

AMA SUPERMOTO CHAMPIONSHIP

To AMA Pro Racing Competitors:

Welcome to the 2005 racing season.

This year, the AMA marks its 81st anniversary. And throughout that history, with the exception of a few years during World War II, AMA professional racing has been the proving ground for champions.

Last year's racing series saw record-setting performances in road racing, motocross and dirt-track. AMA Pro Racing's new series Supermoto is being very well received and hillclimb competition is better than ever. And we look forward to even greater accomplishments in the new season.

Our goal is to create opportunities for stars to shine before tens of thousands of fans in person, and many, many more in television audiences across the United States and in other countries.

In this book, you'll find rules designed to create a level playing field for all competitors, so that the best and brightest can continue to rise to the top, as they have for more than 80 years.

Have a great 2005 season!

Sincerely,



Merrill Vanderslice
Director of Competition

Introduction

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

This rulebook is designed to provide all the information you'll need to prepare your motorcycle and yourself for competition, plus an overview of all the rules that apply to the racing program, along with an introduction to the AMA Pro Racing officials who run the events and a summary of offenses and penalties pertaining to rules violations.

In the first chapter, Equipment Standards, you'll find information about motorcycle eligibility, required equipment and allowable modifications. This chapter will be your guide to preparing a motorcycle for competition.

Rider licensing information by classes is in Chapter 2.

The information that you need on race day, a description of the racing program and rules you must follow at the track are in Chapter 3,

Offenses and penalties, plus the protest and appeals procedure, are detailed in Chapter 4. Following that, in the appendices, you'll find a glossary of terms used in this rulebook, a rundown on race official's duties, a listing of AMA Pro Racing staff, and a listing of previous sponsors.

In each area, new rules for the 2005 season are indicated in *italic* type. In addition, items that refer you to another part of the rulebook are indicated by underlined type.

Please note that while every effort has been made to write these rules in a clear and unambiguous fashion, it is impossible to anticipate every circumstance. In all cases, it will be the series manager's job to make decisions regarding rules enforcement.

DISCLOSURE

AMA PRO RACING STRIVES TO REGULATE THE SPORT OF PROFESSIONAL MOTORCYCLE RACING IN THE FAIREST POSSIBLE MANNER. ALL PARTIES INVOLVED IN AMA PROFESSIONAL RACES ARE EXPECTED TO CONDUCT THEMSELVES IN A PROFESSIONAL MANNER, RESPECTING AT ALL TIMES THE RIGHTS OF OTHERS.

THE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT PURSUANT TO 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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Changes for 2005 are in italics

All references to other sections in the rulebook are underlined

Editor Rob King

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CATEGORIES OF RACING

The AMA Supermoto Championship features a unique blend of road racing, motocross and flat track competition all rolled into one exciting package. Riders from various racing backgrounds use their "strong suit" skills to negotiate tracks made up of a mix of pavement, dirt, and/or fabricated obstacles. These races are comprised of the following classes:

AMA Supermoto
AMA Supermoto Lites
AMA Supermoto Unlimited

Should you have any questions regarding these rules or regarding motorcycle competition as affected by these rules, contact:

AMA Pro Racing
13515 Yarmouth Dr.
Pickerington, OH 43147
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CHAPTER 1 EQUIPMENT STANDARDS

A. Supermoto Championship Equipment Standards

Supermoto Championship motorcycles are subject to the following requirements in addition to the applicable requirements in General Equipment Standards and Approval of Motorcycles. Superseded or redesigned parts controlled by these rules must be submitted to AMA Pro Racing for review and approval before use in competition. In addition, these parts must then be listed in the current OEM parts list as supplied to AMA Pro Racing. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.

1. Engines

- a. Engine Displacements: 350cc - 450cc 4-stroke single cylinders

- b. Material and castings of the cylinders, cylinder heads and crankcases must be the same as the originally approved model. Material may be added or removed from these items.

2. Frames

Stock main frame for the originally approved model must be retained with only the following modifications permitted:

- a. Frame must display the vehicle identification number.

- b. Strengthening gussets and tubes may be added.

- c. Accessory brackets (radiator, shock reservoir, stands, etc. may be changed, relocated, added or removed. Holes may be drilled only for the purpose of attaching brackets or other components. Crash bars/bumpers may be added.

- d. Steering head angle, shock linkage location, swing arm pivot location and engine location may be changed.

- e. Frames may be painted, powder coated, polished, plated or surface treated.

3. Fuel Tanks and Bodywork

Fuel tanks and bodywork (fenders, seats, radiator covers, side covers, etc.) may be replaced with aftermarket parts which resemble the original OEM components in design and which maintain similar dimensions.

4. Weight

Minimum weight requirement: 216 pounds (without fuel). See Weighing Procedures under General Equipment Standards.

B. Supermoto Lites Equipment Standards

Supermoto Lites motorcycles are subject to the following requirements in addition to the applicable requirements in General Equipment Standards and Approval of Motorcycles. Superseded or redesigned parts controlled by these rules must be submitted to AMA Pro Racing for review and approval before use in competition. In addition, these parts must then be listed in the current OEM parts list as supplied to AMA Pro Racing. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.

1. Engines

a. Engine Displacements: 200 - 250cc 4-stroke single cylinders

b. Material and castings of the cylinders, cylinder heads and crankcases must be the same as the originally approved model. Material may be added or removed from these items.

2. Frames

Stock main frame for the originally approved model must be retained with only the following modifications permitted:

a. Frame must display the vehicle identification number.

b. Strengthening gussets and tubes may be added.

c. Accessory brackets (radiator, shock reservoir, stands, etc. may be changed, relocated, added or removed. Holes may be drilled only for the purpose of attaching brackets or other components. Crash bars/bumpers may be added.

d. Steering head angle, shock linkage location, swing arm pivot location and engine location may be changed.

e. Frames may be painted, powder coated, polished, plated or surface treated.

3. Fuel Tanks and Bodywork

Fuel tanks and bodywork (fenders, seats, radiator covers, side covers, etc.) may be replaced with aftermarket parts which resemble the original OEM components in design and which maintain similar dimensions.

4. Weight

Minimum weight requirement: 194 pounds (without fuel). See Weighing Procedures under General Equipment Standards.

B. Supermoto Unlimited Equipment

Supermoto Unlimited motorcycles are subject to the following requirements in addition to the applicable requirements in General Equipment Standards and Approval of Motorcycles. Superseded or redesigned parts controlled by these rules must be submitted to AMA Pro Racing for review and approval before use in competition. In addition, these parts must then be listed in the current OEM parts list as supplied to AMA Pro Racing. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.

1. Engines

- a. Engine Displacement Range: 490cc - unlimited displacement 2 or 4-stroke single cylinders
- b. Material and castings of the cylinders, cylinder heads and crankcases must be the same as the originally approved model. Material may be added or removed from these items.

2. Frames

Stock main frame for the originally approved model must be retained with only the following modifications permitted:

- a. Frame must display the vehicle identification number.
- b. Strengthening gussets and tubes may be added.
- c. Accessory brackets (radiator, shock reservoir, stands, etc. may be changed, relocated, added or removed. Holes may be drilled only for the purpose of attaching brackets or other components. Crash bars/bumpers may be added.
- d. Steering head angle, shock linkage location, swing arm pivot location and engine location may be changed.
- e. Frames may be painted, powder coated, polished, plated or surface treated.

3. Fuel Tanks and Bodywork

Fuel tanks and bodywork (fenders, seats, radiator covers, side covers, etc.) may be replaced with aftermarket parts which resemble the original OEM components in design and which maintain similar dimensions.

4. Weight

No minimum weight requirement.

D. General Equipment Standards

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

1. Special Technical Requirements

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

2. Approval of Motorcycles

1. *Only motorcycles on the Supermoto approved equipment list may be used in competition.*
2. *Supermoto competition is restricted to motorcycles (engines and frames) produced for Motocross and Supermoto and available in the US through retail dealers.*

3. Engines

a. Engine Displacement Measurement

1. Displacement = $B^2(0.7854)HX$

B= Cylinder bore; H= Stroke; X= Number of cylinders (bore x bore x 0.7854 x stroke x number of cylinders)

2. If bore and stroke are in millimeters, divide end product by 1,000 to convert to cubic centimeters (cc).
3. If bore and stroke are in inches, multiply end product by 16.387 to convert to cubic centimeters.

- b. Primary drive must be completely enclosed by a cover or

guard.

- c. Supercharging and turbocharging are prohibited.
- d. Safety wire used to secure required items must be a minimum of .024" diameter.
- e. Only single-cylinder engines are permitted.
- f. Engine displacements are listed in each class equipment requirements. Class displacement limits are absolute, with no overbore allowance.
- g. Coolant must not contain ethylene glycol.

4. Transmissions

- a. Primary drive type must be the same as the originally approved model.
- b. A maximum of six gearbox speeds will be allowed.

5. Exhaust System

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

6. Fluid Containment

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

7. Sound Requirements

- a. All motorcycles must meet sound limits of 105 dB/A measured on the "A" scale at 0.5 meters (20 inches). Test procedure will be prescribed by AMA Pro Racing, in accordance with SAEJ1287.
 - b. Certain racetracks may require lower limits. Where specific maximum noise levels are required, those limits will be noted on the entry forms and/or Supplementary Regulations.
8. Frame
- a. Cracked or broken frames are prohibited.
 - b. All stands must be removed.
9. Footrests
- a. Both footrests must fold backward at a 45 degree angle.
 - b. The maximum length of the footrest from the pivot point is five inches.
10. Handlebars and Controls
- a. Cracked or broken handlebars are prohibited.
 - b. Control levers must have minimum 1/2 inch diameter ball ends.
 - c. All motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar within reach with hand on the grip.
 - d. All motorcycles must be equipped with a self-closing throttle mechanism.
11. Forks
- a. Fork stops must be installed of sufficient size and strength to prevent fork tubes from contacting the fuel tank in a crash.
 - b. Fork oil drain screws must be safety-wired or securely taped.
12. Brakes
- a. Carbon fiber or carbon composite brake discs and/or carriers are not permitted.
 - b. Aluminum or titanium rear brake discs are prohibited.
 - c. All motorcycles must be equipped with adequate and operating

front and rear wheel brakes.

13. Wheels

- a. Maximum diameter for front and rear wheels is 19".
- b. Maximum wheel rim width is not restricted.
- c. Carbon fiber or carbon composite wheel components are not permitted.

14. Tires

- a. Tires permitted in Supermoto competition must meet the following criteria:
 - 1. Approved by the manufacturer for racing use and accepted as eligible by AMA Pro Racing.
 - 2. Re-grooving or cutting of the tread pattern is permitted.
- b. AMA Pro Racing reserves the right to impound tires at anytime during a meet for whatever inspection and/or testing it deems necessary.

15. Fuel Tanks

- a. Fuel tank vent lines must have a device which prevents the escape of gasoline.
- b. Shut-off valves are required on all fuel lines coming from the fuel tank.

16. Fenders

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

17. Numbers and Number Plates

- a. *The approved front number plate design will contain AMA Supermoto logos and the riders last name, with the following background and numeral colors for each class:*
 - 1. *Supermoto Championship* *White with black numerals*
 - 2. *Supermoto Lites* *Black with white numerals*
 - 3. *Supermoto Unlimited* *Yellow with black numerals*
- b. *All AMA Supermoto Championship classes use pre-printed*

number plates and these must be pre-ordered. They can be ordered direct from DeCal Works, at www.decalmx.com, phone 800-843-8244, email info@decalmx.com, or by contacting AMA Pro Racing. The rider's last name and competition number will be added to the number plate design upon ordering.

- c. Number plates or number display areas must be of adequate area to provide ample space (approximately 1") around and between numbers. Front number plate and side number display areas may be enlarged to accommodate required number dimensions.
- d. Front number plates must be mounted parallel to the fork tubes in such a manner as to prevent deflection of the plate during the event.
- e. Plastic or fiberglass number plates may be no less than 1/16" thick. Metal plates may be no less than 0.045" thick or 0.030" thick if bead-edged.
- f. Side number plates may be incorporated into the side frame covers if they provide an adequate area for a clearly legible number display.
- g. Front numbers must be a minimum of 7" high and side numbers a minimum of 5 ½" high.
- h. Current class champions are permitted to have specially-sized number/letters.

18. Fuel Requirements

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

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

ture will meet all other requirements.

- e. Samples for lab analysis may be taken from a competitor's fuel tank anytime during a meet at the discretion of the Chief Technical Inspector or the Race Manager. Official AMA laboratory results will be the final determining factor of whether a fuel sample conforms to the above specifications. The following procedure will be used:
 1. Normally, two 250ml samples will be collected from the petcock with the assistance of the team representative. The first is a convenience sample for field testing while the second is the control sample. If there is not enough fuel in the motorcycle for two 250ml samples, the single sample is the control. Two (3 for SX/MX), smaller, 25ml lab analysis samples can be taken directly from the petcock without taking 250ml samples or performing field testing. All 25ml lab analysis samples will be considered control samples.
 2. The control sample(s) will be sealed with the rider or team representative signing the seal. The rider or team representative must be present whenever a controlled sample is opened, or field testing is performed on a control sample.
 3. If the field testing shows some abnormality with the convenience sample, the same test will be performed on the control sample with the rider or team representative present. The exception is: Field testing will not be performed on any 25ml lab analysis samples. If the 250ml control sample does not pass the field testing, two (3 for SX/MX), 25ml samples taken from the control sample must be sent to the Technical Manager for lab analysis.
- f. Competitors may have informational fuel lab analysis testing performed in advance by contacting the Technical Manager at 614-856-1910 ext 1230 or rking@amaproring.com. Samples can then be shipped by the competitor to the official AMA laboratory for consistency in testing. Any results of competitor's fuel testing have no bearing or standing on the fuel testing results performed by AMA Pro Racing.

19. Weighing Procedures

- a. Weight limits must be met after qualifying or after a race, in the condition the motorcycle finishes the event, as determined by the official AMA Pro Racing scale at the meet. Scale will be available for weight checking before qualifying and final

events.

- b. No fluids may be added to the motorcycle, except water to the engine cooling system.
- c. See weight requirements listed under each Supermoto class.
- d. All fuel must be drained from the fuel tank.

20. Telemetry and Traction Control

- a. Electronic devices designed specifically for traction control are prohibited. This includes sensors that can determine front wheel speed, and any electronic control to the brake systems.
- b. Electronic transmitting of information, including radio communication, to or from a moving motorcycle is prohibited with the following exceptions:
 - 1. AMA Pro Racing transponders utilized for scoring purposes (mandatory equipment assigned by AMA Pro Racing).
 - 2. Data or video transmitted for the sole use by the AMA Pro Racing-approved event television production (mandatory equipment assigned by AMA Pro Racing).
- c. Automatic lap timing devices requiring trackside receivers are prohibited.

21. Street Equipment

- a. Turn signals, mirrors, lights and headlight glass parts must be removed.
- b. Taillight/brake light must be removed or disabled. Taillight lens may be retained but must be taped.
- c. Horn must be removed.

E. RIDER / MECHANIC APPAREL

The following apparel must be worn by riders in ALL events (except as noted).

1. Helmet

- a. Helmets must be certified by the manufacturer and have a sticker affixed stating that they meet or exceed DOT, SNELL M2000 or any of the FIM approved certifications.
- b. All helmets must be full coverage or full facial units.

- c. Riders must wear helmets at all times when riding on course.
2. Faceshield or goggles must be shatter resistant.
3. Boots must be at least eight inches high.
4. Gloves
 - May be made of leather or other protective material must be worn while the motorcycle is on the racetrack.
5. Riding Suit
 - a. One-piece or two-piece (upper and lower pieces must be securely attached together) made of leather or Kevlar® are highly recommended.
 - b. Riders may use commercially-manufactured motocross jerseys and pants provided they are constructed with elbow pads, knee cups and hip pads. A commercially-manufactured chest/back protector must be worn with motocross apparel.
6. Name
 - All riders must have their last name on the back of their riding suit or chest/back protector at the shoulder line.
7. Appearance
 - a. All riders and mechanics must present a clean and neat appearance.
 - b. Only appropriately dressed persons displaying proper credentials will be allowed in the pit and starting areas.
 - c. Mechanics must be in uniform designating a rider or team.
 - d. Cut-offs, sleeveless shirts and open-toe shoes are prohibited in the pit area. Shirts must have a collar.
 - e. Mechanics are encouraged to display the AMA Pro Racing patch on uniform shirts.
9. Wind Resistance
 - No devices solely designed for the purpose of reducing wind resistance may be attached to any of the rider's apparel.

F. Logo Placement and Usage

All riders are required to have approved logos in place whenever they

are competing in any part of an AMA Pro Racing sanctioned event.

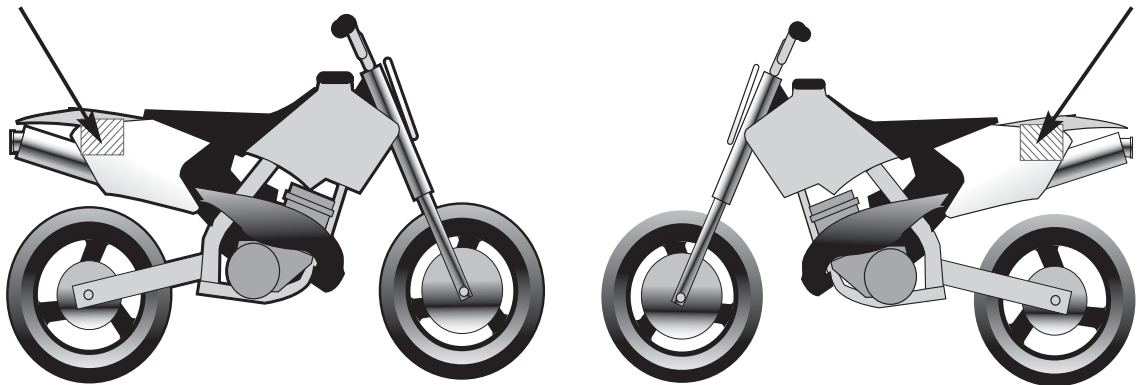
The following logo is the approved image to display on side number plate and rider leathers or jersey.



a. Number plate designs.

1. Side Number Plates

The striped areas on both side number plates are reserved for the current AMA Supermoto logo. At minimum, the logo must be 3" W x 1.75" H.

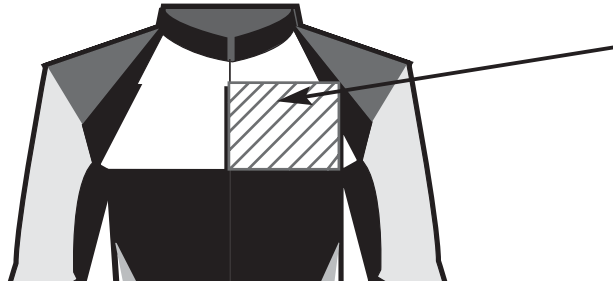


2. Front Number Plate

Front number plates for the AMA Supermoto Championship will be pre-printed and must be pre-ordered. They can be ordered direct from DeCal Works, at www.decalmx.com, phone 800-843-8244, email info@decalmx.com, or by contacting AMA Pro Racing. The rider's last name and competition number will be added to the number plate design upon ordering.

b. Rider Leathers or Jersey

The striped box on the left side of the leathers/jersey is reserved for the current AMA Supermoto logo. The striped box on the right side of the leathers/jersey is reserved for the current series title sponsor (series mark or sponsor's corporate mark) logo. At minimum, each logo must be 3" W x 1.75" H.



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

1. At Events

All side number plate stickers and adhesive apparel patches will be available at AMA Pro Racing Tech Inspection at each event. *As a reminder, the front number plate must be pre-ordered.*

2. Online

If a 3rd party produces number plates and/or jerseys for you prior to events, they may request logo files for each of the above by e-mailing a written request to Rob King at rking@amaproring.com. The request for artwork by a 3rd party should include the rider's name.

d. Disclaimer for use of AMA Pro Racing registered trademarks

AMA Pro Racing and the other logos and trademarks shown herein are trademarks of the AMA and AMA Pro Racing.

Participants are to use the approved logos on number plates and apparel only when participating in AMA Pro Racing events. Any further use of the mark outside of this capacity is prohibited without written consent from AMA Pro Racing. Any further use of the marks (i.e., the AMA Pro Racing mark, and other AMA Pro Racing trademarks and logos) outside of this capacity is prohibited without a license from or the express, written permission of AMA Pro Racing.

G. RIDER RESPONSIBILITY

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

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

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

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CHAPTER 2 TEAM REGISTRATION AND LICENSES

All riders participating in any on-track practice, qualifying or racing must have a valid AMA Pro Racing Supermoto Championship license.

Licenses are not issued at the racetrack. It is recommended that processing of the license be completed thru the AMA Pro Racing office 30 days before the first event you wish to participate in. Both team registration and competition license applications are available from the AMA Pro Racing Competition Services Department.

A. Team Registration

Entries will be accepted from registered teams only. It is important to realize that individual riders may continue to enter, but will do so as a team. Each team can have one to six riders on their team and enter all or some into each event. All forms of compensation (purses, bonuses, contingency payments, etc.) will be paid by AMA Pro Racing to the registered team. The extent to which these earnings are shared with the riders is the domain of the team and rider. All correspondence, entries and communication will be between the team owner/manager and AMA Pro Racing.

B. Competition Licenses

The following licensing guidelines are utilized in determining an applicant's Supermoto capabilities. Due to the high profile nature of this championship, AMA Pro Racing reserves the right, in its sole discretion, to allow licensing to current AMA Pro Racing licensed riders in other disciplines, current and former champions.

1. Riders who have not competed in AMA Pro Racing sanctioned events for a period of two years may lose their prior classification. Applicants renewing a license that has expired for three or more years must complete the Eligibility Questionnaire in the license application. All classifications are issued at the discretion of AMA Pro Racing.
2. Current AMA Pro Racing champions are immediately eligible for the Supermoto Championship license.
3. Riders who are currently licensed in the following classifications are immediately eligible for the Supermoto Championship classification:
 - Supercross / Motocross 125 or 250
 - Road Race Pro Expert
 - Road Race Superbike
 - Flat Track Pro Sport
 - Flat Track Pro Expert

Flat Track GNC
Hillclimb Expert

4. New applicants with primarily road racing experience may be eligible for an Supermoto Championship license if they meet the following criteria:
 - a. Applicant holds a valid expert license from a recognized road racing organization.
 - b. Applicant has earned 100 expert points according to the AMA Pro Racing Advancement Point System (RR).
 - c. Foreign applicants with an equivalent level of experience and/or licensing issued by an FIM federation country.
5. New applicants with primarily motocross racing experience may be eligible for an Supermoto Championship license if they meet the following criteria:
 - a. Applicant currently holds an amateur "A" or expert rating and has earned 20 A/Expert points according to the AMA Pro Racing Advancement Point System (MX) or applicant has two years A/Expert experience including 5 top three finishes in AMA Pro-Am sanctioned events or in events produced by recognized motocross organizations.
 - b. Foreign applicants with an equivalent level of experience and/or licensing issued by an FIM federation country.
6. New applicants with primarily flat track or Supermoto-type racing experience may be eligible for an Supermoto Championship license if they meet the following criteria:
 - a. Applicant currently holds an amateur "A" or expert rating and has earned 20 A/Expert points according to the AMA Pro Racing Advancement Point System (FT) in AMA Pro-Am sanctioned events or in events produced by recognized flat track organizations.
 - b. Applicant currently holds an expert level license with a recognized Supermoto-type organization.
 - c. Foreign applicants with an equivalent level of experience and/or licensing issued by an FIM federation country.

C. Credential Display

All credentials provided by AMA Pro Racing are the property of AMA

Pro Racing. Use and display of credentials are subject to the following:

1. Credentials are issued for the exclusive use by the specified person on the credential. The lanyard is considered part of the credential and must be worn with the credential around the neck.
2. Transfer, misuse or failure to display both the credential and specific AMA Pro Racing lanyard is cause for disciplinary action or revocation.
3. A credentialed person without the proper issued credential in their possession will be required to pay the applicable race day rates to be issued a "track pass".

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CHAPTER 3 RACE RULES

A. The Racing Program

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

B. Participant Regulation

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

C. Bulletins and Supplementary Regulations

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

D. 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 AMA Pro Racing's 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 cancellation of licenses and loss of all rights to compete in AMA Pro Racing or AMA Amateur sanctioned events.

E. Intravenous Rehydration

1. At no time during a meet 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, an event or the practices, heat races, or finals which are part of an event.
2. Once a rider receives such rehydration during a meet, that rider will not be permitted to compete in any further events including, but not limited to, any further practice sessions, heat races, or final events comprising any event in the meet unless and until the rider is released by the medical personnel who treats the rider for

the specific emergency medical situation at issue.

F. Track Rentals - Unofficial Practice

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

G. Inclement Weather / Unacceptable Track Conditions

1. 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, practice sessions, or to stop the program completely. Should this occur, the Race Director will make every effort to resume the schedule in a timely fashion if conditions improve sufficiently.
2. If a meet is stopped due to weather or other conditions, riders will be paid for any purse-paying events which have been completed. See Procedures for Stops and Restarts.

H. Motorcycle Usage

Riders must start and complete any race meet beginning with timed-qualifying or qualifying heats, on the same motorcycle (same main frame) in order to maintain their earned or assigned starting positions. Riders who change motorcycles at anytime after their timed-qualifying or qualifying heats must start from the last row of the grid in their next race. Riders are not permitted to change motorcycles during a race or a red flag stop period.

I. Pit / Paddock Regulations

1. Riding of competition motorcycles, other than on the racetrack or designated test area, is strongly discouraged.
2. Any operation of a vehicle in the paddock must be at a very slow, acceptable speed (15 MPH maximum).
3. When a rider or mechanic is testing a motorcycle, that person must wear a helmet and be dressed to offer some protection (pants, shirt, shoes).
4. Smoking is not allowed in pits, grid, signal area, or other restricted areas.
5. Persons under 16 years of age are not allowed in hot pits, grid,

signal area, or other restricted areas.

6. Pets are not allowed in pits, grid, signal area, or other restricted areas. Pets in the paddock must be on a leash or properly contained.
7. Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their waste fuel, motor oils, coolants and all other hazardous wastes in racetrack-provided, proper hazardous waste locations only. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal. All tires, batteries, fuel drums and any other materials deemed to be hazardous waste must be removed from racetrack property at the conclusion of the event.

J. Rider Briefings

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

K. Technical Inspections

1. Technical inspections of motorcycles, equipment and riding apparel may be held prior to and after a race meet or at other times as determined by the Race Director or Chief Technical Inspector.
2. Regardless of a motorcycle, equipment or apparel passing prior inspections, compliance with the rules must be made at the post-race inspection.
3. Only motorcycles having passed tech inspection will be allowed on the race track. Motorcycles must be class legal and must meet all equipment requirements.
4. More than one motorcycle per class may be presented and passed through initial tech inspection provided frame numbers are properly recorded indicating race motorcycle and practice motorcycles, if applicable.
5. Race Director may require post-race tear downs to begin at any time following the completion of an event.
6. During post-race technical inspections or tear downs, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area. Only AMA Pro Racing officials or AMA Pro Racing-designated personnel may inspect impounded

motorcycles or equipment.

L. On Track Regulations

1. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, officials or the public.
2. No one, except riders officially entered, may ride or practice on any race course on the day of the meet. Unofficial practice on the day of the race meet is prohibited.
3. Unless directed to do so by the Race Director or his designee, no one at any time will be permitted to ride a motorcycle in the wrong direction on the track or pit road.
4. Except in the designated pit or work area, no adjustment, repair or refueling may be made to competing motorcycles by pit crews during a race or during a red-flag period. Any motorcycle that enters the paddock/garage area will be prohibited from returning to the race track. Crash trucks retrieving disabled motorcycles from the track may pass through the paddock/garage area to deliver such motorcycles to the designated pit area.
5. A rider may make repairs during a race, without assistance, in a suitable area off the race course.
6. Any form of outside assistance to riders on the course is forbidden except when the assistance is given by cornerworkers or officials placed by the Race Director for the purpose of race control.
7. A rider leaving the course may only continue the race by properly re-entering the course from the closest point to where that rider left the course without gaining an advantage. It will be the duty of the Race Director or his designee to make the determination as to whether a rider gained any advantage by leaving the race course and re-entering. A rider may be determined to have gained an advantage without gaining race position.
8. A rider whose motorcycle is disabled before reaching the finish line may, by that rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the course to complete the race unless the rider is determined to be a hazard by the Race Director.
9. Testing may be conducted at the direction of the Race Director, in practice sessions, of any equipment deemed acceptable by AMA

Pro Racing.

10. Pit road maximum speed is 50 mph at all times.
11. Riders must not intentionally stop on course during practice, qualifying, or any race, including cool-down laps.

M. Flags / Lights

1. Operational Flags / Lights

- a. Green Flag/Light: Indicates the start of a race or clear track conditions.
- b. Checkered Flag: Indicates the end of a race or practice session. Proceed around the course to the designated track exit.
- c. Red Flag: Indicates the race has been stopped. Reduce speed and proceed safely to the pit road.
- d. Red Light: May be used for stopping a race as described under Red Flag.
- e. Black Flag with 12" Orange Center: Indicates a stop and go penalty. Report to the Pit Steward on the next lap. Number board displayed with the flag indicates rider being signaled.
- f. Black Flag: Indicates a problem with your motorcycle or a disqualification. Number board displayed with the flag indicates the rider being signaled. Carefully reduce speed and stop at the first suitable location off the course.

2. Warning Flags / Lights

- a. Yellow Flag with Red Stripes: Indicates debris, fluid or a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.
- b. Yellow Flag / Light
 1. Stationary Yellow Flag: Indicates a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.
 2. Waving Yellow Flag/Yellow Light: Indicates serious hazards on or near the track. Proceed with caution. Passing is not allowed from the flag stations displaying the waving yellow flag until the rider is beyond the incident. Violations will be determined from cornerworker reports.

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

3. Courtesy Flags

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

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

N. Procedures for Qualifying

1. Schedule of timed qualifying sessions and number of qualifying positions will be listed in the Supplementary Regulations or the race schedule. Once the heat race grids are filled the remaining entries will not advance further in the program.

2. Electronically-timed qualifying results will determine heat race grid positions. Should electronic timing results be unavailable for qualifying, a series of qualifying heat races may be utilized.

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

4. Ties in qualifying times will be broken by the rider who achieved the time first.

5. *Superpole*

The front row grid order for the final races in the Supermoto Championship class will be determined by a solo, timed, flying lap session by each of the four fastest qualifying riders, starting in reverse order, slowest rider first.

6. *Riders must participate in a timed-qualifying session and record at least one completed lap in order to advance to the semi-final qualifying heats or finals. If heat races are conducted instead of timed-qualifying, riders must attempt to start a heat in order to qualify for the final event. Riders who attempt to start but do not complete a heat race, will be scored for advancement to the final event first by number of laps completed and then by fastest heat times.*

7. *Riders who do not qualify for the final event by finishing in a direct transfer position in timed-qualifying or qualifying heats will be placed in a semi-final qualifier race, up to the maximum density of the grid. Transfer positions from the semi-final qualifier will be the last opportunity for riders to qualify for the final event.*

8. The number of riders allowed to start in any meet or race will be subject to approval of the Race Director and/or AMA Pro Racing.
9. *Should circumstances prevent qualifying from being conducted or all sessions completed for any reason, riders will be gridded as follows:*
 - a. *Current rider points (from previous year at first event)*
 - b. *Order of entry*
10. *At the option of AMA Pro Racing, past Champions, and/or riders from FIM International or other National series may be added to the field.*

O. Procedures for Gridding

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

P. Procedures for Starts

1. An electronic countdown display of numbers will precede the start of each scheduled race. The electronic display and starting lights or flags will be displayed in front of the first row and in view of each rider.
2. Staging announcements will be made prior to the countdown for each race. All riders should report to the designated staging area prior to the final call.
3. An air horn will be used to signal three minutes before the display of the #5. When the countdown begins with the #5 displayed, gridded riders may proceed on one lap of the circuit, returning to their assigned grid position. The warm-up lap is not mandatory. Riders not taking a warm-up lap must proceed immediately to their

starting positions as directed by the grid personnel.

4. Refueling after the start of the warm-up lap is not permitted.
5. All crew personnel must be cleared from the grid when the #5 is displayed. Failure to quickly leave the grid may result in a penalty or fine at the discretion of the Race Director.
6. At a time designated by the Race Director or the Chief Steward the grid will be closed to all competitors. Those riders who have not reported to the grid nor begun their non-mandatory warm-up lap will be barred from that particular race.
7. It is expressly prohibited for any rider to take a warm-up lap for any race in which that rider is not an entrant.
8. Once the #5 has been changed to the #4, no rider may begin a warm-up lap.
9. When the #2 is displayed, no rider may move forward in the grid. Riders not in their starting position must start from the pit road or from the back of the grid depending on the track configuration.
10. It is the responsibility of the rider to report to the correct grid position. Should the countdown reach #1, and a rider is found in the wrong grid position, that rider will be assessed a penalty.
11. Should circumstances dictate an abort of the countdown, the Starter will stop the displayed countdown and may go back to the previous number displayed. The countdown will resume once the problem is solved.
 - a. Should the delay be short, the countdown will be resumed at the #2 mark.
 - b. Should the delay prove lengthy, the countdown will be restarted at the #5 and the riders permitted an additional warm-up lap.
12. Should an engine stall once the #1 has been displayed, the rider should wave to get the attention of the Starter or a Grid Marshall. The rider will be given time to remove the motorcycle from the grid, and will then be permitted to join the race once the field has left the grid.
13. Once the #2 is displayed, there will be a minimum 5 second delay before the #1 is displayed. Following the #1 display there will then

be a 2-5 second delay before the green light will be turned on signaling the start of the race. Should a rider's front wheel axle cross the designated front grid mark before the green light signal, the rider will have jumped the start and a penalty will be assessed. This allows a rider virtually no movement before the start is signaled.

Q. Procedures for Red Flag/Light Stops and Restarts

1. If a race already in progress must be stopped, a red flag will be displayed at the finish line and at all cornerworking stations. Riders should proceed around the track at reduced speed and come to a stop on pit road.
2. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
3. When a race is stopped with two laps or less (less than one lap in heat races) completed by the leader, it will be restarted at the beginning of lap one using original starting positions. Riders unable to restart will be listed in the results relative to the order in which they dropped out.
4. Except in heat races, should a race be stopped with more than two laps, but less than 50% of the total laps completed by the leader, the field will be re-gridded for the restart.
 - a. In order to determine re-grid positions for a restart, riders who ride directly onto the pit road when a red flag is displayed will be credited with completing the lap they were on.
 - b. Riders' re-grid positions will be determined by their race positions (not track positions) in the lap preceding the red-flagged lap.
5. Should a race be stopped in which 50% (one lap in heat races) or more of the total laps have been completed by the leader, the race may be considered complete at the discretion of the Race Director. Should the race be restarted, the re-grid will be determined per the procedure utilized for races stopped with more than two laps completed by the leader.
6. Should a race be stopped in which 80% or more of the total laps have been completed by the leader, the race will be considered complete and there will be no restart.

7. Riders who are not present at the starting grid for the original start of a race are barred from any subsequent restarts.
 - a. Riders who are present at the grid but are unable to start due to a stalled motorcycle may join the race from the pit road/grid until the time the race leader completes the first lap.
 - b. Riders who are unable to join the race by this procedure are barred from any subsequent restarts occurring with more than two laps completed by the leader.
8. Riders determined by the Race Director to be responsible for stopping a race will be placed on the restart or the finishing order in last place of the lap in which they were scored, in accordance with the restart procedure and relative to their involvement (first rider involved last, next rider involved next to last, etc.).

R. Race Finishes

1. Races are officially ended for all contestants at the completion of the lap on which the checkered flag is displayed to the winner. Riders will be credited with all laps they complete during a race unless a penalty has been assessed.
2. Should the checkered flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance. Under any other circumstances, the winner is the leader at the time the checkered flag is displayed.
3. Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider will be scored as having completed the race in the race position in which the rider was running at that time.
4. 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.
5. Any riders who do not complete the checkered flag lap will be scored in order of finish and laps completed. Riders dropping out of a race on the same lap will be scored in the order that they last crossed the finish line.

S. Official Race Results

1. No official announcement of race results will be given until all

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

2. If any rechecks are filed within the time limit, a new posting time limit of 30 minutes will be required if changes are made to the previously posted results.
3. 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.

T. Individual Rider Championship Points

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

1st	25	11th	10
2nd	22	12th	9
3rd	20	13th	8
4th	18	14th	7
5th	16	15th	6
6th	15	16th	5
7th	14	17th	4
8th	13	18th	3
9th	12	19th	2
10th	11	20th	1

1. Riders who qualify for a final event must participate in the race and complete 50% of the race laps run in order to receive championship points. However, riders will receive purse money for their earned grid positions if there are purse-paying positions beyond the number of riders listed in the results.
2. In the event of a tie for a position in the point standings, the higher position will be determined based on the number of final event wins in the series. Should it still remain a tie, finishes of second, third, etc. will be tallied until the tie is broken. If a tie remains, the best finish in the season finale will determine the higher position.
3. *At the final championship event, when the results of each Championship race are declared official, points may be awarded to the top 20 finishers in a manner to be determined and will be announced by competition bulletin.*

4. One bonus point will be paid to the fastest qualifier from Superpole in the Supermoto Championship class, with the exception of the final championship event, which will be announced by competition bulletin.

U. Team Championship Points

1. To establish a Team Champion in the AMA Supermoto Championship, points will be awarded to the top two finishers from each entered team in all series final events, including the season finale.
2. The regular season 20-place points schedule will be used.
3. In the event that there is a tie for the championship, that tie will be broken based on the number of wins in the series. If that does not break a tie, the number of second-place finishes will be compared, then thirds, fourths, etc. until the tie is broken. If a tie remains, the best finish in the season finale will determine the champion.

V. Manufacturer Championship Points

1. To establish a Manufacturer Champion for AMA Supermoto Championship, points will be awarded to each manufacturer for its highest-placed finisher in final events.
2. The regular season 20-place points schedule will be used.
3. In the event that there is a tie for the championship, that tie will be broken based on the number of wins in the series. If that does not break a tie, the number of second-place finishes will be compared, then thirds, fourths, etc. until the tie is broken. If a tie remains, the best finish in the season finale will determine the champion.

CHAPTER 4 OFFENSES, PENALTIES, PROTESTS AND APPEALS

A. General Information

1. Through the establishment and enforcement of various rules and procedures, AMA Pro Racing strives to regulate the sport of professional motorcycle racing in the fairest possible manner. By participating in an AMA Pro Racing meet, each participant agrees to abide by AMA Pro Racing's rules and procedures. In addition, AMA Pro Racing-licensed riders are held responsible for the actions of their crewmembers. As part of entering an AMA Pro Racing meet, a rider assures AMA Pro Racing that his/her crewmembers are AMA members in good standing. All parties involved in AMA Pro Racing meets are expected to conduct themselves in a professional manner, respecting at all times the rights of others. Participation in AMA Pro Racing-sanctioned activities is a privilege afforded to license and event credential holders, and all such participants understand that violation of AMA Pro Racing rules and procedures can lead to forfeiture of their competition licenses or event credential, fines, points deductions, lap deductions, disqualification and other disciplinary actions as outlined herein.
2. Rules directed or related to safety are promulgated to make all persons concerned with safety, but AMA Pro Racing neither warrants safety if the rules are followed nor compliance with and enforcement of rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.
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.
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 should be given to the disciplined party.
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.

B. General Offenses and Penalties

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

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.

3. The following offenses will be subject to disciplinary action by the Series Manager and/or AMA Pro Racing. This list is provided as guidance to licensed competitors and event credential holders but does not restrict AMA Pro Racing from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.
 - a. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by AMA Pro Racing, or in general, competing or attempting to compete in AMA Pro Racing-sanctioned activities under false pretenses.

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

- an unfair advantage.
- m. Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition, except as provided for in these rules.
 - n. Failure to appear for scheduled registration and/or pre or post race tech inspection.
 - o. Failing to immediately respect and comply with operational or warning flags/lights or other signals from AMA Pro Racing officials.
 - p. Failure to attend riders' meetings.
 - q. Riding at any time in such a manner as to endanger the life or limb of other riders, officials or the public.
 - r. Wagering by a participant on the outcome of any AMA Pro Racing-sanctioned race.
 - s. Failing a test for drugs or refusing to submit to drug testing as required from time to time by AMA Pro Racing under its Substance Abuse Policy.
 - t. Causing or attempting to cause a race to be stopped. At the sole discretion of the Series Manager or his designee, a rider who is judged to have intentionally caused a red flag may be excluded from restarting the event in question.
 - u. Failure to comply with various "claiming rules" promulgated by AMA Pro Racing.
 - v. Failure on the part of a manufacturer/distributor to fulfill the requirements of homologation agreements.
 - w. Any other act or actions deemed by a Series Manager or AMA Pro Racing to be detrimental to the sport of motorcycle racing and the AMA.

C. Equipment Offenses And Penalties

This section deals with violations of equipment regulations. Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at the post race inspection. Any motorcycle found to be in violation of equipment rules

may be assumed to have been in violation for the entire race meet. In passing a motorcycle through technical inspection, AMA Pro Racing does not warrant that motorcycle's adherence with all rules. Each participant assumes full responsibility for any violation of equipment rules involving his/her motorcycle.

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

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

b. Category 2 - All other equipment violations.

2. Impounding of Motorcycles and Components

a. AMA Pro Racing may impound motorcycles or components for up to 30 days following an event in which such motorcycles or components were utilized in competition, to allow the Technical Manager or other independent personnel authorized by AMA Pro Racing to do detailed inspections and testing.

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

3. Penalties

At the discretion of AMA Pro Racing, any or all of the following penalties may be administered.

a. Category 1

1. Disqualification

2. Total or partial loss of points or laps

3. Total or partial loss of prize money

4. Suspension

5. Fine

b. Category 2

1. Total or partial loss of points or laps

2. Fine

D. Protests

1. Unless specifically excluded herein, riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine with these rules or the eligibility of a rider.
2. There will be three types of protests: visual, technical and administrative. Visual protests relate to the legality of motorcycles and components used in competition, where compliance or noncompliance with the rules can be confirmed visually. Technical protests relate to the legality of motorcycles and components used in competition, where some type of measuring device or teardown procedure is needed to confirm compliance or noncompliance with the rules. All other protests will be defined as administrative.
3. Each 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 requiring measurement or teardown of an engine: \$100.00 for 2-stroke engines, \$200.00 for single-cylinder 4-stroke engines, and \$400.00 for all other engines. For all other visual and administrative protests, \$50.00. The Race Director will not accept verbal protests or protests which are not accompanied by the required fee.
4. All protests must be filed within 30 minutes of the posting of results of the event in question. The posting of provisional results begins the 30 minute protest period.
5. Final determination of the timeliness of a protest will rest with the meet Race Director and such decision will be final to all concerned.
6. Protests will not be accepted which concern the decision of the scorer for an event with respect to timing and scoring or any recheck thereof by AMA Pro Racing.
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; the control of the motorcycles; the decision to delay, stop or shorten a race; establishment of restart grids; the display of the black flag; assessment of lap or time penalties; and disqualifications, see Appeals, whether from a single event or the entire race meet.

8. The Series Manager or his designee will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, he may allow a protested rider to compete "under protest". In such cases, the Series Manager will withhold payment of all affected points and monies pending a decision on the protest.
9. The Series Manager or his designee will be empowered to levy the appropriate penalty listed under General Offenses and Penalties or Equipment Offenses and Penalties as the result of a protest and subsequent investigation.
10. In cases involving technical protests, the Series Manager or his designee will call for engine measurement or other needed examination following the conclusion of the race meet if it is impractical to do so prior to the event.
11. Once made, a protest cannot be withdrawn without the permission of the Series Manager or his designee.
12. Any legitimate expense to which AMA Pro Racing may be put as the result of a protest must be paid by the protesting party, and the Series Manager or his designee may require in advance a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, such costs must be reimbursed by the protested party.
13. If the Series Manager or his designee decides a protest in the favor of the protesting party, he will refund the protest fee and forward his report in writing to AMA Pro Racing.
14. If the Series Manager or his designee decides a protest in favor of the protested party, he will forward the protest fee to AMA Pro Racing along with his written report. However, in the case of a technical protest which involves the teardown or measurement of an engine, the protested party will be entitled to the protest fee.

E. Appeals

1. Appeals may be lodged by participants to initiate AMA Pro Racing's administrative review process. Items which may be appealed include:
 - a. Unless specifically excluded herein, an appeal may only be lodged by a party which loses a protest and desires further review of the issue.

- b. An appeal may be lodged to challenge fines, suspensions and technical disqualifications levied by Series Managers and/or AMA Pro Racing.
2. Items which may not be appealed include:
 - a. Disqualifications (procedural).
 - b. Protestable items for which no protest was lodged.
 - c. Decisions of AMA Pro Racing officials with respect to the interpretation of AMA Pro Racing rules as they pertain to race procedures. Such decisions include, but are not limited to, establishment of grids and assignment of starting positions; the start of the race; the control of the motorcycles; the decision to delay, stop or shorten a race; establishment of restart grids; the assessment of lap or time penalties; black flag disqualifications, whether from a single event or the entire race meet.
 - d. Decisions of the scorer for an event with respect to timing and scoring or any recheck thereof by AMA Pro Racing.
 - e. In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to re-run an event.)
3. An appeal must be in writing, signed by the appealing participant, and state with specificity the elements of the protest, fine, suspension, or technical disqualification being appealed and the grounds for the appeal. The appeal may either be filed with the Series Manager at the meet or submitted to:

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

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

4. A filing fee of \$500.00 must accompany the appeal. The filing fee will be refunded only if the appealing party prevails. Laboratory fees for fuel testing must be paid by appealing party and are non-refundable.
5. Both AMA Pro Racing and the appealing party will be responsible for producing the following within 14 days of notification of the decision/incident being appealed:
 - a. Copies of all written statements which will be offered as evidence at an appeal hearing.
 - b. A complete list of witnesses to appear at the appeal hearing. Attorneys are not permitted at appeal hearings.
6. As soon as practical, AMA Pro Racing will review all materials submitted as required and will, in the interest of deterring frivolous appeals, determine whether, in its sole and absolute discretion, the circumstances of the appeal warrant the convening of an appeal board. If the ruling or incident being appealed is of a technical nature, the determination will be made by the Director of Competition, the Technical Manager, and the Chief Technical Inspector of the racing discipline at issue. If the ruling or incident being appealed is of an administrative nature, the determination will be made by the Director of Competition, the Technical Manager and the Series Manager of the racing discipline at issue.
 - a. If the appealing party is appealing an AMA Pro Racing decision, AMA Pro Racing shall take one of three initial actions: (i) rule in favor of the appealing party, take appropriate remedial action and refund the filing fee; (ii) convene an appeal board, or (iii) determine the appeal to be frivolous. If the appeal is determined to be frivolous, an amount in addition to the \$500.00 filing fee may be assessed against the appealing party. Said amount will be equal to the actual costs incurred by AMA Pro Racing in making the initial determination and shall be considered a fine under these rules such that all applicable rules regarding fines will apply.
 - b. If the matter being appealed is a dispute between two participants, AMA Pro Racing may mediate the matter in an effort to reach an agreement between the parties; but failing to do so, must convene an appeal board to hear the matter. (For these purposes, a "dispute" between two riders is deemed to exist only if one party or the other has filed a formal protest against the other. Having a material interest in an appeal, e.g. being in a position to gain or lose monies or points as a result of the

outcome, will not constitute a dispute.

7. Each appeal board will consist of three persons with no material interest in the matter at hand. Selection of the appeal board members is at the sole discretion of the Director of Competition, but AMA Pro Racing will make every effort to assure a fair and impartial hearing.
8. No evidence or other information will be given to the appeal board members in advance of the hearing, and AMA Pro Racing will use its best efforts to keep the composition of the appeal board confidential until the hearing. Any effort by any party to unfairly influence a member of an appeal board may result in disciplinary action. For these purposes any effort to discuss the matter under appeal prior to the hearing will be considered an attempt at influencing the appeal board member.
9. The time and place of the appeal hearing will be determined by AMA Pro Racing. The appeal hearing will be convened as soon as practical, and barring delays will be held no more than 45 days after the ruling/incident being appealed.
10. The Director of Competition or his designee will serve as non-voting chairman of the appeal hearing. No other member of the appeal board will be an employee of AMA Pro Racing.
11. AMA Pro Racing will confirm the time and place of the hearing in writing to the appealing rider, such notice to be made at least 10 days before the hearing unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed or faxed to the appealing party at the most recent address he or she has provided to AMA Pro Racing. AMA Pro Racing will make every effort to verbally confirm the time and place of the hearing with the appealing party.
12. Appearance at the hearing will be the responsibility of the involved parties. If the appealing party fails to appear, the appeal board may go forward with the hearing. In the event of a documentable emergency on the part of the appealing rider, the hearing may be delayed.
13. The appeal hearing will be informal and rules of evidence will not apply. The following guidelines for conduct will, however, be enforced by the chairman:
 - a. The chairman and members of the appeal board may at any

time ask any questions they deem appropriate.

- b. All parties involved in the appeal will be expected to provide full cooperation to the members of the appeal board in establishing pertinent facts and gathering information.
 - c. All comments from parties involved in a dispute will be to the appeal board members. No debate between the disputing parties will be allowed.
 - d. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the appeal board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.
 - e. Any party to a matter under appeal may request a written statement from any AMA Pro Racing official or AMA Pro Racing competition license holder believed to have relevant information. Refusal by any AMA Pro Racing official or license holder to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.
 - f. Information presented to the appeal board must relate directly to the matter under appeal. Discussion of past appeals or situations involving other participants will not be considered. The chairman may ask the appeal board to rule on the validity of information or testimony being presented.
 - g. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.
14. The following order of business will be followed at appeal hearings:
- a. Introductions and summary of matter under appeal.
 - b. Presentation of written and oral testimony, with the party in a "defense" posture presenting its evidence last.
 - c. Questions from the chairman and appeal board members.
 - d. Closing statements, again with the party in a defensive posture going last.

- e. After all evidence has been presented, the appeal board will go into executive session to consider its decision. The chairman may, upon the request of at least two members of the appeal board, be present as a consultant to this process. It is the responsibility of the appeal board to rule on the matter at hand within the context of existing AMA Pro Racing rules and regulations. Appeal boards are encouraged to make recommendations regarding such rules and regulations but have no power whatsoever to waive or modify rules that were in place at the time of the matter under appeal.
 - f. Decisions of the appeal board will be by simple majority.
 - g. Upon reaching a decision, the appeal board will inform the chairman of same and the chairman will assist in drafting the board's formal statement.
 - h. Upon completion of the appeal board's formal statement, the appeal hearing will be reconvened and the chairman will read the statement.
 - i. The hearing will be adjourned with the decision of the appeal board final to all parties.
15. If the appeal board members do not feel they can make a decision based on the evidence made available to them at the appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no formal decision has been reached within seven days of the appeal hearing, the appeal board will be dismissed. At that point the Director of Competition must either mediate a resolution to the appeal or convene a new appeal board.
16. AMA Pro Racing will reimburse actual expenses incurred by members of the appeal board. Parties and witnesses to the appeal will not be entitled to any such reimbursement.
17. If an appeal is upheld, the appealing party will be refunded the filing fee. If an appeal is denied, the filing fee will be retained by AMA Pro Racing to defray costs of the hearing.
18. While in the process of appealing a fine or suspension, a participant may continue to participate in professional events. However, this privilege may be denied, at the sole discretion of AMA Pro Racing, if the suspension is related to an offense under AMA Pro

Racing Substance Abuse Policy or for riding in such a manner as to endanger the life or limb of other riders, officials or the public.

19. The participants to the appeal agree that the determination of AMA Pro Racing (in the event the appeal is determined frivolous) or the appeal board is final, binding and shall not be appealable to the AMA, any court, or any other tribunal. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the AMA Pro Racing Rulebook are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the AMA Pro Racing Rulebook. Any attempt to do so shall result in disciplinary action being imposed by the AMA Pro Racing Board of Directors in its sole and absolute discretion. Said disciplinary action may include the permanent suspension of the rider, crewmember, other individual or motorcycle from participation in AMA Pro Racing sanctioned competition or any lesser disciplinary action deemed warranted by the AMA Pro Racing Board of Directors

20. Publication of protests, appeals, and the interim and final results of said protests and appeals, in Cycle News, American Motorcyclist magazine, other magazines, and any other media is expressly agreed to by the participants to any protest or appeal. The participants agree that they shall not bring a cause of action against AMA Pro Racing, the AMA, or their respective directors, trustees, officers, employees, agents and assigns as a result of such publication.

F. Professional Racing Substance Abuse Policy (rev. date November 1993)

Preamble

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

"I recognize the importance of maintaining the safety and integrity of professional motorcycle racing. Accordingly, I agree to strictly comply with AMA Pro Racing's Rules for

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

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

1. Prohibited Acts and Substances

a. AMA Pro Racing riders, officials and other AMA Pro Racing license holders are prohibited from using, possessing, purchasing, selling and/or participating in the distribution of illegal or prohibited substances.

1. Prohibited substances are those substances that, in AMA Pro Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.

2. AMA Pro Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.

b. Illegal acquisition, distribution, or misuse, including use without a prescription, of any legal prescription or over-the-counter drug, is strictly forbidden.

1. Misuse of a prescription or over-the-counter drug is the use of such a drug in a manner which, in AMA Pro Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.

2. AMA Pro Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.

- c. At any time when involved in track activities, AMA Pro Racing riders, officials and other AMA Pro Racing license holders are prohibited from being under the influence of alcohol.
 1. With regard to riders and officials, there shall be "zero tolerance" with regard to alcohol. Any rider or official discovered to have a measurable blood alcohol content during a professional racing event shall be considered under the influence of alcohol and barred from any further involvement or participation in the event. Further, they will be subject to disciplinary actions as provided for in this Substance Abuse Policy.
 2. AMA Pro Racing license holders other than riders and officials will be deemed under the influence of alcohol if a test reveals a blood alcohol content above 40mg per 100ml (.04%) at the time of testing. Such persons shall be immediately barred from any further involvement or participation in the event. Further, they will be subject to disciplinary actions as provided for in this Substance Abuse Policy.
 3. Nothing contained above shall preclude AMA Pro Racing officials from determining that a person with a measurable blood alcohol content below .04% is physically unfit to participate in an AMA Pro Racing event, taking such action as the officials deem appropriate under AMA Pro Racing rules.

2. Voluntary Disclosure

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

of this Policy.

- c. Individuals are encouraged to contact the Program Administrator to voluntarily disclose violations of the Substance Abuse Policy. Persons who do so will be subject to whatever actions and controls AMA Pro Racing deems necessary to protect the safety and integrity of its racing program, and such steps may include withholding of competition privileges.
- d. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy, and who cooperate with the Program Administrator in setting a plan of action for reinstatement, shall not, under normal circumstances, be charged with a first offense of this Policy.
- e. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy will be subject to a preliminary test to be conducted in a timely manner at the direction of AMA Pro Racing. Costs of such test shall be borne by the individual. Under no circumstances will the individual be allowed to participate in AMA Pro Racing-sanctioned activities until they have passed a substance abuse test.
 - 1. If the results of the preliminary test reveal that the participation of the individual will not jeopardize the safety or integrity of AMA Pro Racing program, as determined in the sole discretion of AMA Pro Racing, the individual will be permitted to continue participation in the program, without penalty, during a probationary period specified by AMA Pro Racing.
 - 2. 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 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.
- f. 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.
- g. Individuals who have no previous offenses of this Policy may voluntarily disclose violation(s) even at the time of selection for

a random test under the provisions of Item 4 of this Policy or at the time of notification of a test under the reasonable suspicion provisions of Item 3. By doing so, the individual will be granted coverage under this section of the Policy (Voluntary Disclosure) rather than Item 5 (First Offenses). However, such individuals must immediately cease their participation in the day's activities and refrain from any further participation in AMA Pro Racing-sanctioned activities until their eligibility status has been resolved.

- h. Individuals who have one or more previous offenses of this Policy are offered no specific protections under this section of the Policy. However, voluntary disclosure of repeat violation(s), and voluntary withdrawal from participation, will be viewed as mitigating factors by AMA Pro Racing in determining any penalties which might be invoked.
- i. 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.

3. Reasonable Suspicion

- a. AMA Pro Racing may require designated riders, officials or other AMA Pro Racing license holders to submit to urine, blood, breath and/or eye testing if officials have a reasonable suspicion that a person may have violated one or more provisions of this Policy.
- b. Some of the conditions, observations, and/or reports that may cause AMA Pro Racing officials to have such a reasonable suspicion include, but are not necessarily limited to, the following:
 - 1. red or droopy eyes, dilated or constricted pupils
 - 2. slurred speech, stumbling or hyperactivity
 - 3. needle marks
 - 4. Sudden, repeated disappearances
 - 5. Persistent sniffing, red or runny nose
 - 6. Time distortion, repeated tardiness or missed appointments
 - 7. Frequent accidents
 - 8. Inability to concentrate, remember or follow instructions
 - 9. Mental confusion, paranoia or manifestation of bizarre thoughts or ideas
 - 10. Violent tendencies, inability to control temper
 - 11. Extreme personality changes or mood swings

12. Deteriorating personal hygiene or appearance as observed over time

- c. In addition, AMA Pro Racing may require a designated rider, official or other AMA Pro Racing license holder to submit to a urine, blood, breath and/or eye test following any incident or accident involving injury, death or property damage.

4. Random Testing

- a. Unannounced, random tests of riders and officials for prohibited substances, drugs and alcohol will be conducted from time to time at the sole discretion of AMA Pro Racing.

- 1. Riders chosen to provide specimens for testing shall number not fewer than three nor more than 20 percent of the competition class in which testing is planned. Selection shall be made at random, with all registered riders having an equal chance of selection.

- 2. Race officials involved with safety or the outcome of an event shall also be subject to random testing each time random testing for riders is conducted. Officials subject to random testing shall include, but not necessarily be limited to: AMA Pro Racing staff; chief stewards; observers; starters and assistant starters; pit stewards, assistant pit stewards and/or grid workers; scorekeepers; technical inspectors and assistant technical inspectors.

- b. Selection of individuals to be tested shall be governed by the following guidelines:

- 1. Selection of employees, officials and riders for random testing shall be by ballot and shall be overseen by the Program Administrator or his designee with at least one additional AMA Pro Racing official as witness. Registered riders (or an individual whom they have designated in writing to the AMA Pro Racing Program Administrator as their representative) are provided the option of witnessing the random selection. All employees, officials and registered riders shall have an equal chance of selection.

- a. Feature class and officials: Names of all riders entered in the event's feature class, and all AMA Pro Racing employees and officials subject to testing on that day, shall be pooled together. There will be a predetermined number of riders to be selected (not fewer than three nor more than 20 percent of the rider field). Names will be drawn at random until the predetermined number of

riders has been selected. No minimum or maximum number shall apply to employees and officials.

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

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

5. First Offenses: Procedures and Penalties

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

1. Suspension from participation in AMA Pro Racing and AMA amateur competition for an indefinite period, such period to include at least one race of comparable status as that at which the violation occurred. AMA Pro Racing shall at its sole discretion determine the effective date and length of suspension.
2. A fine of up to \$500.00 may be levied at the sole discretion of AMA Pro Racing. All fines must be paid before reinstatement will be considered.
3. Reimbursement of all testing and associated costs incurred by AMA Pro Racing must be made before reinstatement will be considered.
4. Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Pro Racing. The costs of the test are to be borne by the person under suspension. Failure to pass this test may constitute a second offense of this Policy. Under no circumstances will any person be reinstated until they have passed a follow-up test.
5. Compliance with all provisions of a one-year probationary period which shall be imposed in connection with any first offense under this Policy. The conditions of such probation

shall be at the sole discretion of AMA Pro Racing. During the probationary period, the person shall be subject to further routine testing under the random and reasonable suspicion provisions of this Policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Pro Racing, and at AMA Pro Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

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

6. Second Offenses: Procedures and Penalties

- a. The penalties for a second violation under Item 1 of this Policy, and conditions under which reinstatement may be considered, shall be as follows:
 1. Suspension from participation in AMA Pro Racing and AMA amateur competition for an indefinite period of not less than two years. AMA Pro Racing shall at its sole discretion determine the effective date and length of suspension.
 2. A fine of up to \$1,000.00 may be levied at the sole discretion of AMA Pro Racing. All fines must be paid before reinstatement will be considered.
 3. Reimbursement of all testing and associated costs incurred by AMA Pro Racing must be made before reinstatement will be considered.
 4. Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Pro Racing. The costs of the test are to be borne by the person under suspension. Failure to pass this test will constitute a third offense of this Policy and penalties prescribed in Item 7 will apply. Under no circumstances will any person be reinstated until they have passed a follow-up test.
 5. Compliance with all provisions of a five-year probationary period which shall be imposed in connection with any second offense under this Policy. The conditions of such probation shall be at the sole discretion of AMA Pro Racing.

During the probationary period, the person shall be subject to further routine testing under the random and reasonable suspicion provisions of this Policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Pro Racing, and at AMA Pro Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

- b. Suspensions and other disciplinary actions invoked by AMA Pro Racing for violations of this Policy are subject to appeal as provided for in Item 10. These appeal procedures are specific to the AMA Pro Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Pro Racing Rules for Professional Competition.

7. Third Offenses: Procedures and Penalties

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

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

8. Non-Compliance With Policy Provisions

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

- b. If any rider, official or other AMA Pro Racing license holder refuses to submit to a urine, blood, breath and/or eye test under any provision of this Policy, that person may be ejected from the premises or other emergency action may be taken as deemed appropriate at the sole discretion of AMA Pro Racing;

and that person shall be suspended from participation in any AMA Pro Racing or AMA amateur competition for an indefinite period of not less than two years.

- c. Any infraction under this section of AMA Pro Racing Substance Abuse Policy shall be considered of equal severity to a second offense under Item 6, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.
- d. Any second infraction under this section of the AMA Pro Racing Substance Abuse Policy shall be considered of equal severity to a third offense under Item 7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

9. Falsifying or Withholding Information

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

10. Release of Information

AMA Pro Racing reserves the right, in its sole discretion, to release and disclose the results of any substance abuse tests

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

11. Protests and Appeals

- a. Except as otherwise provided herein, applicable provisions of the AMA Pro Racing Rules for Professional Competition regarding Offenses, Penalties, Protests and Appeals shall apply.
- b. Persons disqualified from a race meet for a suspected violation of this Policy may protest their disqualification to the Series Manager or his designee as provided in applicable AMA Pro Racing Rules. The Series Manager or his designee's decision shall be final and disqualification from participation in the meet, if upheld by the Series Manager or his designee shall include the loss of any rights with regard to the event in question.
- c. There shall be two types of appeals allowed under this Policy.
 1. Appeal of the findings of AMA Pro Racing's testing laboratory with respect to a body fluid.
 - a. Upon notification of a positive test result, a person may request an analysis of the second body fluid specimen held in secure storage as provided for in Item 12 (a), (1)(b).
 - b. Request for the analysis of the second specimen must be made in writing to the AMA Pro Racing Substance Abuse Policy Administrator within seven days of the notification of the positive test result. A filing fee of \$250 must accompany the request and will be refunded only if the second test does not support the original findings. Failure to request a second test within the seven day appeal period shall constitute acceptance of the test results.
 - c. AMA Pro Racing will use its best efforts to expedite the second test, which will be at the expense of the person who tested positive.
 - d. The person who tested positive may attend the second test with a layman or expert witness of their choice,

provided a written request to that effect was made to the Program Administrator at the time of the appeal.

2. Appeal of disciplinary actions levied under this Policy
 - a. Appeal of disciplinary actions imposed by the Administrator of the AMA Pro Racing Substance Abuse Policy must be made in writing, and within 14 days of notification of the penalty, to the Director of Competition. Specific procedures for such an appeal are provided in the AMA Pro Racing Rules for Professional Competition.
 - b. There shall be no provision to allow a person to continue participation in AMA Pro Racing-sanctioned events while appealing a suspension related to the use or abuse of a prohibited substance. Under no circumstances will any person be reinstated until they have passed a follow-up test.
 - c. At the sole discretion of AMA Pro Racing, riders may be allowed to race while appealing penalties related to this Policy which do not involve use or abuse of a prohibited substance.

12. Collection and Transport of Specimens

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

- a. Insure that two body fluid specimens are correctly obtained, identified and labeled.
 1. One specimen shall be used for performing the preliminary analysis and, when necessary, confirmation tests.
 2. The second specimen shall be properly maintained in secure storage for analysis in the event of an appeal.
- b. Insure that specimens, once properly labeled, are maintained in suitable and secure conditions for delivery to the designated testing laboratory.
- c. Insure that all proper documentation related to tests is completed and compiled.

13. Facility for Testing

All testing of specimens will be conducted at a facility or facilities

selected by AMA Pro Racing, and according to testing methodologies selected by AMA Pro Racing.

- a. The testing facility will determine whether a particular specimen tests positive with respect to a prohibited substance and/or alcohol.
- b. All positive test results will be verified by a confirmation analysis of the same body fluid specimen before the test results will be considered to be "true positive."

14. Costs of Tests

Costs of routine random tests conducted under this program will be paid by AMA Pro Racing. Under certain circumstances, as specified in this Policy, individuals are responsible for testing costs. In such instances, the price for each test conducted, collection and shipping of specimens inclusive, shall be \$45.00. AMA Pro Racing reserves the right to adjust this cost.

15. Treatment for Drug or Alcohol Abuse

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

16. Program Administration and Integrity

- a. The AMA Pro Racing Professional Racing Substance Abuse Policy is governed by AMA Pro Racing in order to protect the safety and integrity of motorcycle sport.
- b. The Director of Competition, or his designee, shall serve in the role of Program Administrator. The Program Administrator shall have the responsibility for the conduct and the enforcement of all provisions of this Policy and for taking disciplinary actions as provided for herein and in the AMA Pro Racing Rules for Competition.
- c. In order to demonstrate AMA Pro Racing's commitment to the safety and integrity of motorcycle racing and to underscore its commitment to an effective and credible Substance Abuse Policy:
 1. Any AMA Pro Racing official found in violation of this Policy may, at the sole discretion of AMA Pro Racing, be permanently barred from future involvement in AMA Pro Racing

and AMA amateur competition.

2. The Program Administrator for the AMA Pro Racing Substance Abuse Policy shall, as a precondition to holding that position, submit to periodic urine, blood, breath and/or eye testing as requested at the sole discretion of the CEO of AMA Pro Racing or the Director of Competition, costs of such tests to be borne by AMA Pro Racing.

17. Applicability of AMA Pro Racing Rules of Competition

The AMA Pro Racing Substance Abuse Policy is a supplement to the provisions of the AMA Pro Racing Rules for Competition and will be interpreted, enforced and applied by AMA Pro Racing. The AMA Pro Racing Substance Abuse Policy is binding upon all AMA Pro Racing riders, officials and other AMA Pro Racing license holders in the same manner and to the same extent as the AMA Pro Racing Rules for Competition.

GLOSSARY

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

AMA - American Motorcyclist Association

AMA Pro Racing - A subsidiary of the American Motorcyclist Association

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

Bodywork - Seat/tail section, body panels and fenders.

cc - Cubic centimeters

Claiming - Special procedure that permits other race participants to purchase equipment used in final event competition.

Consolation or Semi-Final - A final qualifying race for those riders who did not qualify from a heat race.

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

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

DOT - United States Department of Transportation

Event - Any one of the races in a meet.

Field - All of the riders that make up a race.

Heat Race - A qualifying race that determines which riders advance to the final event.

Grid - Starting area of a race.

Homologation - AMA Pro Racing approval process initiated by manufacturers or distributors of motorcycles. Only approved motorcycles may be utilized in most types of AMA Pro Racing competition.

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

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

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

OEM - Original equipment manufacturer.

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

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

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

Pit Crew - Mechanics and/or assistants

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

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

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

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

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

Qualifying Heat Race - A preliminary race that may be used for elimination or to determine heat race starting positions.

Race - Competition in which two or more riders compete against each other.

Racetrack - The actual racing surface and runoff areas, plus the pit road, and grid, along with any other area where the riding of competition motorcycles is permitted.

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

Scoring - Officials who provide all timing information and race results.

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

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

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

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

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

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

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OFFICIALS DUTIES

A. The duties of the Series Manager will include the following:

1. To determine that qualified personnel are assigned to those positions necessary to ensure the efficient conduct of the event, direct or oversee the activities of all other track and pit officials and to provide payment for services rendered by officials in accordance with AMA Pro Racing guidelines.
2. Render all final decisions on rule violations and penalties given by the Race Director.
3. The Series Manager is empowered to make and enforce temporary regulations necessary to cover emergencies or special conditions (not covered in the Rule Book), including any unforeseen situation for the betterment and in the interest of the program.
4. Receive all protests and render decisions thereon, subject to the appeal process. Receive appeals and handle according to the appeal process.
5. Render decisions on disqualification of riders, and penalties for any participant who violates any of the rules of the meet or AMA Pro Racing.

B. The duties of the Race Director will include the following:

1. Satisfy himself that the course is suitable for the meet at the time of the meet and call the meet off at any time that conditions make it unacceptable.
2. Determine if all riders are qualified to properly negotiate the course and prohibit any riders not so qualified from competing.
3. Direct the Starter to black flag riders off the track for any condition he deems to be unacceptable or in violation of any rules.
4. May direct the Starter to red flag/light a race which was started improperly.
5. Make a full written report within three days of all details of the meet, to AMA Pro Racing.
6. The Race Director is empowered to measure engines or any other components.

7. Allocate a properly enclosed location for engine inspection.
 8. Provide for technical inspection of equipment being used by the riders and bar any equipment which does not conform to equipment regulations.
 9. See that accurate time is kept for all races.
- C. The duties of the Chief Steward will include the following:
1. Assist the Race Director in organizing and supervising track officials.
 2. Assist the Race Director in track preparation or maintenance before and during a meet.
 3. Such other duties as may be assigned by the Race Director/Series Manager.
- D. The duties of the Starter will include the following:
1. Provide a complete set of flags for use during the race.
 2. Determine if scorers, timers, umpires, etc., are ready and in place before starting the race.
 3. Position riders at the starting line, start the race, give halfway flags, last lap flags and finish flags.
 4. Flag off the course any disqualified riders and otherwise direct the progress of the race with flags, as instructed by the Race Director/Series Manager.
 5. Such other duties as may be assigned by the Race Director/Series Manager.
- E. The duties of the Chief Clerk will include the following:
1. Receive all entries and check the riders' competition licenses.
 2. Such other duties as may be assigned by the Race Director/Series Manager.
- F. The duties of the Chief Scorer will include the following:
1. See that a suitable checking stand is provided and at the proper place on the course.
 2. See that the promoter or others have provided all of the necessary

equipment for proper checking.

3. Provide a sufficient number of Scorers.
4. Advise the Starter when the Scorers are ready and keep the Starter informed on finish information of each rider.
5. Provide the Pit Steward with two copies of the results for posting and line-up in the pits as soon as possible after each event. At the end of the meet, insure that the final results are posted.
6. Complete and keep all scores and turn them over to the Chief Clerk.

G. The timer will operate electric timing equipment as approved by AMA Pro Racing and will keep an accurate record of all times and report the same to the Race Director/Series Manager.

H. Judges, Umpires, and Observers

1. Judges may be assigned by the Race Director/Series Manager to determine the outcome of any meet.
2. Umpires may be assigned by the Race Director/Series Manager and when assigned will watch the progress of the meet and report any infractions of the rules to the Race Director/Series Manager.
3. Line judges will be assigned by the Race Director/Series Manager to correlate correct starts with the official Starter.
4. Instruct the cornerworkers as to the performance of their duties, and insure that each cornerworker/flagman has been supplied with the necessary flags.

I. The duties of the Pit Steward will include the following:

1. Notify riders to appear at the starting point in time for each event in which they are entered and assign proper starting positions.
2. Maintain neat, suitable and orderly pits for the riders to work from.
3. Such other duties as may be assigned by the Race Director/Series Manager.

J. The duties of the Technical Inspector will include the following:

1. Provide a place for and conduct a technical inspection before a

rider is allowed on the course for practice.

2. Affix a sticker, mark or seal on each machine showing that it has passed technical inspection.
3. Make a list of machines and riders that have been inspected.
4. Process all contingency approval and tech inspection forms.
5. Throughout the day be alert for any unacceptable equipment and report the equipment to the Director/Series Manager.

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Vice Chairman
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Cary Agajanian
Paul Dean
Mike Buckley
Ray Blank
Kevin Schwantz
Roger Werner
Jeff Nash
Robert Rasor
Scott Hollingsworth
Cyndi Freeze-Cain
John Farris Jr.

Chief Executive Officer
Administrative Assistant
VP/Director of Commercial Development
VP/ West Coast Office
Sponsorship Implementation Mgr.
Finance and Administration
Competition Coordinator
Competition Coordinator
Competition Coordinator
VP/ Director of Communications
Web Development Manager
Public Relations Administration
Director of Competition
Technical Manager
Director of Timing and Scoring
Programming/Systems Analyst
Mgr. Timing & Scoring MX/SX
Director of Logistics and Safety
Supermoto Series Manger
Motocross/Supercross Series Manager
Motocross/Supercross Race Director
Motocross Operations Support Assistant
Motocross/Supercross Chief Technical
Flat Track Series Manager
Flat Track Operations Manager
Flat Track Equipment Steward
Road Race Series Manager
Road Race Starter/Equipment Steward

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Michele Rossi
Jane Caston
Tamra Jones
Diana Queen
Kerry Graeber

Connie Fleming
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