racing.

2.17 Flags / Lights

- a. Operational Flag / Lights
 - i. **Green Flag/Light:** Indicates the start of a session or clear track conditions.
 - ii. **Checkered Flag:** Indicates the end of a race or practice session. Proceed around the course to the designated track exit.
 - iii. **Red Flag/Light:** Indicates the race has been stopped. Reduce speed and proceed safely to the work area. Red flag overrules any other flag that may be displayed.
 - iv. **Black Flag:** Indicates a problem with a motorcycle or a rider disqualification. A number board displayed with the flag indicates the rider being signaled. The indicated rider must carefully reduce speed and stop at the first suitable location off the course away from any potential impact zone. **If the indicated rider disobeys the black flag it will result in a non-appealable disqualification, fine and possible suspension.**
- b. Warning Flags / Lights
 - i. **Yellow Flag / Light:** Indicates a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.
- c. Courtesy Flags
 - i. **White Flag:** Indicates the final lap of a race.
 - ii. **White and Green Flags Crossed:** Indicates 1/2 total race distance.
 - iii. **Blue Flag:** If the blue flag is displayed to a rider in a motionless manner, it means another rider is following or catching the flagged rider and may be trying to pass. If the blue flag is waved, the rider to whom it is displayed must give way to the rider trying to pass. The blue flag is ordinarily used for a rider who is unaware of an overtaking or lapping rider or who is clearly obstructing another rider. Riders disregarding this flag may be subject to a penalty. The blue flag will not be shown during practice/qualifying.

2.18 Timed Practice and Qualifying Procedures

- a. Practice/Qualifying Groups and On-Track Procedures
 - i. Riders will be divided into equal groups for practice and qualifying sessions. The most recent point standings for the class will be used to order the riders. Riders without points will be arranged by the day and time that they registered for the event.
 - ii. The total number of groups will be determined by AMA Pro Racing based on the number of entries, track configuration and schedule.

- iii. Riders will be released in order, one at a time, from staging and will be given **four** timed laps at speed. The first circuit around the racetrack for each rider will be deemed an out lap. The first official lap time for each rider will begin at the completion of their out lap. After each rider completes their fourth lap at speed, they must return to the pits at the designed track exit. Additional lap times will not be recorded.
- iv. In the event of a red flag during timed practice or qualifying:
 - 1. All riders must stop racing, safely reduce speed and proceed with caution to the staging area.
 - 2. When a practice or qualifying session is restarted, the group of riders on track during the red flag incident will be allowed to complete the balance of their timed laps.
- b. Qualifying Procedures
 - i. Lap times from all qualifying sessions will be combined to determine the riders that will advance, and the order in which they will be seeded into Heats or Semis.
 - ii. If multiple riders have the same qualifying time, the rider who set the qualifying time first will be scored ahead of other riders with the same qualifying time.
 - iii. ***In all classes a rider's best qualifying lap time must be within 107% of the fastest qualifying rider's best lap time to advance to a Heat or Semi. This requirement applies regardless if there are not enough riders to fill a Heat or Semi.***
 - iv. A rider may not participate in the Evening Program without having completed a minimum of two laps on that day.
- c. Heats and/or Semis:
 - i. Starting positions for the Heats or Semis will be determined by combining the times from all timed qualifying sessions for the class. The fastest rider from combined qualifying will start from pole position in the first Heat/Semi. The second-fastest rider will start from pole position in the second Heat/Semi, and this alternating grid position system will be used until all qualifying riders are placed in a Heat/Semi.
 - ii. If the event format specifies that riders qualify from Heats to Semis, the winner of the fastest Heat will start from pole position in the first Semi, the winner of the second-fastest Heat will start from pole position in the second Semi, and this pattern will continue until all qualifying riders are placed in the Semis.
- d. ***Superpole***
 - i. ***AFT SuperTwins may run Superpole at select events.***
 - ii. ***Superpole will run after the Semis and feature the top 5 riders from each Semi for a total of 10 riders.***

- iii. ***The rider's fastest Superpole time and their final position in that session will seed positions 1-10 for the AFT SuperTwins Main. The remaining positions for the AFT SuperTwins Main will be seeded from the Semis.***
- iv. ***Prior to any event that includes AFT SuperTwins Superpole, an event-specific bulletin will be posted outlining operational and scheduling details.***
- e. ***Dash for Cash***
 - i. ***The event schedule for AFT SuperTwins may include a Dash for Cash.***
 - ii. ***Once final grid positions for the AFT SuperTwins Main have been set, the top 4 riders will be seeded into the Dash for Cash. If any of those riders are unable to participate in the Dash for Cash, additional riders will be added to the grid according to their starting positions in the Main.***
 - iii. ***The finishing order from the Dash for Cash will not influence starting positions for the Main.***
- f. Main
 - i. Riders who qualify for the Main will pick their starting spot on the grid according to their finishing positions in the Semis using the alternating grid position system described above, with the winner of the fastest Semi starting on pole position.
 - ii. If a Provisional Start is used to advance a rider into the Main, the rider will start from the Penalty Row. Riders using Provisional Starts must have attempted to start a Heat or Semi in order to qualify for a Main.
 - iii. In the event that Qualifying, Heats and Semis are not conducted, positions in the most recent point standings for the class may be used to set the grid for the Main.

2.19 Provisional Starts

- a. All riders in AFT Production Twins and AFT Singles will receive one Provisional Start per class, which may be used to advance a rider into a Main during the current season. Provisional Starts may only be used once per season.
- b. Provisional Starts are non-transferrable and usage will be tracked in a database maintained by AMA Pro Racing.
- c. One Provisional Start will be allowed per Semi and Main. A rider must have attempted to start in their Heat to use a Provisional Start for their Semi. A rider must have attempted to start in a Semi to use a Provisional Start for the Main.
- d. ***In the case where Qualifying, Heats or Semis cannot be run and the Main is gridded based on practice times or point standings, an unused provisional start may be requested.***
- e. Procedures for Using a Provisional Start:

- i. Riders who fail to transfer from the Heats to the Semis or from the Semis to the Main may elect to use their Provisional Start by submitting their request to the Race Director no later than five (5) minutes following the finish of their Heat or Semi. If a rider is unable to immediately locate the Race Director, the rider shall report to the Tech Director.
- ii. When more than one rider has submitted their Provisional Start request for advancement, the rider with the higher standing from the most recent point standings for the class will have priority. In the case where riders do not have points in the most recent point standings for the class, order of entry for the event will be used to prioritize riders.
- iii. Riders using Provisional Starts will start from the Penalty Row.

2.20 Race Procedures

a. Staging

- i. Riders must proceed to the staging area with their motorcycle to line up for their session prior to the leader of the previous session taking the checkered flag or when called by AMA Pro Racing.
- ii. Riders who fail to report to the staging area before the leader of the previous session takes the checkered flag or before the staging area is declared closed may receive the following penalty:
 1. Heats and Semis: Start from the penalty row.
 2. Mains: Fine.
- iii. Riders without a motorcycle, or crew members arriving to the staging area without their rider, are not an acceptable substitute for a rider and their motorcycle, except in the case where a rider is participating in a podium interview from the previous session.
- iv. For AFT Production Twins and AFT Singles, when a rider arrives in staging, an AMA Pro Racing official will record the frame number of the motorcycle presented and that motorcycle will be deemed as the rider's only allowed machine for that race. For the remainder of that race, riders are not allowed to switch to a second machine.
- v. Tire warmers and small generators (2200 watt or smaller) may be utilized in a neat, uncluttered fashion.

b. Starting Line

- i. The riders for each race in the evening program will line up with four (4) riders on each row. Each row will be approximately 25 feet apart. The first empty row will be designated as the Penalty Row.
- ii. The starting light will be approximately six feet high and placed about 20 yards ahead of the first starting line.
- iii. The Starter controlling the starting light will be stationed to the left side of the track behind the second row.

- iv. The Assistant Starter will stand at the edge of the track approximately 10 to 15 yards in front of the first row.
- v. Each rider may be joined by two (2) mechanics at the starting line.

c. Starting Positions

- i. In Heats and Semis, the rider who earns the pole position may only choose the outside or inside starting position on the first row and the rest of the field must line up accordingly. The rider must inform AMA Pro Racing of their choice prior to leaving the staging area.
- ii. Riders in Mains select their starting position in order of qualification and may choose to start in any available starting position on the row in which they have qualified. **Riders may not move to another row.**

d. Race Start Procedures

- i. Any rider that qualifies for the Main may request and must be granted a five-minute break between the start of the Main and the previous race in which that rider competed.
- ii. At the discretion of AMA Pro Racing, riders may be given a sighting lap prior to the start of any race and all riders are required to participate.
- iii. When called by AMA Pro Racing, riders will move to their assigned row and starting positions, placing their front wheels between the starting position lines.
- iv. Battery powered handheld blowers may be utilized to prevent machines from overheating in staging or on the grid. This includes the designated Hot and Cold Box and single file restart areas during red flag stoppages. Gas powered blowers are prohibited. All blowers must be removed from the grid when requested by AMA Pro Racing. Any crewmember that prevents a timely race start may be penalized and their rider may be required to start from the penalty row.
- v. Riders who are not present at the starting line for the original start of a race are barred from any subsequent restarts.
- vi. Mechanical Problems
 1. If a rider has mechanical problems after arriving at the starting line, the rider should signal the Starter by raising a hand.
 2. The Starter will then allow the rider to remove their motorcycle from the grid to make repairs and the starting procedure will continue immediately after the rider has cleared the grid.
 3. The starting procedure will not be overly delayed. There is no provision for a two-minute rule.

4. The rider will have until the completion of the leader's second lap to join the field. If the rider is unable to join the race by the completion of the leader's second lap, they will be allowed to restart at the back of the grid if there is a complete restart.
- vii. The following starting light sequence will be triggered by the Starter to start each race:
 1. Top yellow will be activated for five seconds.
 2. Second yellow will then be activated within three seconds.
 3. A green light will then be activated to start the race.
- viii. If a flag start is utilized, the Starter will stand on a platform in view of all starting rows. When all riders are in their starting positions, the Starter will raise the flag overhead in a horizontal position. The Starter will then lower the flag to his side, thus starting the event.

e. Start Penalties

- i. Riders may be sent to the penalty row for the following infractions:
 1. Backing out of the starting position lines during the starting light sequence.
 2. Touching the forward starting line or breaking the laser beam with their front wheel before the start of the race.
 3. Leaving their starting position and "riding in circles" to realign or cool down their machine. Riders may only do this under instruction from AMA Pro Racing officials.
- ii. Penalized riders will be placed on the penalty row in the position designated by AMA Pro Racing officials.
- iii. If a penalized rider jumps the start from the penalty row, they may be disqualified, removed from the race and not allowed to participate in any subsequent restarts.
- iv. If a rider is deemed to have jumped the start after the race has begun, a 10-second time penalty will be added to the total race time of the offending rider.
- v. Any participant determined to have intentionally delayed the start for reasons not related to safety may be penalized with one or more of the following penalties: fine, disqualification, loss of championship points.
- vi. For the purposes of rules enforcement, all race starts and restarts are considered an official part of the race, even if a start or restart does not result in a lap being completed by the leader. All infractions will be deemed valid and ruled upon accordingly.

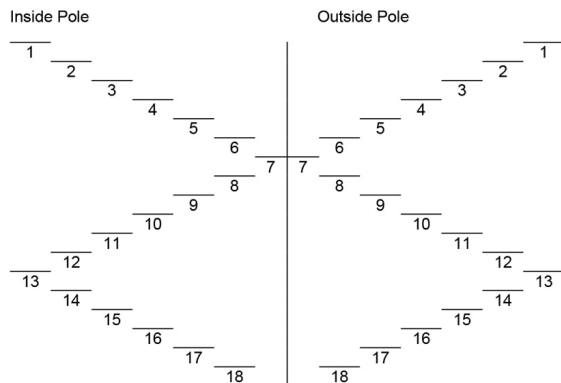
2.21 Red Flag Stops and Restart Procedures

a. Red Flag Procedure for Races

- i. All riders must stop racing, safely reduce speed and proceed with caution to the designated holding areas.
- ii. Red Flag Downtime
 1. Red flags that occur during races may result in a minimum **five-minute (5:00)** delay prior to the restart.
 2. AMA Pro Racing's designated Race Director will declare the beginning of this time period when the last active motorcycle is clear of any on-track incident and is proceeding to the cold box holding area.
 3. If the circuit is deemed to be race ready prior to five (5) minutes elapsing and all eligible machines are ready to restart, the Race Director may call the machines to the starting line and restart the race immediately.
- iii. While in the designated holding area, if any repairs or adjustments are made to a rider's motorcycle, for any reason, the rider will start from the penalty row or back of the field.
- iv. The designated holding areas are known as the Hot Box and Cold Box:
 1. Hot Box - Designated area for motorcycles that need repairs or inspection:
 - a. Any rider involved in an on-track incident must report to the Hot Box for inspection by AMA Pro Racing officials.
 - b. Motorcycles which were not involved in the on-track incident but are deemed to need repairs by AMA Pro Racing officials must also report to the Hot Box. Examples include, but are not limited to, loose muffler, dangling bodywork, etc.
 - c. The rider involved in the incident and their designated team mechanics can physically work on the rider's motorcycle. Any tools or means necessary may be used to repair the damaged motorcycle.
 2. Cold Box - Designated area for riders not involved in the on-track incident and motorcycles that are not in need of repairs:
 - a. Riders are permitted to have a crew member put a stand under the motorcycle, or the rider may remain with the machine.
 - b. No repairs or adjustments may be performed on motorcycles in the Cold Box.
 - c. No tools are allowed to be used, with the exception of a wrench or ratchet to back off the engine before restarting the machine.

- d. If any repairs or adjustments are made to a rider's motorcycle in the Cold Box, the rider will start from the penalty row or back of the field. Additional penalties may apply including disqualification from the current session, fines, loss of championship points, suspension.
 - e. If a rider needs to make a clutch cable or similar manual adjustment, one that could be made without the use of any type of tool, a request must be made to an AMA Pro Racing official who, upon approval, will witness the adjustment being made.
- v. At Mile events only, bikes may be refueled and batteries may be changed without penalty during any red flag stoppage. Refueling and battery changes must be done in separate operations for safety reasons. Refueling must be done in the Hot Box and not on the racing surface. No more than two crew members may refuel. All engines must be shut off. Riders cannot be on their machines. All bikes must be on stands. **A fire extinguisher must be in close proximity.** No other work may be performed without incurring a start line penalty. The race start will not be held for teams that are not prepared to refuel.
- vi. All riders must report to the starting line immediately when called for a restart or they will start from the penalty row or back of the field.
- vii. At AMA Pro Racing's discretion, riders determined to be responsible for stopping the race may not be allowed to restart.
- viii. Riders who are unable to remove themselves from an impact area under their own power and / or demonstrate behavior necessitating immediate medical attention, causing any session including race finals to be red flagged, may not resume any on-track activity until cleared by medical professionals and AMA Pro Racing's designated Race Director.
- ix. If AMA Pro Racing determines that a rider has intentionally caused the red flag, one or more of the following penalties may be applied: starting at the back of the field, disqualification, loss of championship points, suspension.
- b. When a race is stopped before the leader completes two (2) laps, the race will be deemed a complete restart and the following procedures will apply:
 - i. Scoring Procedures
 - 1. Scoring will revert to the original starting lineup.
 - 2. Race distance and total race time will be reset.
 - 3. Riders which were not involved in the red flag incident will restart from their original start positions.

- 4. Riders originally on the penalty row will be restarted in the same position on the penalty row.
 - 5. Riders not involved in the red flag incident but were instructed to go to the Hot Box by AMA Pro Racing officials will be placed on the penalty row in the order in which they qualified, followed by all riders involved in the red flag incident. Riders may be excluded from the restart if AMA Pro has concerns about their physical or mental wellbeing.
 - 6. Riders who were present at the starting line for the original start but had a mechanical and were unable to join the field before the completion of the leader's second lap will be allowed to restart from the back of the field.
- ii. Restart Procedure
 - 1. The standard Starting Lines and Starting Light will be used to restart the race.
- c. When a race is stopped after the leader has completed two (2) laps, the following procedures will apply:
 - i. Scoring Procedures
 - 1. Scoring will revert to the running order on the last lap completed by all active riders on the Lead Lap. Riders involved in the red flag will be considered active riders for the purpose of establishing the running order.
 - 2. Total race time will be stopped during the red flag period and will resume when the race is restarted. Only green flag periods will be used to calculate total race time.
 - 3. All riders involved in the red flag incident will be moved to the back of their respective lap groups.
 - 4. Riders participating in a restart will be scored ahead of riders who have completed the same number of laps but have withdrawn or dropped out prior to the restart.
 - ii. Staggered Restart Procedure
 - 1. The pole position for a staggered restart will be declared as inside or outside by AMA Pro Racing prior to the start of The Evening Program.
 - 2. The staggered starting line will be clearly marked to indicate individual starting positions that run backward at an angle from the pole position (inside or outside) to position 7 on the opposite side of the designated starting area. Following a zig-zag pattern, positions 8 through 13 will angle backwards in the opposite direction, with positions 14 through 18 mirroring the angle of positions 1 through 7.
 - 3. Each rider will line up behind and approximately three feet to the side of the rider in front of them and with the leading edge of their front wheel in line with the trailing edge of the rear wheel of the rider in front of them.



4. In the event of a jump start during a staggered restart, the race will not be stopped. Riders deemed to have jumped the staggered restart will have 10 seconds added to their total race time.
 5. With regards to motorcycles which are unable to be repaired in time for the restart, the rider will have until the completion of the leader's second lap following the restart to join the field.
- iii. Race Distance / Minimum Duration
1. Should a Heat or Semi be stopped after the leader has taken the White Flag, the race will be deemed complete and will not be restarted.
 2. Should a Main be stopped after the leader completes (2) laps, the Main may be declared complete by AMA Pro Racing.
 3. Should a Main be stopped after time remaining has expired, the Main may be declared complete by AMA Pro Racing.
 4. If a Main is restarted, the remaining race distance following the restart will be at least three (3) laps.

2.22 Rain Dates / Event Cancellations

- a. If an event is postponed and cannot be restarted or completed on a subsequent day, the following procedures will apply regarding purse and points. When an event is cancelled:
 - i. Prior to the completion of the Semis for a class, no purse or points will be paid out for that class.
 - ii. After the completion of the Semis for a class, ~~and therefore starting positions for the Main in that class have been set~~, 50% of the posted purse for the class will be divided equally between all riders who qualified for the Main ("Rain Pay"), and each qualifying rider will receive one (1) Championship point.

- iii. After starting positions for a Main have been set but prior to the leader completing two (2) laps in the Main, Rain Pay and one (1) Championship point will be issued to the riders who earned starting positions for the Main in that class.
- iv. After the leader has completed two (2) laps in a Main, full purse and points will be paid to the riders of that class.

2.23 Race Finishes and Ordering of Results

a. Race Finishes

- i. Races are officially ended for all contestants at the completion of the lap in which the checkered flag is displayed to the winner. Riders will be credited with all laps they complete during a race unless a penalty has been assessed.
- ii. Should the checkered flag be displayed to the race leader earlier or later than the official distance, the finishing order will be declared by the race position (not track position) of each rider on the lap in which the checkered flag is displayed to the winner.
- iii. Should a rider be given the checkered flag ahead of the actual winner, or with the race leaders, the rider will be scored as having completed the race in the race position that the rider was running in at that time.
- iv. Should a race not be restarted after a red flag, riders' finishing positions will be declared as their race positions on the Lap of Record, not their physical track positions at the time of the red flag.
- v. Following each Main, the top three finishers are required to promptly participate in victory podium. Participation includes interviews and proper representation of all series sponsors, i.e. posing for photo opportunities while wearing required hats or other marketing materials. Failure to comply may result in loss of points or purse.
- vi. If a rider takes a victory lap only one celebratory passenger is permitted, and that passenger cannot be a minor (less than 18 years of age) **and must wear a buckled helmet**. The rider must ride responsibly and at moderate speed.

b. Ordering of Results

- i. Riders are ordered in the results according to the number of whole laps completed during the race. For riders completing the same number of laps, the time when each motorcycle crosses the finish line determines the order.
- ii. Riders who start a race but do not complete one official lap as designated by Timing & Scoring will be listed as DNF in the results. If multiple riders are listed as DNF, they will be listed in the order that they qualified for the race. Riders listed as DNF in the results for a Main will receive championship points.

- iii. Riders who do not attempt to take the start of a race will be listed as DNS in the results behind active riders and riders listed as DNF. If more than one rider does not attempt to start a race, they will be listed as DNS in the order that they qualified for the race. Riders listed as DNS in the results for a Main will not receive championship points.
- iv. Riders participating in a restart will be scored ahead of riders who have completed the same number of laps but have withdrawn or dropped out prior to the restart.
- v. Riders that do not complete the checkered flag lap will be scored in order of their race position (not track position) on the lap in which the checkered flag is displayed to the winner.
- vi. A video camera may be utilized at the finish line to aid the scorekeepers in determining the finishing order of a close race. Should video footage from an AMA Pro Racing designated camera be unavailable or inconclusive for any reason, the scoring of the finish will be based solely on the scorekeepers' decision after reviewing all available Timing & Scoring data. In the case where a clear determination cannot be made, the riders concerned will be ranked in the order of the best lap time made during the race.

2.24 Official Race Results

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

2.25 Championship Points

- a. Championship Points Authority. AMA Pro Racing is the sole authority for the awarding of all American Flat Track championship points, the naming of Rider, Manufacturer and/or other Awards and the distribution of any American Flat Track Point Fund / Prize Money.
- b. Riders must attempt to take the start of a Main in order to receive championship points.

- c. When the results of American Flat Track events are declared official, points will be awarded for finishing positions in the Main according to the following schedule:

Position	Points	Position	Points
1 st	25	10 th	9
2 nd	20	11 th	8
3 rd	17	12 th	7
4 th	15	13 th	6
5 th	14	14 th	5
6 th	13	15 th	4
7 th	12	16 th	3
8 th	11	17 th	2
9 th	10	18 th	1

- d. In the event that there is a tie for a championship, that tie will be broken based on the number of wins in the series. If that does not break a tie, the number of second-place finishes will be compared, then thirds, fourths, etc. until the tie is broken. If a tie remains, the best finish in the last race will determine the champion. Ties will be broken as they occur.

2.26 Rider Championship

- a. The rider that accumulates the most points in each class over the course of a season will be declared the National Champion of the class.

2.27 Manufacturer Championship

- a. AMA Pro Racing recognizes Manufacturer champions in each class. Points will be awarded to each Manufacturer for its highest finishing position in all Mains. The positions of subsequent finishing motorcycles from the same Manufacturer are not considered for the purposes of the Manufacturer Championship.
- b. The same championship point schedule defined in Section 2.25 will be used.
- c. The manufacturer that accumulates the most points in each class over the course of a season will be declared the Manufacturer champion of the class.

2.28 Rookie of the Year

- a. The AFT Rookie of the Year Award will be given to the eligible rookie rider who scores the most points during the course of a season in AFT Singles.
- b. Riders will only be eligible for Rookie of the Year awards during the first season in which they are licensed to compete in American Flat Track. Riders must be in good standing with no pending penalties. Subjective criteria, at the discretion of AMA Pro Racing, may also be considered, including but not limited to the following: Overall contribution to the betterment of motorcycle racing, cooperation with AMA Pro Racing initiatives, and positive community or public outreach efforts.

Section 3
General Equipment Standards

All motorcycles must meet the requirements contained in this section. In addition to the following General Equipment Standards, motorcycle components may only be modified, removed, or replaced with the exceptions and restrictions listed under the specific rule sections for twin- and single-cylinder motorcycles. In all classes, if it becomes apparent that one type or model of motorcycle gains an unfair performance advantage, AMA Pro Racing reserves at any time the right to implement or remove allowances or restrictions to restore competitive balance. Any allowance or restriction will be communicated via Competition Bulletin.

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3.1 Special Technical Requirements

- a. Twin-cylinder machines must maintain the traditional appearance of a flat track twin-cylinder motorcycle. Machines must not be constructed to resemble Motocross or Supermoto motorcycles. AMA Pro Racing will make sole determination if any machine does not meet this criteria.
- b. Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabrication methods so that the motorcycle components will perform in competition properly.
- c. Any component of a motorcycle, deemed by AMA Pro Racing as necessary for acceptable operation, must be in place, securely mounted, in proper working order and structurally sound prior to technical inspection and anytime the machine is on the race track.
- d. Superseded parts controlled by these rules must be submitted to AMA Pro Racing for review and approval before use in competition. In addition, these parts must then be listed in the current OEM parts list as supplied to AMA Pro Racing and must be available to all entrants.
- e. A model may be granted Technical Allowances at the discretion of AMA Pro Racing. Technical Allowances will be published to the Technical Allowance and Restrictions List on AMA Pro Racing's website. If a model is allowed to compete with Technical Allowances, it can continue to compete as such unless specifically removed, in writing, by AMA Pro Racing.
- f. A model may be regulated by a Technical Restriction at the discretion of AMA Pro Racing. Technical Restrictions will be published to the Technical Allowance and Restrictions List on AMA Pro Racing's website. If a model is required to compete with a restriction, it must compete as such unless specifically removed, in writing, by AMA Pro Racing.
- g. Regardless of previous approval, the use of specific components or equipment, including tires and fuel, may be withdrawn for any reason AMA Pro Racing deems in the best interest of professional competition.
- h. Safety wire used to secure required items must be a minimum of .024-inch diameter.

3.2 Engines

- a. Engine displacement shall be recorded in cubic centimeters.
- b. Supercharging and turbo-charging are prohibited.

3.3 Restrictor Plates

- a. Restrictor plates may be required to control horsepower and speed or to improve competition.
- b. AMA Pro Racing reserves the right to require restrictor plates on any approved model. Different diameter plates may be assigned to different models.
- c. Mandated restrictor plates must be obtained from AMA Pro.

3.4 Weight Limits

- i. Minimum bike weight:
 1. AFT SuperTwins (all displacements): 310 lbs.
 2. AFT Production Twins (all displacements): 310 lbs.
 3. AFT Singles (all displacements): 230 lbs.

3.5 Weighing Procedures

- a. Weight limits must be met after qualifying and races in the condition the motorcycle finishes the session.
- b. The official AMA Pro Racing scale used on race day will be the only scale used for weight verification and official weights will be deemed final.
- c. If the weight displayed on the scales after the momentary stabilization period oscillates between two numbers, the higher number will be used.
- d. The official AMA Pro Racing scale will be available for weight checking before qualifying and final races.
- e. If the official AMA Pro Racing scale is not available for weight checking prior to the final races, then post-race weighing will not take place.
- f. A motorcycle must be taken directly from the track to the scale and weighed with remaining fuel in the fuel tank. No additional fluids may be added.
- g. Additional weight requirements may be listed under the Technical Regulations for single- and twin-cylinder motorcycles.
- h. All chassis ballast must be fixed to the frame. Under no conditions is it allowable to add chassis ballast as rotating mass to the wheels outside of normal balancing procedures.

3.6 Sound Requirements

- a. All motorcycles must remain below a sound limit of 105 dB measured on the "A" scale at 0.5 meters (20 inches). Test procedures have been prescribed by AMA Pro Racing in accordance with SAEJ1287, and detailed procedures can be found in the Appendices of the Rulebook.
- b. Certain racetracks may require lower sound limits. Where specific maximum noise levels are required, those limits will be noted in the Supplementary Regulations.
- c. **In 2022**, sound test / limits will utilize 2-meter max procedure for all classes. The 2-meter max method shows a very good correlation between the sound power level (LwA) issued by motorcycles in full acceleration, and the maximum sound pressure levels measured at proximity of the same motorcycles, with engines at idle and quickly taken to their maximum rotational speeds. AFT's **2022** 2-meter max testing procedure and limits will be outlined in a future bulletin.

3.7 Fuel Specifications

- a. All riders competing in American Flat Track events are required to use the spec fuel as specified by AMA Pro Racing.
- b. Only air may be mixed with the fuel as an oxidant, and no other substances, chemicals and/or liquids whatsoever shall be added, combined, mixed and/or introduced to the official fuel whether intentionally or unintentionally.
- c. Competitors are responsible for the safe and proper handling and security of their fuel from when it is dispensed to them until it is used.
- d. Competitors are responsible for properly disposing of all unused fuel.
- e. AMA Pro Racing reserves the right to impound fuel at any time during a meet for whatever inspection and/or testing it deems necessary. Fuel Testing Procedures are identified in Appendix C.

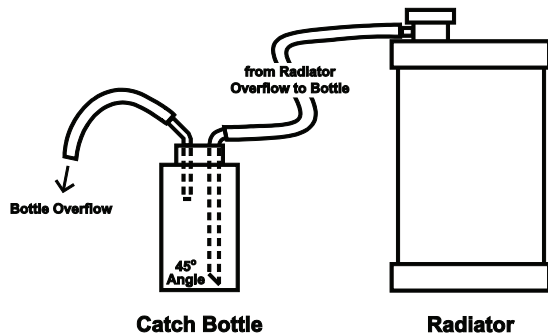
3.8 Tires

- a. **Additional tires may be added to the approved list.**
- b. The only tires eligible for use at American Flat Track events are:
 - i. AFT SuperTwins and AFT Production Twins
 1. Front Tire: All Tracks
 - a. Dunlop DT4 130/80-19 compound F5 (p.n. 4524-8345)
 2. Rear Tire: Short Track, TT and Half-Mile
 - a. Dunlop DT4 140/80-19 compound R5 (p.n. 4524-8178)
 - b. Dunlop DT4 140/80-19 compound R9 (p.n. 4524-8390)
 3. Rear Tire: Miles
 - a. Dunlop DT4 140/80-19 compound R9 (p.n. 4524-8390)
 - ii. AFT Singles
 1. Front Tire: All Tracks
 - a. Dunlop DT4 130/80-19 compound F5 (p.n. 4524-8345)
 2. Rear Tire: Short Track, TT and Half-Mile
 - a. Dunlop DT4 140/80-19 compound R5 (p.n. 4524-8178)
 3. Rear Tire: Miles
 - a. Dunlop DT4 140/80-19 compound R9 (p.n. 4524-8390)
 - iii. AMA Pro Racing reserves the right to mandate that all competitors use a specific tire at any time during any event.

- c. No chemical applications are permitted.
- d. Tractionizing or cutting of the tread block is not permitted.
- e. Rasping and deglazing will be permitted but not required. All deglazing must be done with a hand held rasp or surform. The use of air, AC or DC power tools is prohibited. Any attempt to change the profile, **tread depth or gauge thickness** of the tire is also prohibited. The intent of the rule is to allow the rider or crew to renew the edges of the tread block or remove the glaze to allow continued use of the tire. Final determination will be made by AMA Pro Racing.
- f. Studded tread of any material is not permitted.
- g. **AFT SuperTwins must run all tires tubeless except for TT events. At all other track configurations, nothing will be permitted inside the tire.**
- h. **AFT Production Twins and AFT Singles are strongly advised to run tubeless. Testing has shown use of even a standard tube increases the tire's carcass and tread temperature, degrading performance and endurance. When used, only a single inner tube per tire is allowed. No other devices aside from standard style inner tubes may be run. For 2022, use of an inner tube will only be permitted at TT events. At all other track configurations, nothing will be permitted inside the tire.**
- i. Any type of fluid in the tires is not permitted.
- j. AMA Pro Racing reserves the right to impound tires at any time during a meet for any inspection and/or testing deemed necessary. Tire Testing Procedures are identified in the Appendices of the Rulebook.

3.9 Coolant/Fluid Containment

- a. Coolant may be propylene glycol based. It must be nontoxic and water soluble. Ethylene glycol is not an acceptable coolant.
- b. All drain plugs and oil fill caps must be safety-wired except plugs that are secured by other approved methods. In addition, glass oil sight windows must be adequately protected. A metal guard is preferable and duct tape, by itself, is not sufficient protection.
- c. Oil filter bolts must be secured with safety wire. Oil filter cans must be secured with metal clamps and safety wire.
- d. All vent lines coming out of the engine that have positive pressure must be routed into a filter of at least 23 square inches (2.5" diameter by 3" long) or a heat-resistant catch can of at least 350cc or of sufficient capacity to contain breather oil for the duration of a race.
- e. All vent, breather or overflow tubes coming from the radiator must be routed into a heat-resistant catch can with a capacity of at least 250cc. Soda cans or bottles, or the like, are not acceptable. See illustration:



- i.
- f. Overflow tube exiting the catch can must be routed to the rear of the motorcycle and configured so as to discharge onto the exhaust or muffler.
- g. No bikes will be allowed through tech until the bottle is properly installed.

3.10 Fairings/Bodywork

- a. Fairings/Bodywork or other devices solely designed for the purpose of decreasing wind resistance are not permitted on the front or rear of the motorcycle, with the following exceptions:
 - i. With the exception of a seat/tail section or number plate, no bodywork is permitted to the rear of a plane drawn vertically through the rear wheel axle.
 - ii. Seat/tail section cannot be wider than 450mm (17.7 inches) and cannot extend further to the rear than a vertical line at the rear edge of the rear tire.
 - iii. Seat/tail section cannot be more than 200mm (7.8 inches) in height, measured from the seat base.
 - iv. Skid plates, front roost deflectors or engine guards must be pre-approved prior to use. If such devices suggest the possibility of decreasing wind resistance they must be modified as directed by AMA Pro racing officials or removed.

3.11 Fenders

- a. Rear fenders must provide adequate tire clearance.
- b. AFT SuperTwins and AFT Production Twins:
 - i. Small guards under the center lower triple clamp may be utilized to prevent dirt from entering the steering stem and triple tree interface. Any such guard must be pre-approved by AMA Pro Racing prior to use.
 - ii. No other front fenders are allowed.
- c. AFT Singles:
 - i. All motorcycles are required to use a Supermoto-style front fender at all events.

- ii. Front fenders may not extend more than **17 1/2** inches from the front of the lower triple clamp to the leading edge of the fender.
- iii. All front fenders must be approved by AMA Pro Racing before use in any AFT Singles competition. A written request must be submitted to AMA Pro Racing accompanied by photographs showing the fender both mounted and unmounted. An example of an approved front fender is the Acerbis Supermoto Front Fender, part #0008033.

3.12 Number Fonts and Sizes

- a. Fonts for Number Plates
 - i. National Number 1:
 1. Current class champions may use specially-sized number ones with prior written approval from AMA Pro Racing.
 - ii. National Numbers 1 – 99:
 1. The designated font for single- and double-digit numbers on number plates is Impact:

1234567890 IMPACT

2. When the designated font is used, the numbers cannot be altered in any way.
3. If applying to use an alternate font, excessive condensing or stretching of numbers will not be allowed.
4. Approved number plates using alternate fonts cannot be altered for the balance of a season.
- iii. Numbers 100-299:
 1. The only approved font for three-digit numbers is League Gothic:

1234567890 LEAGUE GOTHIC

2. The numbers cannot be altered in any way.
3. No exceptions are permitted.
- b. Number Size and Layout Requirements
 - i. Numbers must be centered on the number plate, and ample space must be provided around and between numbers.
 - ii. For AFT SuperTwins:
 1. Stylized numbers are allowed; however, all number plate artwork must be submitted to AMA Pro Racing **each year** for approval prior to use in competition. **Once approved, no substantive changes can be made without re-approval.**

- iii. For AFT Production Twins and AFT Singles:
 1. All numbers must be solid, using the color designated for the class, and must have no outlining.
 2. Numbers must not overlap. Stylized numbers are not allowed.



- c. The definitions of height, width and stroke are identified in the illustration above. Spacing is defined as the measurement from the edge of the plate to each number, and between each number.
- d. Front and left side numbers must have the following dimensions:
 - i. National Number 1:
 1. Height: 8 inches (min)
 2. Width: 5.5 inches (max)
 3. Stroke: 1 inch (min) up to 3 inches (max)
 - ii. National Numbers 1 – 99:
 1. Height: 8 inches (min)
 2. Width: 5 inches (max)
 3. Stroke: 1 inch (min) up to 2 inches (max)
 4. Spacing: 1 inch
 - iii. Numbers 100-299 (League Gothic font only):
 1. Height: 7.5 inches (min)
 2. Width: 3.3 inches (max)
 3. Stroke: 1 inch (min)
 4. Spacing: 0.5 inch (min)
- e. Right side numbers may be reduced to seven inches tall to provide space for sponsor logos.

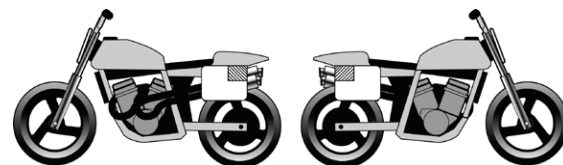
3.13 Number Plates

- a. **AFT SuperTwins and AFT Production Twins – Front Number Plates:**
 - i. Size: Must have exact dimensions of 12" by 12"
 - ii. AFT SuperTwins:
 1. Plate Color: White

2. **Number Color: No restrictions. However, it is strongly recommended the body stroke or significant outline of the number be black to better facilitate rider identification.**
3. **Glass Logos: The bottom of the number plate must have two (2) class logos (Size: 2.54"W by 0.75"T) equally spaced on either side of the mounting bolt.**

- iii. AFT Production Twins:
 1. Plate Color: Black (PANTONE Process Black C)
 2. Number Color: White
 3. **Glass Logos: The bottom of the number plate must have two (2) class logos (Size: 2.25"W by 0.75"T) equally spaced on either side of the mounting bolt.**
- iv. **Series and Class Logos: The top 1.33" of the number plate must be black and include the Series and Class logos equally spaced on either side of the mounting bolt. The logos must be 1" tall with the Series logo on the left side and the respective Class Logo on the right side.**
- v. Front number plates must be flat and mounted parallel to the fork tubes in such a manner as to prevent deflection of the plate during the event. Attempts at streamlining are prohibited, such as using curved plates or plates that are not rigidly mounted.
- vi. Plastic or fiberglass number plates may be no less than 0.0625-inch thick. Metal plates may be no less than 0.045 inch thick or 0.030 inch thick if bead-edged.

b. AFT SuperTwins and AFT Production Twins – Side Number Plates



- i. Size: Must be 12" wide, and between 10" and 12" in height.
- ii. AFT SuperTwins:
 1. Plate Color: White
 2. **Number Color: No restrictions. However, it is strongly recommended the body stroke or significant outline of the number be black to better facilitate rider identification.**
- iii. AFT Production Twins:
 1. Plate Color: Black (PANTONE Process Black C)
 2. Number Color: White

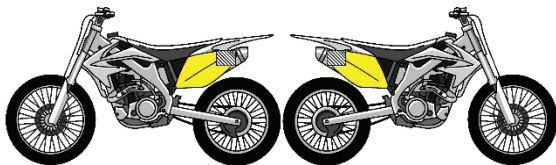
- iv. ***Class Logo: The striped area on both side number plates must display the respective Class Logo. The Class logo must be 1" tall.***
- v. Side number plates may be contoured to accommodate mufflers, suspension or other components but the numbers and required logos must be readable 90 degrees from direction of travel. AMA Pro Racing has the right to determine if side number plates meet these criteria. Side number plates that are not flat must be submitted to AMA Pro Racing for pre-approval before being used in competition.

c. **AFT Singles – Front Number Plates**



- i. Size: OEM front number plate, must be from the same model, year and manufacturer as the frame.
- ii. Plate Color: Yellow (PANTONE Yellow C)
- iii. Number Color: Black (PANTONE Process Black C)
- iv. Series Logos: The top 1.33" of the number plate must be black with two (2) American Flat Track (Reversed) series logos (Size: 4"W by 1"T), centered and equally spaced.
- v. Class Logo: The bottom of the number plate must have one (1) centered AFT Singles class logo (Size: 3"W by 0.75"T).

d. **AFT Singles – Side Number Plates**



- i. Size: OEM side number plates, must be from the same model, year and manufacturer as the frame.
- ii. Plate Color: Yellow (PANTONE Yellow C)
- iii. Number Color: Black (PANTONE Process Black C)
- iv. ***Class Logo: The striped area on both side number plates must display the respective AFT Singles class logo. The Class logo must be 1" tall.***

3.14 Telemetry and Video

- a. Electronic transmitting of information, including radio communication, to or from a moving motorcycle is prohibited, with the following exceptions:

- i. AMA Pro Racing-issued transponders utilized for scoring purposes (mandatory equipment assigned by AMA Pro Racing).
- ii. Data or video transmitted for the sole use of the AMA Pro Racing-approved broadcast production company (mandatory equipment assigned by AMA Pro Racing).

b. **Onboard Cameras**

- i. AMA Pro Racing or American Flat Track's designated broadcast partner may request that riders utilize onboard cameras at any point during the event. Riders are urged to comply with requests whenever possible.
- ii. Riders are permitted to use personal onboard cameras during practice and timed qualifying sessions only. An On-Track Camera Authorization form must be filled out at tech prior to the start of the event.
- iii. The following rules and requirements apply to the use of Onboard Cameras during any competition session:
 1. Cameras must be secured to the motorcycle with safety wire and/or a tether in addition to the standard camera mount. Any onboard camera that becomes detached from a motorcycle may not be re-installed for the remainder of the event. Additional penalties may be imposed.
 2. Onboard cameras must be mounted within the body/frame envelope of the motorcycle and cannot be positioned where it may be struck by a passing bike or rider. If unsure of suitable mounting positions, check with AMA Pro tech for clarity and approval.
 3. With prior, written approval by AMA Pro Racing, cameras which are designed and developed for integration into rider apparel may be utilized. This includes, but is not limited to, chest, back protectors, leathers and/or helmets. No other onboard cameras may be attached to the rider in any way.
 4. Onboard cameras must have the rider's competition number clearly indicated on the camera and external case.

c. **Rider mounted cameras, data loggers or other devices**

- i. No device can be mounted to a rider's leathers, helmet or person.

3.15 Rider Apparel

a. **Helmet/Goggles**

- i. Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened at all times when riding on track.
- ii. Helmets must be of the full-face type and conform to one of the following recognized standards. The helmet must have a label affixed certifying its approval.

1. BSI: 6658 Type A
 2. USA: Snell M2010 / M2015
 3. United Nations: Regulation ECE 22.05 P'
 4. Japan: JIS 8133:2015
 5. Helmets within certification standards must have been manufactured after 1/1/**2014**. Helmets manufactured before 1/1/**2014** are prohibited.
- iii. All helmets used in competition should be fitted with cheek pads from the helmet manufacturer that can be easily removed by Emergency Services team members. It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal system such as the Eject or Hats Off device.
 - iv. Face shields or goggles must be shatter resistant. Goggles must be worn at the start of each event.
 - v. Full-face, road race style helmets are required for use at all track configurations. **Motocross style helmets are not permitted for use.**
 - vi. Use of mouth / teeth guards are encouraged. **Research and evaluation is ongoing to determine if the use of mouthguards will become mandatory in 2022.**
- b. Boots/Skid Shoes
- i. Boots must be at least eight inches high.
 - ii. A skid shoe must be used. The skid shoe must be made with a curved front end at the toe end of the shoe, with no sharp edges on the entire shoe. Titanium cannot be used in the construction of skid shoes.
 - iii. A skid shoe must be attached to a rider's boot so it will not come loose. If a skid shoe becomes loose and has the potential to injure the rider or break free and endanger other participants, the rider will be black flagged.
- c. Riding Suit/Gloves
- i. Leather riding suits are mandatory. Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips, etc.
 - ii. **A self-inflating rider safety airbag (airbag suit) or approved supplementary airbag system is mandatory for competition in all classes.** the AFT Super Twins class and recommended for use in AFT Production Twins and AFT Singles classes.
 - iii. Suits must be one piece or, if a two-piece suit is worn, the upper and lower pieces must be securely fastened.
- iv. Riders must also wear leather gloves while the motorcycle is on the racetrack. All gloves must have CE certification. Riders unsure if their gloves meet these criteria are encouraged to submit photos of the gloves and original packaging to AMA Pro racing for clarification. Gloves without CE certification are prohibited. Final approval of gloves will be at the sole discretion of AMA Pro Racing.
 - v. Leather substitute materials may be used, providing they have been approved by AMA Pro Racing. Leather substitute suits must have a full complement of impact absorbing armor built integrally into the construction **as well as approved airbag system**. Areas required to have additional padding include but not limited to: Elbows, forearm, shoulder, back, hips, knee and shin areas.
 - vi. Riding Suits or gloves without the required additional padding or which otherwise fail to meet the mandated safety criteria, **including an approved airbag system**, will not be approved for use on the racetrack.
 - vii. Riders who report to staging without approved suits or gloves will not be allowed to participate in the session and may be subject to further penalty.
 - viii. All riders must display the American Flat Track and exclusive technical partner logos in the approved locations of their leathers.
 - ix. Riders are required to wear a commercially-manufactured, CE certified back protector while on the racetrack. Riders unsure if their back protector meets this criteria are encouraged to submit photos of the protector and original packaging to AMA Pro racing for clarification. Back protectors without CE certification are prohibited.
 - x. All riders must have their name on the back of the riding suit at the shoulder level. Riders names **MUST** be permanently sewn onto the suit in a professional fashion. Riders numbers are optional and are allowed in addition to a name, but not in place of a name. Rider numbers, if used, must be the same as the competition number on the motorcycle. No conflicting numbers are permitted. If a rider chooses to add their number to their suit, the number must also be sewn on in a professional fashion. Riders will receive one warning. Failure to comply can result in the following penalties: Fine, gridding at the rear of the field, loss of championship points or suspension.
 - xi. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.

3.16 Rider and Mechanic Appearance

- a. Riders and mechanics must present a clean and neat appearance at all times.
- b. Only appropriately dressed persons displaying proper credentials will be allowed in the pit area. Cut-offs, torn jeans, sleeveless shirts are prohibited in the pits. **Shoes must be worn at all times.**

- c. Wearing clothing exhibiting obscene material or inappropriate slogans is prohibited.
- d. Crew Uniforms:
 - i. Crew must be in uniform designating a rider or team in order to be allowed on track, hot pit, signaling and starting areas.
 - ii. Crew uniforms are required to display the American Flat Track and official series sponsor logos on uniform shirts.
 - iii. Crew members not in compliance may be subjected to fines or suspension or a loss of championship points for their riders.
 - iv. Mechanics and race crew personnel not wearing team uniforms will be considered guests and may not be allowed in competition related areas including tech inspection, riders meeting, staging and track areas.

3.17 Advertising, Identification and Branding

- a. **Display of Branding & Advertisements.** AMA Pro Racing may refuse to permit, or it may restrict or assign the size and/or placement of all patches, decals, advertising logos, text or identification of entities, persons, and/or sponsors ("Branding") on the motorcycles, transporters, Crew uniforms, and in the Paddock during an Event, if AMA Pro determines in its sole discretion that such Branding is: (i) detrimental to the sport, AMA Pro, American Flat Track, Series sponsors, Promoter and/or Broadcasters for any reason, including but not limited to the public image of the sport and/or (ii) does not comply with the Branding terms and conditions set forth in the Rulebook as may be amended from time to time. AMA Pro's determination in this regard shall be final, and all such determinations shall be conclusive.
- b. Motorcycles with logos of other series and sanctioning bodies are prohibited in the Paddock or on track until such logos are removed.

3.18 Series and Partner Logo Requirements

- a. **American Flat Track and Exclusive Technical Partner Logos (Mandatory)**
 - i. The official American Flat Track logo and class logos are required parts of the front number plate design; series title sponsor logos and class title sponsor logos may also be required.
 - ii. All riders are required to have the official American Flat Track logo and the approved exclusive technical partner logos in place on their leathers when competing in any part of an American Flat Track event.

- iii. To be eligible for purse payments at American Flat Track events, as well as any exclusive technical partner supported purse, all sticker, patch and logo placement requirements must be met. These programs will be outlined on a yearly basis under Competitor Information at www.amaproracing.com. Applicable to these mandatory programs, riders will be given one warning to comply with this regulation. Failure to affix required exclusive partner logos by the next event could result in one or more of the following penalties: Ineligibility for event general purse, additional fine, gridding to the back of the field, loss of championship points, suspension.
 - iv. Riders and/or teams with series sponsor logo conflicts must contact AMA Pro Racing immediately for resolution options.
 - b. Contingency, Rider Awards and Year End Points Fund Partners
 - i. To be eligible for contingency, rider awards and year-end point funds, riders must meet all sticker, patch and logo placement requirements applicable to the specific program. These programs will be outlined on a yearly basis under Competitor Information at www.amaproracing.com.
 - ii. It is the individual rider's responsibility to pre-register and fully comply with all award program requirements. Periodic confirmation of program requirements may be conducted by AMA Pro Racing. If at any time a rider does not meet the specific requirements, they may be disqualified from the associated award program.
 - c. How to obtain the logo and/or logo artwork file.
 - i. At Events: All number plate stickers and adhesive apparel patches will be available at Tech Inspection at each event.
 - ii. Online: Visit the Competitor Information Page at www.amaproracing.com.
 - iii. If a third party produces number plates for riders prior to meets, they may request logo files from AMA Pro Racing's Marketing Department. The request for artwork by a third party must include the rider's name.
 - d. Disclaimer for use of AMA Pro Racing registered trademarks: American Flat Track and the other logos and trademarks shown herein are licensed trademarks of AMA Pro Racing. Participants are to use the approved logos on number plates and apparel only when participating in American Flat Track events. Any further use of the marks outside of this capacity is not permitted without prior written consent from AMA Pro Racing.

3.19 Rider Suit and Crew Shirt Logo Placement

- a. Required Rider Suit and Crew Shirt Logos:

Required Logo	Location	Size
Series Logo:	Left Chest	1" tall
Class Logo:	Right Chest	1" tall
Spec Fuel Logo: VP Racing Fuels	Left Sleeve	4" wide by 3" tall
Spec Tire Logo: Dunlop	Right Sleeve	4.89" wide by 1" tall

- b. Location of Required Rider Suit Logos (**Mandatory**):



- c. Location of Required Crew Shirt Logos (**Mandatory**):



3.20 Rider Responsibility

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

- b. ALTHOUGH AMA PRO RACING APPROVES MATERIALS, AMA PRO RACING DOES NOT ENDORSE OR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS.
- c. RIDERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS AND APPAREL FOR PROTECTION AND DURABILITY.

Section 4
AFT SuperTwins Technical Standards

AFT SuperTwins motorcycles must meet the following requirements in addition to the applicable requirements in General Equipment Standards. Twin-cylinder motorcycles must maintain the traditional appearance of a flat track twin-cylinder motorcycle. Machines must not be constructed to resemble Motocross or Supermoto motorcycles. AMA Pro Racing will make sole determination if any machine does not meet these criteria. All other modifications are unrestricted.

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4.1 Engine Eligibility

- a. Only 4-stroke twin-cylinder engines with prior, written approval by AMA Pro Racing are eligible for competition in AFT SuperTwins. This includes both production engines designed for street motorcycles and racing-only engines.
- b. The original engine crank cases or OEM replacements must be utilized to qualify as a production engine.
- c. All engines approved for competition will appear on the Approved Twins Engine List on the AMA Pro Racing website.

4.2 Engines

a. Engine Displacement

i. 649cc – 900cc with the following restrictions:

ii. Production (**Street Bike**) Engines:

1. Production (Street Bike) engines may not exceed 900cc. Bore and stroke may be modified to meet this maximum displacement limit.

iii. Racing-only Engines:

1. Racing-only engines may not exceed 750cc with a maximum allowable overbore of 0.045" per cylinder.
2. Liquid cooled racing-only engines may not exceed 750cc. There is no provision for overbore.

b. **Production (Street Bike) engines may alter OEM cylinder firing order / spacing.** ~~To prohibit the practice of "twingling" a twin, any modification of engine components to alter the stock OEM firing order/spacing of the cylinders is prohibited.~~

c. Substitute Parts

- i. In the case where aftermarket parts are available that represent a substantial financial saving over stock parts, substitutes may be allowed.
- ii. Allowed substitute parts must be mechanically identical to the homologated parts they replace as it pertains to fitment with associated assemblies.
- iii. Substitute parts must be readily available and approved in advance by AMA Pro Racing.
- iv. Approved substitute parts will appear on the Allowed Substitutes List posted on the AMA Pro Racing website.

d. Cylinder Head, Valves, Springs and Retainers

- i. Material and castings must be the same as on the homologated model. Material may be added or removed from these components.
- ii. Cylinder head and cylinder head gasket surface may be machined.
- iii. Intake and exhaust ports may be modified.

- iv. Valves and valve seats may be modified or replaced. Valve springs, valve spring retainers, guides and keepers may be modified or replaced. The original number of valves must be maintained.

- v. Production engines that have cylinder heads unsuitable for racing may petition AMA Pro Racing for acceptable alternative cylinder heads. Approved alternative cylinder heads will be published to the Approved Substitutes List on AMA Pro Racing's website.

e. Camshafts and Sprockets

- i. The original camshafts may be modified or replaced. Camshaft duration and lift is unrestricted.
- ii. The original cam chain and sprockets may be modified or replaced.
- iii. The original cam chain tensioner may be modified or replaced.

f. Cylinders

- i. Cylinder liners or coating may be replaced or added, provided that the original casting is utilized.

g. Crankcase

- i. Material and casting must be the same as on the homologated model.
- ii. Material may be added or removed.

h. Crankshaft

- i. The original crankshaft may be modified or replaced.

i. Connecting Rod/ Piston/ Piston Rings, Pins and Clips

- i. May be modified or replaced.

j. Oil Pump/ Water Pump

- i. May be modified or replaced.
- ii. Oil and water lines may be replaced. Braided steel with proper AN connections are recommended in any pressure application.

k. Clutch Basket/ Clutch Hubs/ Clutch Plates

- i. May be modified or replaced.
- ii. Back torque limiting clutches (slipper style) are strongly recommended.

l. Transmission and Primary Drive

- i. Primary drive style must remain as homologated except that chain or belt drive may be interchanged.
- ii. Primary drive must be completely enclosed by a cover or guard.

- iii. A maximum of six gears is allowed in the gearbox. There is no minimum requirement for number of gears installed.
- iv. Motorcycles must be driven by rear-wheel-transmitted power only.

4.3 Engine Control System/Electronics/Traction Control

- a. **Production (Street Bike) Engines:**
 - i. **Wheel, transmission or countershaft speed, chassis attitude or location sensors that provide information to the ECU are permitted.**
- b. **Race-Only Engines:**
- c. **Vehicle speed, chassis dynamic or location sensors to include but not limited to wheel, transmission, countershaft speeds, GPS or other sensors that provide information to the ECU to facilitate any means of electronic control of engine output or brake systems are prohibited.** The Engine Control Unit (ECU) that comes on the homologated motorcycle or engine may be used. The use of non-standard/aftermarket ECUs must be approved in writing by AMA Pro Racing. Approved non-standard/aftermarket ECUs will be listed on the Approved Engine Controller List on the AMA Pro Racing website.
- d. Only OEM engine sensors may be used to provide input to the ECU unless otherwise **approved** specified.
- e. The software in ECUs may only be modified to affect spark and fuel table control, as well as data logging.
- f. AMA Pro Racing reserves the right to download and inspect ECU information from any competitor at any time. Teams are required to provide any and all available download cables and operating software upon request.

4.4 Intake Manifolds, Carburetors, Fuel Injection and Restrictors

- a. Intake Manifolds
 - i. Engines may be equipped with a maximum of one carburetor per cylinder.
 - ii. Manifolding between cylinder intakes is not allowed unless equipped on the original engine.
 - iii. In the case of restrictors being mandated, no manifolding will be allowed.
 - iv. If a restrictor is mandated, manifolds may be modified to accommodate the restrictor. All modifications must be pre-approved by AMA Pro Racing.
- b. Throttle Body Specifications:
 - i. Carb/Throttle Body Maximum Inner Diameter:
 - i. 649-900cc (**Street Bike**) Engines: 40mm
 - ii. Race-only engines: 38mm

- ii. Any throttle body from an approved engine, or applicable carburetor may be utilized and modified as long as the throttle body stays in compliance with the maximum inner diameter regulation listed above.
- iii. Throttle bodies which come standard on approved engines and are smaller or larger than the maximum inner diameter regulation may be modified to meet the maximum inner diameter regulation listed above. Modifications must be pre-approved by AMA Pro Racing.
- iv. Fuel injected machines that have throttle bodies unsuitable for racing may petition AMA Pro Racing for acceptable alternative throttle bodies. Approved alternative throttle bodies will be posted to the Approved Substitutes List on AMA Pro Racing's website.
- v. Aftermarket throttle bodies are permitted with pre-approval and must adhere to the following:
 - i. Assemblies can only use a maximum of one throttle plate, slide or guillotine metering device per cylinder.
 - ii. Maximum inner diameter is:
 - Production (**Street Bike**) Engines: **40mm**
 - Race-Only Engines: 38mm.
- vi. **Production (Street Bike) Engines: any type of electronic throttle control or fly-by-wire, secondary throttle plates or other such induction controlling devices is permitted.**
- vii. **Race-Only Engines:** in all cases, any type of electronic throttle control or fly-by-wire, secondary throttle plates or other such induction controlling devices are prohibited. The rider must have uninterrupted mechanical connection via traditional cables from handlebar to the induction components.
- viii. Throttle body assemblies include all attached parts with the exception of: fasteners, cables, cable actuating pulleys and associated linkages, flexible fuel lines, vacuum lines, airbox tube connections, velocity stacks and sensors.
- ix. For enforcement purposes, a measurable max bore diameter choke point must be located within the throttle body itself. Other than an injector relief located within a choke point, no part of this continual cross section can exceed the maximum inner diameter. This measuring area can be located anywhere within the throttle body.
- c. Fuel Injection
 - i. OEM fuel-injected engines may be changed to carburetion.
 - ii. OEM carbureted bikes may be changed to fuel injection.
 - iii. Fuel injector type, number and location may be changed.
- d. Restrictors

- i. AMA Pro Racing reserves the right to mandate restrictors as needed to maintain competitive balance. Restrictors can be mandated at any time.
- ii. Failure to run a restrictor when requested by AMA Pro Racing may result in fines, starting on the back of the grid, loss of championship points, etc.
- iii. In the case where AMA Pro Racing imposes restrictors for competitive balancing and the throttle body and/or manifold diameter is inadequately configured to accommodate a traditional restrictor, AMA Pro Racing will consult with the manufacture and / or team to determine a suitable configuration for an approved restrictor between the cylinder head and throttle body.

4.5 Exhaust System

- a. Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame. Mufflers must have sound absorption mechanisms or packed baffling.
- b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire. For safety reasons, the exposed edge(s) of the exhaust pipe outlet(s) must be rounded to eliminate any sharp edges.
- c. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame in order to prevent another rider's wheel or leg from becoming trapped.

4.6 Frame and Swingarm

- a. Cracked or broken frames are not permitted.
- b. All stands must be removed.
- c. Frames must be constructed of steel or aluminum.
- d. Engine mount location, steering head, swingarm pivot point and rear suspension pick up points are not regulated.
- e. Fork stops must be installed of sufficient size and strength to prevent fork tubes or other components from contacting the fuel tank in a crash.
- f. Swingarms may be constructed of aluminum or steel.
- g. Frames should be constructed to allow ballast to be secured in a positive fashion as needed to meet weight limits.
- h. Frames and swingarms must be constructed with safety as the overriding concern. AMA Pro Racing reserves the right to make the final determination in that regard.

4.7 Forks and Shocks

- a. Any commercially available inner and outer fork tubes and axle lugs may be used. Modifications are permitted. All other fork parts may be modified.
- b. A steering damper may be installed; however, it may not be used as a steering lock limiting device.

- c. Steering stems should preferably be made of a ferrous material (i.e. steel) or stainless steel. It is the responsibility of the team and rider to fit a steering stem of adequate design and strength for the intended usage.
- d. Any rear damper may be used:
 - i. Single or dual shocks are permitted
 - ii. Linkages are permitted.

4.8 Brakes

- a. Aluminum or titanium rear brake discs are prohibited.
- b. In Mile, Half Mile, and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front wheel brakes are not allowed.
- c. In TT races, all motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- d. Foot-operated, solid, non-folding brake levers must be rubber-covered.

4.9 Wheels

- a. All Flat Track motorcycles must use 19-inch diameter wheels, front and rear.
- b. Maximum wheel rim width is 3.5 inches, as measured at the inside, bead to bead.
- c. AFT SuperTwins may use wheels constructed of carbon fiber. Carbon fiber wheels must be approved by AMA Pro Racing prior to use.
- d. Wheel axles must be ferrous metal (i.e. steel) or stainless steel. Titanium or aluminum is not permitted.
- e. Maximum wheel assembly weight must not exceed 43 lbs. The wheel will be weighed as it comes off of the race track. Removal of dirt and track debris is permitted.
- f. A wheel assembly consists of a tire, a single standard inner tube, approved rim tape or tube protector (located between rim and tube), rim, spokes, hub, wheel spacers, rotor, sprocket (and associated fasteners), and whatever minimum weight is required to balance the wheel assembly. The minimum amount of balancing wheel weights must be located in a single radial position for the sole purpose of legitimate static wheel balancing. AMA Pro Racing will make the final determination if any component or affixed balancing weights meet these criteria.
- a. ***Wheel designs that offer securely mounted internal weight options may be submitted to AMA Pro Racing for evaluation and pre-approval. Unapproved ballasted wheels used at any AFT event may be subject to penalty. A list of approved wheels can be found at amaproracing.com. No ballast can be added to the wheel assembly.***

4.10 Footrests

- a. Both footrests must fold backward to a 45-degree angle.

- b. The top of the right footrest may be serrated.
- c. A rubber encased foot peg must be fitted on the left side of the motorcycle.
- d. The edge of both footrests must be covered with at least 0.25-inch of rubber or soft plastic (not tape) and must present no cutting hazard.
- e. The maximum length of the footrest from the pivot point is five inches.
- f. Shift lever ends must be rubber covered.

4.11 Handlebar and Controls

- a. Cracked or broken handlebars are prohibited.
- b. Handlebars, hand controls and cables are unrestricted.
- c. Handlebar crossbars and / or exposed top triple clamp components must be covered with a safety pad.
- d. Control levers must have minimum 0.25-inch diameter ball ends.
- e. At TT events, front brake lever guards are mandatory.
- f. Bar ends must be covered with a grip or fitted with a plug so as not to present a cutting hazard.
- g. Motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar and within reach of the rider's hand when placed on the grip. Momentary-off style switches are recommended and preferred.
- h. Additional original equipment or aftermarket switches are permitted to be located on the handlebar.
- i. Throttles must be self-closing. If the original throttle bodies or carburetors came with a push/pull dual cable arrangement, it must be utilized.

4.12 Fuel Tanks

- a. Minimum capacity is 5 liters (1.32 gallons).
- b. The same size fuel tank used on a motorcycle in qualifying must be retained for the entire event.
- c. The use of a secondary fuel cell is strictly prohibited.
- d. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
- e. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.
- f. Tip over switches are highly recommended on fuel injected machines.
- g. Shut-off valves are required on all fuel lines coming from the fuel tank, except for fuel-injected models not originally equipped with shut-off valves.

Section 5

AFT Production Twins Technical Standards

AFT Production Twins motorcycles must meet the following requirements in addition to the applicable requirements in General Equipment Standards. Twin-cylinder motorcycles must maintain the traditional appearance of a flat track twin-cylinder motorcycle. Machines must not be constructed to resemble Motocross or Supermoto motorcycles. AMA Pro Racing will make sole determination if any machine does not meet this criteria. All other modifications are unrestricted.

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5.1 Engine Eligibility

- a. Only 4-stroke twin-cylinder mass-production engines with prior, written approval by AMA Pro Racing are eligible for competition in AFT Production Twins.
- b. The original engine crank cases or OEM replacements must be utilized to qualify as a production engine.
- c. All engines approved for competition will appear on the Approved Twins Engine List on the AMA Pro Racing website.

5.2 Engines

- a. Engine Displacement
 - i. 649cc – 800cc with the following restrictions:
 - 1. Production Engines:
 - a. Production engines may not exceed 800cc. Bore and stroke may be modified to meet this maximum displacement limit.
- b. To prohibit the practice of “twingling” a twin, any modification of engine components to alter the stock OEM firing order/spacing of the cylinders is prohibited.
- c. Substitute Parts
 - i. In the case where aftermarket parts are available that represent a substantial financial saving over stock parts, substitutes may be allowed.
 - ii. Allowed substitute parts must be mechanically identical to the homologated parts they replace as it pertains to fitment with associated assemblies.
 - iii. Substitute parts must be readily available and approved in advance by AMA Pro Racing.
 - iv. Approved substitute parts will appear on the Allowed Substitutes List posted on the AMA Pro Racing website.
- d. Cylinder Head, Valves, Springs and Retainers
 - i. Material and castings must be the same as on the homologated model. Material may be added or removed from these components.
 - ii. Cylinder head and cylinder head gasket surface may be machined.
 - iii. Intake and exhaust ports may be modified.
 - iv. Valves and valve seats may be modified or replaced. Valve springs, valve spring retainers, guides and keepers may be modified or replaced. The original number of valves must be maintained.
- e. Camshafts and Sprockets
 - i. The original camshafts may be modified or replaced. Camshaft duration and lift is unrestricted.

- ii. The original cam chain and sprockets may be modified or replaced.
- iii. The original cam chain tensioner may be modified or replaced.
- f. Cylinders
 - i. Cylinder liners or coating may be replaced or added, provided that the original casting is utilized.
- g. Crankcase
 - i. Material and casting must be the same as on the homologated model.
 - ii. Material may be added or removed.
- h. Crankshaft
 - i. The original crankshaft may be modified or replaced.
- i. Connecting Rod/ Piston/ Piston Rings, Pins and Clips
 - i. May be modified or replaced.
- j. Oil Pump/ Water Pump
 - i. May be modified or replaced.
 - ii. Oil and water lines may be replaced. Braided steel with proper AN connections are recommended in any pressure application.
- k. Clutch Basket/ Clutch Hubs/ Clutch Plates
 - i. May be modified or replaced.
 - ii. Back torque limiting clutches (slipper style) are strongly recommended.
- l. Transmission and Primary Drive
 - i. Primary drive style must remain as homologated except that chain or belt drive may be interchanged.
 - ii. Primary drive must be completely enclosed by a cover or guard.
 - iii. A maximum of six gears is allowed in the gearbox. There is no minimum requirement for number of gears installed.
 - iv. Motorcycles must be driven by rear-wheel-transmitted power only.

5.3 Engine Control System/Electronics/Traction Control

- a. The Engine Control Unit (ECU) that comes on the homologated motorcycle or engine may be used. The use of non-standard/ aftermarket ECUs must be approved in writing by AMA Pro Racing. Approved non-standard/aftermarket ECUs will be listed on the Approved Engine Controller List on the AMA Pro Racing website.
- b. Only OEM engine sensors may be used to provide input to the ECU unless otherwise specified.

- c. The software in ECUs may only be modified to affect spark and fuel table control, as well as data logging.
- d. AMA Pro Racing reserves the right to download and inspect ECU information from any competitor at any time. Teams are required to provide any and all available download cables and operating software upon request.
- e. **Vehicle speed, chassis dynamic or location sensors to include but not limited to wheel, transmission, countershaft speeds, GPS or other sensors that provide information to the ECU to facilitate any means of electronic control of engine output or brake systems are prohibited.** ~~Wheel speed sensors, countershaft speed sensors, transmission speed sensors or any other type of speed sensor that transmits information to the ECU is expressly forbidden. Any hardware or software designed to measure, calculate or utilize wheel speed differential, determine front wheel speed or facilitate any electronic control of the brake systems are prohibited~~

5.4 Intake Manifolds, Carburetors, Fuel Injection and Restrictors

- a. Intake Manifolds
 - i. Engines may be equipped with a maximum of one carburetor per cylinder.
 - ii. Manifolding between cylinder intakes is not allowed unless equipped on the original engine.
 - iii. In the case of restrictors being mandated, no manifolding will be allowed.
 - iv. If a restrictor is mandated, manifolds may be modified to accommodate the restrictor. All modifications must be pre-approved by AMA Pro Racing.
- b. Throttle Body Specifications by Model/Type:
 - i. Carb/Throttle Body-Maximum Inner Diameter: 38mm
 - ii. Any throttle body from an approved engine, or applicable carburetor may be utilized and modified as long as the throttle body stays in compliance with the maximum inner diameter regulation listed above.
 - iii. Throttle bodies which come standard on approved engines and are smaller or larger than the maximum inner diameter regulation may be modified to meet the maximum inner diameter regulation listed above. Modifications must be pre-approved by AMA Pro Racing.-
 - iv. Fuel injected machines that have throttle bodies unsuitable for racing may petition AMA Pro Racing for acceptable alternative throttle bodies. Approved alternative throttle bodies will be posted to the Approved Substitutes List on AMA Pro Racing's website.
 - v. Aftermarket throttle bodies are permitted with pre-approval and must adhere to the following:
 - 1. Assemblies can only use a maximum of one throttle plate, slide or guillotine metering device per cylinder.

- 2. Maximum inner diameter is 38mm.

- vi. In all cases, any type of electronic throttle control or fly-by-wire, secondary throttle plates or other such induction controlling devices are prohibited. The rider must have uninterrupted mechanical connection via traditional cables from handlebar to the induction components.
- vii. Throttle body assemblies include all attached parts with the exception of: fasteners, cables, cable actuating pulleys and associated linkages, flexible fuel lines, vacuum lines, airbox tube connections, velocity stacks and sensors.
- viii. For enforcement purposes, a measurable max bore diameter choke point must be located within the throttle body itself. Other than an injector relief located within a choke point, no part of this continual cross section can exceed the maximum inner diameter. This measuring area can be located anywhere within the throttle body.

- c. Fuel Injection
 - i. OEM fuel-injected engines may be changed to carburetion.
 - ii. OEM carbureted bikes may be changed to fuel injection.
 - iii. Fuel injector type, number and location may be changed.
- d. Restrictors
 - i. AMA Pro Racing reserves the right to mandate restrictors as needed to maintain competitive balance. Restrictors can be mandated at any time.
 - ii. Failure to run a restrictor when requested by AMA Pro Racing may result in fines, starting on the back of the grid, loss of championship points, etc.
 - iii. In the case where AMA Pro Racing imposes restrictors for competitive balancing and the throttle body and/or manifold diameter is inadequately configured to accommodate a traditional restrictor, AMA Pro Racing will consult with the manufacture and / or team to determine a suitable configuration for an approved restrictor between the cylinder head and throttle body.

5.5 Exhaust System

- a. Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame. Mufflers must have sound absorption mechanisms or packed baffling.
- b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire. For safety reasons, the exposed edge(s) of the exhaust pipe outlet(s) must be rounded to eliminate any sharp edges.
- c. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame in order to prevent another rider's wheel or leg from becoming trapped.

5.6 Frame and Swingarm

- a. Cracked or broken frames are not permitted.

- b. All stands must be removed.
- c. Frames must be constructed of steel.
- d. Engine mount location, steering head, swingarm pivot point and rear suspension pick up points are not regulated.
- e. Fork stops must be installed of sufficient size and strength to prevent fork tubes or other components from contacting the fuel tank in a crash.
- f. Swingarms may be constructed of aluminum or steel.
- g. Frames should be constructed to allow ballast to be secured in a positive fashion as needed to meet weight limits.
- h. Frames and swingarms must be constructed with safety as the overriding concern. AMA Pro Racing reserves the right to make the final determination in that regard.

5.7 Forks and Shocks

- a. Any commercially available inner and outer fork tubes and axle lugs may be used. Modifications are permitted. All other fork parts may be modified.
- b. A steering damper may be installed; however, it may not be used as a steering lock limiting device.
- c. Steering stems should preferably be made of a ferrous material (i.e. steel) or stainless steel. It is the responsibility of the team and rider to fit a steering stem of adequate design and strength for the intended usage.
- d. Any rear damper may be used:
 - i. Single or dual shocks are permitted
 - ii. Linkages are permitted.

5.8 Brakes

- a. Aluminum or titanium rear brake discs are prohibited.
- b. In Mile, Half Mile, and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front wheel brakes are not allowed.
- c. In TT races, all motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- d. Foot-operated, solid, non-folding brake levers must be rubber-covered.

5.9 Wheels

- a. All Flat Track motorcycles must use 19-inch diameter wheels, front and rear.
- b. Maximum wheel rim width is 3.5 inches, as measured at the inside, bead to bead.
- c. Carbon fiber wheels are prohibited from use in AFT Production Twins.

- d. Wheel axles must be ferrous metal (i.e. steel) or stainless steel. Titanium or aluminum is not permitted.
- e. Maximum wheel assembly weight must not exceed 43 lbs. The wheel will be weighed as it comes off of the race track. Removal of dirt and track debris is permitted.
- f. A wheel assembly consists of a tire, a single standard inner tube, approved rim tape or tube protector (located between rim and tube), rim, spokes, hub, wheel spacers, rotor, sprocket (and associated fasteners), and whatever minimum weight is required to balance the wheel assembly. The minimum amount of balancing wheel weights must be located in a single radial position for the sole purpose of legitimate static wheel balancing. AMA Pro Racing will make the final determination if any component or affixed balancing weights meet these criteria.
- g. ***Wheel designs that offer securely mounted internal weight options may be submitted to AMA Pro Racing for evaluation and pre-approval. Unapproved ballasted wheels used at any AFT event may be subject to penalty. A list of approved wheels can be found at amaproracing.com. No ballast can be added to the wheel assembly.***

5.10 Footrests

- a. Both footrests must fold backward to a 45-degree angle.
- b. The top of the right footrest may be serrated.
- c. A rubber encased foot peg must be fitted on the left side of the motorcycle.
- d. The edge of both footrests must be covered with at least 0.25-inch of rubber or soft plastic (not tape) and must present no cutting hazard.
- e. The maximum length of the footrest from the pivot point is five inches.
- f. Shift lever ends must be rubber covered.

5.11 Handlebar and Controls

- a. Cracked or broken handlebars are prohibited.
- b. Handlebars, hand controls and cables are unrestricted.
- c. Handlebar crossbars and / or exposed top triple clamp components must be covered with a safety pad
- d. Control levers must have minimum 0.25-inch diameter ball ends.
- e. ***At TT events, front brake lever guards are mandatory.***
- f. Bar ends must be covered with a grip or fitted with a plug so as not to present a cutting hazard.
- g. Motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar and within reach of the rider's hand when placed on the grip. Momentary-off style switches are recommended and preferred.

- h. Additional original equipment or aftermarket switches are permitted to be located on the handlebar.
- i. Throttles must be self-closing. If the original throttle bodies or carburetors came with a push/pull dual cable arrangement, it must be utilized.

Section 6

AFT Singles Technical Standards

Single-cylinder motorcycles must meet the following requirements in addition to the applicable requirements in General Equipment Standards. Everything that is not authorized or prescribed in these rules is strictly forbidden.

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5.12 Fuel Tanks

- a. Minimum capacity is 5 liters (1.32 gallons).
- b. The same size fuel tank used on a motorcycle in qualifying must be retained for the entire event.
- c. The use of a secondary fuel cell is strictly prohibited.
- d. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
- e. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.
- f. Tip over switches are highly recommended on fuel injected machines.
- g. Shut-off valves are required on all fuel lines coming from the fuel tank, except for fuel-injected models not originally equipped with shut-off valves.

6.1 Engine Eligibility

- a. Only 4-stroke single-cylinder motorcycles homologated by AMA Pro Racing may be used in AFT Singles competition. The list of Approved Motorcycles is available on the AMA Pro Racing website.
- b. Homologation procedure information is available on the AMA Pro Racing website.
- c. AMA Pro Racing will only review applications for homologation from motorcycle manufacturers or their distributors or designated representatives.
- d. Once a motorcycle has been approved, it may be used until such time that it no longer complies with the technical rules.
- e. Compliance with homologation requirements will not guarantee AMA Pro Racing approval. Homologation may be withheld or withdrawn for any reason AMA Pro Racing deems in the best interest of Flat Track competition.
- f. Minimum quantities that must be available through U.S. dealers: All manufactures – 400 units per model.
- g. Importation quantity deadlines:
 - i. Minimum 200 units March 1st of the current season
 - ii. Minimum 400 units June 1st of the current season
- h. After June 1st, manufacturers must maintain availability of models homologated for the current season to any AMA Pro Racing / American Flat Track pro-licensed Flat Track competitor until August 1st of the current season. This applies unless the manufacturer can supply documented proof that the units imported to the U.S. as the minimum requirement were sold to North American customers before June 1st of the current season. U.S. distributor team motorcycles are counted as part of the required units up to a maximum of eight units. Availability requirements do not apply on models homologated in previous seasons.
- i. To be considered a homologated machine, swing arm, frame, engine cases, cylinder and cylinder head must all be of the same year of manufacture. Parts that are mechanically identical may be exchanged between model years.

6.2 Engines

- a. Engines are restricted to single-cylinder, 4-stroke with a displacement of 251 - 450cc.
- b. All single-cylinder engine displacements are absolute, with no overbore allowances.
- c. Single-cylinder engines must maintain stock bore and stroke.
- d. Material and castings of cylinders, cylinder heads, and crankcases must be the same as an originally approved model of the same manufacturer. Material may be added or removed from these items. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.

e. Cylinder Head

- i. Material and castings of cylinder heads must be the same as an originally homologated model of the same manufacturer.
- ii. Material may be added or removed.
- iii. Cylinder head and cylinder gasket surfaces only may be machined for increased compression.
- iv. The cylinder head gasket may be changed.
- v. Valve seats may be machined or replaced.
- vi. Intake and exhaust valve angle must remain the same as on the homologated model.
- vii. Cylinder heads may be exchanged between model years only if all other components, i.e. camshafts, cam chains, rocker arms, cylinder head covers, etc. are interchangeable.

f. Cylinders

- i. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.
- ii. Spacers are not allowed.

g. Crankcase

- i. Crankcases must remain as homologated. No modifications are allowed.

h. Valves, Springs and Retainers.

- i. Aftermarket or modified valves, springs, retainers and other valve-train components are permitted. The original number of valves must be maintained.
- ii. **Valve diameter must remain as homologated.**
- iii. Valves must remain in the same location and at the same **included** angle as the homologated model.

i. Camshafts and Sprockets

- i. The original camshafts may be modified or replaced from those fitted to the homologated motorcycle.
- ii. The method of drive must remain as homologated.
- iii. Cam sprockets can be modified or replaced to allow the degreeding of camshafts.
- iv. The tooth count of the cam sprockets and cam drive sprocket on the crank must remain as homologated.
- v. The cam chain must remain as homologated.
- vi. The camshaft duration and lift are unrestricted.
- vii. The tensioning device(s) for the cam chain or cam belt is unrestricted.

j. Crankshaft

- i. The homologated crankshafts may be modified or replaced.

- ii. The primary gear must remain as homologated.
- k. Connecting Rod/Piston/Piston Rings, Pins and Clips
 - i. The original connecting rod, piston, piston rings, pins and clips may be modified or replaced from those fitted to the homologated motorcycle.
- l. Piston
 - i. The original piston may be modified or replaced from those fitted to the homologated motorcycle.
- m. Oil Pumps and Water Pumps
 - i. Original equipment oil pumps are required with the following modifications:
 - 1. Blueprinting.
 - 2. Changing the pressure relief spring.
 - 3. Reducing gear and housing thickness.
 - ii. The internal parts of the water pump may be changed or modified. The drive ratio may be changed.
 - iii. Water lines may be modified or replaced.
- n. Clutch
 - i. Clutch type (wet or dry) must remain as homologated.
 - ii. Aftermarket, modified or stock-type clutches with back-torque limiting capabilities are **mandatory**. The clutch mechanism must provide a decoupling capability in the event of a catastrophic engine failure, and be designed to prevent the rear wheel from locking up if the engine stops turning unexpectedly. Approved products include slipper clutches or anti-stalling centripetal mechanisms from OEM or aftermarket manufacturers such as Rekluse, Hinson, STM and others. All decoupling clutch assemblies must be pre-approved by AMA Pro Racing prior to use in competition.
- o. Transmissions and Primary Drive
 - i. Motorcycles must be driven by rear-wheel-transmitted power only.
 - ii. Primary drive method must remain the same as the homologated model.
 - iii. The primary drive must be completely enclosed by a cover or guard.
 - iv. The maximum number of speeds in the gearbox is six.
 - v. Number of transmission gears must be the same as the homologated model

6.3 Engine Control System/Electronics/Traction Control

- a. The Engine Control Unit (ECU) that comes on the homologated motorcycle or engine may be used. The use of non-standard/aftermarket ECUs must be approved in writing by AMA Pro Racing. Approved non-standard/aftermarket ECUs will be listed on the Approved Engine Controller List on the AMA Pro Racing website.
- b. Only OEM engine sensors may be used to provide input to the ECU unless otherwise specified.
- c. The software in ECUs may only be modified to affect spark and fuel table control, as well as data logging.
- d. AMA Pro Racing reserves the right to download and inspect ECU information from any competitor at any time. Teams are required to provide any and all available download cables and operating software upon request.
- e. Non-production electronic devices designed specifically for traction control are prohibited. Aftermarket wheel speed sensors, countershaft speed sensors, transmission speed sensors or any other type of speed sensor that transmits information to the ECU is expressly forbidden. Any aftermarket hardware or software designed to measure, calculate or utilize wheel speed differential, determine front wheel speed or facilitate any electronic control of the brake systems are prohibited.

6.4 Carburetors and Fuel Injection

- a. Fuel injection is permitted only if it is standard equipment on the homologated model.
- b. It is permissible to replace fuel injection with a carburetor.
- c. There are no restrictions on carburetor or throttle body bore size.
- d. Although the throttle body bore size may be changed, the casting must remain as homologated.
- e. Boring the stock throttle body is allowed however it MAY NOT be bored to the extent that the stock casting is breeched or eliminated.
- f. Welding, epoxy or other methods MAY NOT be used to increase the bore diameter above and beyond what the stock casting will facilitate. The final decision will be made by AMA Pro Racing technical staff at the event.
- g. The original throttle body may be replaced with any other homologated throttle body. See above for applicable over boring allowances.
- h. If fuel injection is utilized, secondary butterflies must be removed.
- i. The original number of fuel injectors must be maintained as homologated. Secondary, showerhead or supplementary injectors cannot be added.
- j. Any type of electronic throttle control or "fly-by-wire," OEM or aftermarket, is prohibited. The rider must have direct mechanical connection with the induction components.

6.5 Exhaust System

- a. Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame. Mufflers must have sound absorption mechanisms or packed baffling.
- b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire. For safety reasons, the exposed edge(s) of the exhaust pipe outlet(s) must be rounded to eliminate any sharp edges.
- c. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame in order to prevent another rider's wheel or leg from becoming trapped.

6.6 Frame and Swingarm

- a. Frame
 - i. Cracked or broken frames are not permitted.
 - ii. All stands must be removed.
 - iii. The main frame must be the same as an originally homologated model of the same manufacturer. All motorcycles must have a unique 17-digit Vehicle Identification Number (VIN) that was assigned to it in production. It must be displayed in a legible fashion. If a frame is destroyed, the replacement frame must carry the original VIN in its entirety.
 - iv. OEM aluminum frames and swing arms are permitted if equipped on the originally homologated model.
 - v. Strengthening gussets or tubes may be added, but none may be removed.
 - vi. Accessory brackets (for radiator, coil, shock reservoir, etc.) may be changed, relocated or removed, however the radiator must remain in the same location as homologated model.
 - vii. Fork stops must be installed of sufficient size and strength to prevent fork tubes or other components from contacting the fuel tank in a crash.
 - viii. Engine mount location, steering head, swingarm pivot point and rear suspension linkage point must be used in the same fashion as the homologated model.
 - ix. Subframes may be replaced with aftermarket units of steel or aluminum provided that they are similar in design to the production part and utilize original mounting points.
- b. Swingarm
 - i. Swingarm must be the same as an originally homologated model of the same manufacturer.
 - ii. Strengthening gussets or tubes may be added, but none may be removed.
 - iii. Chain guides may be removed or relocated.
 - iv. Modifications are permitted for aftermarket brake components, spacers and axle adjusters.

- v. Modifications are not allowed to alter the fore and aft axle adjustment dimensions.
- vi. Aftermarket linkage system and linkage arm may be replaced, provided pivot and linkage locations from the homologated model are retained.

6.7 Forks and Shocks

- a. Any commercially available inner and outer fork tubes and axle lugs may be used. Modifications are permitted. All other fork parts may be modified.
- b. A steering damper may be installed; however, it may not be used as a steering lock limiting device.
- c. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock).
- d. The original attachments to the frame and swingarm must be used for the rear suspension linkage.

6.8 Brakes

- a. Aluminum or titanium rear brake discs are prohibited.
- b. In Mile, Half Mile, and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front wheel brakes are not allowed.
- c. In TT races, all motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- d. Foot-operated, solid, non-folding brake levers must be rubber-covered.

6.9 Wheels

- a. All Flat Track motorcycles must use 19-inch diameter wheels, front and rear.
- b. Maximum wheel rim width is 3.5 inches, as measured at the inside, bead to bead.
- c. Carbon fiber wheels are prohibited from use in AFT Singles.
- d. Wheel axles must be ferrous metal (i.e. steel) or stainless steel. Titanium or aluminum is not permitted.
- e. Maximum wheel assembly weight must not exceed 43 lbs. The wheel will be weighed as it comes off of the race track. Removal of dirt and track debris is permitted.
- f. A wheel assembly consists of a tire, a single standard inner tube, approved rim tape or tube protector (located between rim and tube), rim, spokes, hub, wheel spacers, rotor, sprocket (and associated fasteners), and whatever minimum weight is required to balance the wheel assembly. The minimum amount of balancing wheel weights must be located in a single radial position for the sole purpose of legitimate static wheel balancing. AMA Pro Racing will make the final determination if any component or affixed balancing weights meet these criteria.

- g. *Wheel designs that offer securely mounted internal weight options may be submitted to AMA Pro Racing for evaluation and pre-approval. Unapproved ballasted wheels used at any AFT event may be subject to penalty. A list of approved wheels can be found at amaproracing.com. No ballast can be added to the wheel assembly.*

6.10 Footrests

- a. Both footrests must fold backward to a 45-degree angle.
- b. The top of the right footrest may be serrated.
- c. A rubber encased foot peg must be fitted on the left side of the motorcycle.
- d. The edge of both footrests must be covered with at least 0.25-inch of rubber or soft plastic (not tape) and must present no cutting hazard.
- e. The maximum length of the footrest from the pivot point is five inches.
- f. Shift lever ends must be rubber covered.

6.11 Handlebar and Controls

- a. Cracked or broken handlebars are prohibited.
- b. Handlebars, hand controls and cables are unrestricted.
- c. Handlebar crossbars and / or exposed top triple clamp components must be covered with a safety pad
- d. Control levers must have minimum 0.25-inch diameter ball ends.
- e. At TT events, front brake lever guards are mandatory.
- f. Bar ends must be covered with a grip or fitted with a plug so as not to present a cutting hazard.
- g. Motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar and within reach of the rider's hand when placed on the grip. Momentary-off style switches are recommended and preferred.
- h. Additional original equipment or aftermarket switches are permitted to be located on the handlebar.
- i. Throttles must be self-closing. If the original throttle bodies or carburetors came with a push/pull dual cable arrangement, it must be utilized.

6.12 Fuel Tanks

- a. Replacement tanks may be utilized in place of originals provided their weight and capacity are no less than the approved production tanks they replace.
- b. The same size fuel tank used on a motorcycle in qualifying must be retained for the entire event.
- c. The use of a secondary fuel cell is strictly prohibited.

- d. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
- e. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.
- f. Tip over switches are highly recommended on fuel injected machines.
- g. Shut-off valves are required on all fuel lines coming from the fuel tank, except for fuel-injected models not originally equipped with shut-off valves.

6.13 Items That May Be Replaced

- a. Wheels.
- b. Brake disc/rotors.
- c. Steering head races and bearings.
- d. Brake Calipers.
- e. Triple Clamps.
- f. Seat base and foam.
- g. Radiator shrouds, side panels and rear fender with stock appearing replacements.

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.
- 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.
- 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.
 - Competing under a false name or in any other way attempting to gain an advantage.
 - Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
 - 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.
 - 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.

A3 Equipment Offenses and Penalties

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

A3.1 Equipment offenses are divided into two categories:

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

A3.2 Impounding of Motorcycles and Components

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

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

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

A4 Protests

- A4.1 Unless specifically excluded herein, entrants and riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine with these rules or the eligibility of a rider.
- A4.2 There are two types of protests: technical and administrative. Technical protests relate to the legality of motorcycles and components used in competition. All other protests will be defined as administrative.
- A4.3 Every protest must be made separately and in writing. Each protest must specify the violation of AMA Pro Racing rules or procedures which is alleged, and must be accompanied by a filing fee. For a technical protest the filing fee is \$1,000, for all other protests the filing fee is \$500. AMA Pro Racing will not accept verbal protests or protests which are not accompanied by the required fee.
- A4.4 The posting of provisional results starts the 30-minute protest period.
- A4.5 Final determination of the timeliness of a protest will rest with AMA Pro Racing and such decision will be final to all concerned.
- A4.6 Protests will not be accepted which concern the decision of AMA Pro Racing's timing and scoring.
- A4.7 Protests will not be accepted on decisions of AMA Pro Racing officials with respect to the interpretation of AMA Pro Racing rules as they pertain to race procedures or AMA Pro Racing office policies. Such decisions include, but are not limited to, establishment of grids and assignment of starting positions; the start of the race; jump starts; the control of the motorcycles; the decision to delay, stop or shorten a race; establishment of restart grids; the display of flags; assessment of finishing position, lap or time penalties; and disqualifications, whether from a single event or the entire race event.
- A4.8 AMA Pro Racing will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, AMA Pro Racing may permit a protested rider to compete under protest. In such cases, payment will be withheld of all affected points and monies pending a decision on the protest.
- A4.9 Once made, a protest cannot be withdrawn without the permission of AMA Pro Racing.
- A4.10 Any legitimate expense that AMA Pro Racing may incur as the result of a protest must be paid by the protesting party, and AMA Pro Racing may require in advance a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, such costs must be reimbursed by the protested party.
- A4.11 If AMA Pro Racing decides a protest in the favor of the protesting party, the protest fee will be refunded to the protesting party. A written report detailing the protest action will be forwarded by AMA Pro Racing.
- A4.12 If AMA Pro Racing decides a protest in favor of the protested party, they will keep the protest fee and produce a written report. However, in the case of a technical protest which involves the teardown or measurement of an engine, the protested party will be entitled to the protest fee.

A5 Appeals

- A5.1 Appeals may be lodged by entrants and riders to initiate AMA Pro Racing's administrative review process.
- a. An appeal may be lodged by a party which loses a protest and desires further review of the issue. In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to re-run the event.)
- A5.2 An appeal must be in writing, signed by the appealing entrant or rider, and must state specifically the elements of the protest, fine, suspension, or technical disqualification being appealed and the grounds for the appeal. The appeal may either be filed at the event or submitted to:
- AMA Pro Racing Technical Department
AMA Pro Racing
525 Fentress Blvd. Suite B
Daytona Beach, FL 32114
Phone: (386) 492-1014
Fax: (386) 274-2335
- The appeal must be received at AMA Pro Racing'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.
- 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 amount in addition to the \$1,000.00 filing fee may be assessed against the appealing party. This amount will be equal to the actual costs incurred by AMA Pro Racing in making the initial determination and shall be considered a fine under these rules such that all applicable rules regarding fines will apply.

- A5.7 If the matter being appealed is a dispute between two participants, AMA Pro Racing may mediate the matter in an effort to reach an agreement between the parties; but failing to do so, may convene an appeal board to hear the matter. For these purposes, a dispute between two entrants or riders is deemed to exist only if one party or the other has filed a formal protest against the other.
- A5.8 Each appeal board will consist of three persons with no material interest in the matter at hand. Selection of the appeal board members is at the sole discretion of AMA Pro Racing, which will make every effort to assure a fair and impartial hearing.
- A5.9 No evidence or other information will be given to the appeal board members in advance of the hearing, and AMA Pro Racing will use its best efforts to keep the composition of the appeal board confidential until the hearing. Any effort by any party to unfairly influence a member of an appeal board may result in disciplinary action. For these purposes any effort to discuss the matter under appeal prior to the hearing will be considered an attempt at influencing the appeal board member.
- A5.10 The time and place of the appeal hearing will be determined by AMA Pro Racing. The appeal hearing will be convened as soon as practical and barring delays will be held no more than 30 days after the ruling/incident being appealed.
- A5.11 AMA Pro Racing will designate an individual who shall serve as non-voting chairman of the appeal hearing. No other member of the appeal board will be an employee of AMA Pro Racing.
- A5.12 AMA Pro Racing will confirm the time and place of the hearing in writing to the appealing rider, such notice to be made at least 10 days before the hearing unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed or faxed to the appealing party at the most recent address he or she has provided to AMA Pro Racing. AMA Pro Racing will make every effort to verbally confirm the time and place of the hearing with the appealing party.
- A5.13 Appearance at the hearing will be the responsibility of the involved parties. If the appealing party fails to appear, the appeal board may go forward with the hearing. In the event of a documented emergency on the part of the appealing rider, the hearing may be delayed.
- A5.14 The appeal hearing will be informal and rules of evidence will not apply. The following guidelines for conduct will, however, be enforced by the chairman:
- The chairman and members of the appeal board may at any time ask any questions they deem appropriate.
 - All parties involved in the appeal will be expected to provide full cooperation to the members of the appeal board in establishing pertinent facts and gathering information.
 - All comments from parties involved in a dispute will be to the appeal board members. No debate between the disputing parties will be allowed.

- 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.
 - 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.
 - 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.
 - Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.
- A5.15 The following order of business will be followed at appeal hearings:
- Introductions and summary of matter under appeal.
 - Presentation of written and oral testimony, with the party in a defense posture presenting its evidence last.
 - Questions from the chairman and appeal board members.
 - Closing statements, again with the party in a defensive posture going last.
 - 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.
 - Decisions of the appeal board will be by simple majority.
 - 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.
 - Upon completion of the appeal board's formal statement, the appeal hearing will be reconvened and the chairman will read the statement.
 - The hearing will be adjourned with the decision of the appeal board final to all parties.

- A5.16 If the appeal board members do not feel they can make a decision based on the evidence made available to them at the appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no formal decision has been reached within seven days of the appeal hearing, the appeal board will be dismissed. At that point the AMA Pro Racing must either mediate a resolution to the appeal or convene a new appeal board.
- A5.17 AMA Pro Racing will reimburse actual expenses incurred by members of the appeal board. Parties and witnesses to the appeal will not be entitled to any such reimbursement.
- A5.18 If an appeal is upheld, the appealing party will be refunded the filing fee. If an appeal is denied, the filing fee will be retained by AMA Pro Racing to defray costs of the hearing.
- A5.19 While in the process of appealing a fine or suspension, a participant may continue to participate in professional events. However, this privilege may be denied, at the sole discretion of AMA Pro Racing, if the suspension is related to an offense under AMA Pro Racing Substance Abuse Policy or for operating a motorcycle or any motor vehicle in such a manner as to endanger the life or limb of other riders, officials or the public.
- A5.20 The participants to the appeal agree that the determination of AMA Pro Racing in the event the appeal is determined to be without merit or the appeal board is final, binding and shall not be appealable to AMA Pro Racing, any court, or any other tribunal. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the AMA Pro Racing Rulebook are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the AMA Pro Racing Rulebook. Any attempt to do so shall result in disciplinary action being imposed by AMA Pro Racing in its sole and absolute discretion. Said disciplinary action may include the permanent suspension of the entrant, rider, crewmember, other individual or motorcycle from participation in AMA Pro Racing sanctioned competition or any lesser disciplinary action deemed warranted by AMA Pro Racing.
- A5.21 The participants in the appeal agree that the publication of protests, appeals and the interim and final results of said protests and appeals may at the sole discretion of AMA Pro Racing be released to the public in any media deemed appropriate by AMA Pro Racing. The participants agree that they shall not bring a cause of action against AMA Pro Racing, or its respective directors, trustees, officers, employees, agents and assigns as a result of such publication.

Appendix B Professional Racing Substance Abuse Policy

Preamble

The safety and integrity of professional motorcycle racing are of paramount concern to AMA Pro Racing. Substance abuse is fundamentally inconsistent with safety and with the integrity of motorcycle sport. Accordingly, AMA Pro Racing has established this Substance Abuse Policy, which is a supplement to AMA Pro Racing's Rules for Competition and which is binding upon all licensed 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 LABORATORY, AND MEDICAL REVIEW OFFICER

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.

B1.1 PROGRAM ADMINISTRATOR (PA)

- a. AMA Pro Racing has designated Dr. Mindy Shelby, Ph.D., 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 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.

B1.2 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 appropriately-qualified testing facilities, as needed to facilitate this Policy, throughout the year.

B1.3 THE MEDICAL REVIEW OFFICER (MRO)

- a. AMA Pro Racing, in its sole discretion, shall designate a Medical Doctor as the independent MRO of this Policy. AMA Pro Racing has designated Douglas Aukerman, MD as the Medical Review Officer.
- 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. The MRO designated by AMA Pro Racing shall be 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 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
Cocaine
Amphetamine
Methamphetamine
Ecstasy (MDMA)
Eve (MDEA)
MDA
PMA
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)
Oxazepam (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)
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), Lutenizing 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
Dihydroepiandrosterone
Dihydrotestosterone
Depitestosterone
Dromostanolone
Epitestosterone
4-Chlortestosterone
Fluoxymesterone
Formebolone
Furazabol
Mesterolone
Methandienone (Methadrostenolone)
Methandriol
Methenolone
Methylclostebol
Methyltestosterone
Methyltrienolone
Mibolerone
Nondrolone
Norandrosterdione
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
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

- 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.
- Some medications, even when properly used, may adversely affect the safety and integrity of competition for motorsports events.
- 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 for an appropriate medical indication from a credentialed and treating physician;
 - 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. For more information, members are encouraged to review the AegisShield website containing information on over 75,000 nutritional supplements (www.aegisshield.com).

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
 - 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;
 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 or designee 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 SPECIMEN COLLECTIONS

1. All eligible credentialed participant's specimens may be collected in direct observation of a qualified collector in order to maintain the integrity of the 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 appropriate therapeutic levels of prescription drug use.
 - 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.
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 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 who falsifies 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 an observed collection.
 - vi. Fail to take a 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:

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 area.
- 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 collector of the same gender may observe the collection of urine samples. Each collector will be trained in appropriate collection techniques by the certified laboratory. A collector may monitor the furnishing of the specimen by direct observation in order to ensure the integrity of the specimen.

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 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.
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 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 dis-close 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.

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.

Appendix D

Sound Test Procedures

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.
- 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/adapters 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

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 Blue Ridge Labs.
- E4 Prior to removal of a tire sample for testing by Blue Ridge Labs the competitor will sign a release stating that he understands:
 - a. The test will be performed by Blue Ridge 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 Blue Ridge Labs, 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 Blue Ridge Labs for testing.
- E9 Blue Ridge Labs will test the sample in comparison to a sample provided to them by the tire manufacturer.
- E10 Blue Ridge Labs 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:
- Bike # and rider being protested
 - Date and time of the protest
 - Bike # and rider filing the protest
 - Event
- E16 The individual making the protest must include \$1000 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.
- 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 charged \$200.
- E21 Sending the sample to Blue Ridge Labs. Send all samples with a phone number and a return address where results should be sent to:
- BLUE RIDGE LABS
522 PINE MTN. RD.
HUDSON, NC 28638

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

DNF - Did Not Finish. Riders who start a race but are unable to complete a race due to mechanical incidents or crashes.

DNS - Did Not Start. Riders who qualified for a race but were unable to take the start.

DOT - (acronym) United States Department of Transportation

ECU - (acronym) Electronic Control Unit

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

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 AFT Singles 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, see 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

Pole Position - For Heats and Semis, the inside or outside starting position on the front row, as determined by the top qualifier of that race. For Mains, the top qualifier may choose any 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 the race leader and other competitors

Race Track - The actual racing surface and runoff areas 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

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 timed session where all laps are electronically recorded for each rider to determine qualifying order for a race

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