

## Introduction

This book contains rules and technical requirements governing all events that make up the AMA Pro Flat Track Grand National Championship (GNC).

The rulebook is designed to provide the information needed to prepare motorcycles for competition, plus an overview of rules that apply to the racing program.

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

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

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

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

***Violation of AMA Pro Racing rules and procedures can lead to forfeiture of competition licenses or event credentials, fines, points deductions, lap deductions, finishing position deductions, time penalties, disqualification and other disciplinary actions as outlined herein.***

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

## DISCLOSURE

AMA PRO RACING STRIVES TO REGULATE THE SPORT OF PROFESSIONAL MOTORCYCLE RACING IN THE FAIREST POSSIBLE MANNER. ALL PARTIES INVOLVED IN AMA PRO RACING PROFESSIONAL RACES ARE EXPECTED TO CONDUCT THEMSELVES IN A PROFESSIONAL MANNER, RESPECTING AT ALL TIMES THE RIGHTS OF OTHERS. THE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT PURSUANT TO THE UNIFORM RULES. RULES DIRECTED OR RELATED TO SAFETY ARE PROMULGATED TO MAKE ALL PERSONS CONCERNED WITH SAFETY, BUT AMA PRO RACING NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF RULES. MOREOVER, EACH PARTICIPANT IN COMPETITION HAS THE RESPONSIBILITY TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND CONDITIONS AND MUST ASSUME THE RISK OF COMPETITION.

## CATEGORIES OF RACING

The rules in this book apply to races run as part of the Grand National Championship, which is comprised of the following classes:

### **GNC1 GNC2**

The categories of circuits include Half-Mile (HM), Mile (M), Tourist Trophy (TT), and Short Track (ST).

*Distances for circuits (Note: tracks will be measured 18 inches from the pole):*

*Short Track (ST): 1,750 feet or less*

*Half-Mile (HM): Between 1,751 feet and 3,999 feet*

*Mile: 4,000 feet or more*

*Short Track, Half-Mile and Mile races are conducted on specially-prepared oval tracks. Either flat or banked surfaces are permitted.*

*TT races are conducted on specially-prepared courses, no part of which shall be a traveled road, and which is irregular so that both right and left hand turns must be negotiated. The course should include a hill but must not have a water or mud crossing and should not be less than 15 feet in width at any point.*

*For GNC1, twin-cylinder motorcycles are the primary machines and will be used for Mile and Half-Mile circuits while single-cylinder motorcycles will be used for Short Track and TT events. Beginning with the 2017 season, only twin-cylinder motorcycles will be used in GNC1 competition.*

*For GNC2, single-cylinder motorcycles are the primary machines and will be used at all Short Track, TT and Half-Mile events. Twin-cylinder motorcycles will be raced on Mile circuits. Beginning with the 2017 season, only single-cylinder motorcycles will be used in GNC2 competition.*

*Twins and singles cannot be raced together in the same class.*

*At the sole discretion of the race director, the classes listed above for each type of racing may be changed for an individual meet.*

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

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[www.amapracing.com](http://www.amapracing.com)

## 2016 AMA Pro Flat Track Schedule\*

www.amaproracing.com

Date	Event	Type
Mar 10	DAYTONA Flat Track - Daytona Beach, FL	ST
Mar 11	DAYTONA Flat Track - Daytona Beach, FL	ST
Apr 9	Circuit of the Americas - Austin, TX	HM
May 14	Turn Paradise - Scottsdale, AZ	Mile
May 21	Cal Expo Fairgrounds - Sacramento, CA	Mile
May 29	Springfield Mile I - Springfield, IL	Mile
Jun 18	Remington Park - Oklahoma City, OK	Mile
Jun 25	Allen County Fairgrounds - Lima, OH	HM
Jul 30	Charlotte Motor Speedway - Charlotte, NC	HM
Aug 9	Black Hills Speedway - Rapid City, SD	HM
Aug 14	Peoria Motorcycle Club - Peoria, IL	TT
Aug 20	TBA	HM
Sep 4	Illinois State Fairgrounds - Springfield, IL	Mile
Sep 17	TBA	HM
Sep 24	TBA	Mile

## Section 1 Licenses and Credentials

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\*Dates and locations subject to change

## 1.1. Competition Licenses

- a. All riders participating in any on-track practice, qualifying or racing must have a **current**, valid AMA Pro Racing or FIM license of the appropriate classification. **All international riders must submit either a valid Start Permission or Release and Certification from their federation to the American Motorcyclist Association.**
- b. Licenses **will only be processed at the AMA Pro Racing office and** are not issued at the racetrack. For all competitors, it is recommended that processing of the license **must** be completed through the AMA Pro Racing office **no later than** 30 days before the first event you wish to participate. Additional licensing information and applications are available on from the AMA Pro Racing's **website or by contacting the** office.
- c. **All rider classifications are issued at the discretion of AMA Pro Racing.**
- d. AMA Pro Racing licensed riders not qualifying in AMA Pro Racing sanctioned events for a period of three years may lose their prior classification.
- e. **All new applications, as well as** applicants renewing a license that has been expired three or more years, must complete the Flat Track Eligibility Questionnaire and Record of Results on the License Application.
- f. Any rider that is a new applicant or changes AMA Pro Racing license classification will compete under a probationary period of two (2) race events. AMA Pro reserves the right to then evaluate the **rider's** supervised results to determine inclusion or exclusion in the new class.
- g. In the case where a new applicant's resume documents are from prestigious international or national professional motorcycle racing series, AMA Pro Racing may use its discretion to issue the appropriate competition license.

## 1.2. Rider Eligibility

- a. GNC2 License
  - i. An AMA Pro Flat Track GNC2 License is issued to eligible riders who have reached the age of 16 years and meet at least one of the following criteria:
    1. Riders licensed as GNC2 riders in the previous GNC season.
    2. Rider must hold an Amateur "A" classification ~~or can prove top level amateur experience in his/her district~~ and one year of current flat track racing experience.
    3. GNC1 riders who have not competed in the previous two seasons in an AMA Pro Racing sanctioned GNC event will be eligible to move back to GNC2 upon AMA Pro Racing approval.
  - ii. AMA Pro GNC2 riders who have won two GNC2 National championships are no longer eligible to participate in the GNC2 class.

## b. GNC1 License

- i. An AMA Pro Flat Track GNC1 License is issued to eligible riders who meet at least one of the following criteria:
  1. Riders licensed as GNC1 riders in the previous GNC season.
  2. ~~The top 20 riders in the final AMA Pro GNC2 Class Standings from the previous season are qualified to move up to a GNC1 license. The remainder of the field must submit a qualification letter to AMA Pro Racing for approval.~~
  3. Licensed GNC2 riders who have held a GNC2 license for one year and have earned 100 advancement points on a single-cylinder machine or 50 points on a twin-cylinder machine.
- ii. Advancement points protocol for licensed GNC2 riders **to qualify for a GNC1 license** will be as follows:
  1. A GNC2 rider may **only** obtain **advancement** points by competing at AMA Pro GNC2 National Championship events as well as the events specified below. ~~In the case of an AMA Pro GNC2 main event~~ The advancement points **earned at AMA Pro GNC2 main events** will be **paid according to** the same **point scale** as the championship points (see rule 2.22.a.ii). **Beginning with the 2017 season, advancement points may only be earned in the GNC2 class at AMA Pro Flat Track events; results earned at amateur and Pro-Am events will no longer qualify for advancement points.**
  2. The main events in the Professional divisions of events sanctioned by the American Motorcyclist Association (AMA) ~~AMA Standard Event, AMA Premium, AMA State Championship, AMA National Championship Series Meet, or AMA Grand Championships events~~ will be scored as follows: 1st – 5 points, 2nd – 4 points, 3rd – 3 points, 4th – 2 points, 5th – 1 point.
  3. ~~The main events in any AMA Pro recognized professional divisions will be scored as follows: 1st – 2.5 points, 2nd – 2 points, 3rd – 1.5 points, 4th – 1 point, 5th – 1/2 point. A list of AMA Pro recognized professional divisions will be posted on the AMA Pro website.~~
  4. In the case of a Pro-Am or Sportsmen class the finishing position will be in relation to other GNC2 licensed riders and not in relation to GNC1 licensed riders. To clarify, if GNC1 Licensed riders finish in 1st and 2nd, ~~an amateur rider finishes in 2nd,~~ and a GNC2 Licensed rider finishes in 3rd place; the GNC2 rider would earn 1st place advancement points because he/she is the first place GNC2 Licensed rider in that event.

5. It is the responsibility of the competitor to keep all records of results. Results must include each event name and date as well as names and licensing status of all riders competing.
6. For a race to be considered for advancement points there must be at least six competitors starting the race.
7. Advancement points must be acquired in a twenty four month time period.

### 1.3. Competition Numbers

- a. **Competition numbers are non-assignable and non-transferable, except by AMA Pro Racing.**
- b. **AMA Pro Racing reserves the right to revoke, reassign or transfer competition numbers to another rider at any time.**
- c. **National Number 1**
  - i. The AMA Pro GNC1 National Champion from the previous season will be required to carry the number one plate, **and AMA Pro Racing will reserve the champion's previous number.**
  - ii. Should the previous season's AMA Pro GNC2 National Champion elect to remain as a GNC2 licensed rider, they will be required to carry the number one plate.
- d. **National Numbers 2 – 9**
  - i. ~~Former~~ **Previous** GNC1 Grand National Champions will be required to choose an available single-digit number.
  - ii. **If National Numbers 2 – 9 have all been issued, the former GNC1 Grand National Champion holding a Number 2 – 9 with the fewest points earned in the previous season may be required to choose an available National Number 10 – 99.**
- e. **National Numbers 10 - 99**
  - i. GNC1 Riders who have qualified for a Grand National main event are eligible **to apply** for a National Number the following season.
  - ii. A rider will retain a National Number as long as they meet the following criteria:
    1. Apply for a GNC1 license each season
    2. **Entered and qualified for the Evening Program in at least one AMA Pro GNC1 National** in **one of** the last two seasons.
  - iii. If ~~at 10-99~~ National Numbers 10-99 have all been issued, the rider going the longest without earning a National Point **may will** be subject to losing his/her National Number.
- f. ~~The National Numbers 10-99 are available.~~

- g. ~~AMA Pro GNC2 National Champions are eligible for a GNC1 National Number.~~

### 1.4. Credential Policies

- a. **All license and credential fees are non-transferable and non-refundable.**
- b. Credentials provided by AMA Pro Racing are the **sole** property of AMA Pro Racing and may be revoked at any time without refund of credential fees.
- c. Credentials are issued for exclusive use by the person **to whom it has been issued**. ~~named on the Credential:~~ The lanyard is considered part of the **season** credential and must be worn with the credential around the neck.
- d. Transfer, misuse of, or failure to display both the credentials and specific AMA Pro Racing lanyard is cause for disciplinary action or revocation.
- e. Any person without the proper issued credential in their possession may be required to pay the applicable race-day rates in order to be issued the appropriate pass for access to the meet.

### 1.5. Parking Passes

- a. **Each licensed rider will receive one (1) season-long Transporter parking pass and one (1) season-long P1 parking pass. All season crew credential holders will receive one (1) season-long P1 parking pass. Basic members who purchase a single event credential must get their parking pass from the facility.**
- b. **Transporter parking passes are provided exclusively for use in vehicles which transport motorcycles and race equipment to the events, and are the only parking credentials which grant access to the paddock.**
- c. **Team, rental and personal vehicles are not permitted in the paddock, and must park in the designated P1 parking area.**
- d. **Participants abusing the parking policies risk revocation of their credential and/or transporter parking pass.**

### 1.6. Contact Information

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 525 Fentress Blvd. Suite B  
 Daytona Beach, FL 32114  
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 Fax: (386) 274-2335  
 Email: communications@amaproracing.com  
 www.amaproracing.com



## 2.1 The Racing Program

- a. Each round of the AMA Pro Flat Track Grand National Championship is conducted in a single day, typically according to the following model:
  - i. GNC1:
    1. One Timed Practice Session
    2. Two Timed Qualifying Sessions
      - a. Fastest 48 Riders from ~~all~~ Qualifying **combined sessions** proceed to Heat Races.
    3. Three 8- or 10-Lap Heat Races (16 Riders)
      - a. Finishers 1 – 2 proceed to ~~Dash for Cash~~.
      - b. Finishers 1 – 4 proceed to Main.
      - c. Finishers 5 – 16 proceed to Semi.
    4. ~~One 4-Lap Dash for Cash (6 Riders)~~
    5. Two 8- or 10-Lap Semis (18 Riders)
      - a. Finishers 1 – 3 proceed to Main.
    6. One 25-Lap Main (18 Riders)
  - ii. GNC2:
    1. One Timed Practice Session
    2. Two Timed Qualifying Sessions
      - a. Fastest 32 Riders from ~~all~~ Qualifying **combined sessions** proceed to Heat Races.
    3. Two 6- or 8-Lap Heat Races
      - a. Finishers 1 – 7 proceed to Main.
      - b. Finishers 8 – 16 proceed to Last Chance Qualifier.
    4. One 6- or 8-Lap Last Chance Qualifier
      - a. Finishers 1 – 4 proceed to Main.
    5. One 12- or 16-Lap Main (18 Riders)
- b. The number of any particular session **and/or the number of riders qualifying to the heats** may be adjusted due to entry count, inclement weather, etc.
- c. The Heat Races, ~~Dash for Cash~~, Last Chance Qualifier, Semis and Mains may also be referred to as “the evening program.”

## 2.2 Participant Regulation

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

## 2.3 Participant Insurance

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

## 2.4 Substance Abuse Policy

- a. 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. (See Appendix B).
- b. Compliance with the AMA Pro Racing Substance Abuse Policy is an essential precondition to the issuance of Professional Competition licenses.
- c. Any violation of the policy, or refusal to submit to testing as requested by AMA Pro Racing, will result in the immediate cancellation of licenses and loss of all rights to compete in AMA Pro Racing sanctioned meets.
- d. A copy of the AMA Pro Racing Substance Abuse Policy is provided to each licensed rider at the time when the rider license is issued.

## 2.5 Intravenous Hydration

- a. 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, practices, heat races, qualifying sessions or final events.
- b. 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, qualifying sessions or final events comprising any event in the meet unless and until the rider is released by the medical personnel who treats the rider for the specific emergency medical situation at issue.

## 2.6 Track Rentals, Unofficial Practice and Testing

- a. At racetrack facilities where Grand National Championship events are to be held, exclusive track rentals or practice are not allowed by participants, including manufacturers, teams or individuals unless approved by AMA Pro Racing. There are no restrictions on track rentals or practice in conjunction with regional race meets, promoter/racetrack organized open practice and open schools, except for the ten days previous to the AMA Pro Racing event.
- b. Press days **officially recognized by AMA Pro Racing** are not considered practice under this rule, and invited riders will be allowed to ride at a racetrack within the ten-day limit. Riders are limited to five laps and are not allowed to make any modifications or tuning changes to the motorcycle.

## 2.7 Bulletins and Supplementary Regulations

- a. Competition Bulletins and/or Supplementary Regulations established by AMA Pro Racing for the purpose of implementing, interpreting and enforcing these Competition Rules will be deemed to be part of the Rules. These Competition Bulletins and Supplementary Regulations are available at [www.amapro racing.com](http://www.amapro racing.com).

## 2.8 Inclement Weather / Unacceptable Track Conditions

- a. In the event of rain or other conditions, it may be necessary for the Race Director to adjust the order of the event schedule, the length of races, practices and qualifying sessions, or to stop the program completely. Should this occur, AMA Pro Racing will make every effort to resume the schedule in a timely fashion if conditions allow.
- b. If a meet is stopped due to weather or other conditions, riders will be paid for any purse-carrying **events sessions** which have been completed.

## 2.9 Motorcycle Usage

- a. All riders may use in practice, qualifying, heat race, LCQ, ~~dash~~, semi and/or main either of the two motorcycles that have been approved at pre-race tech inspection. ***In the event that a rider has different brands of motorcycle for use as their primary and backup bikes, and intends to switch brands during an event, the rider must alert AMA Pro Tech Staff in the staging area prior to entering the race track. Beginning in 2017, the brand of motorcycle that a rider uses to set their qualifying time must be used for the remainder of the event. In other words, a rider will be allowed to use a backup bike in the Evening Program, provided that the backup bike is the same brand as the bike the rider used to qualify for the Evening Program.***
- b. A third bike may be used but only if one of the previously teched machines is removed from use. If the third machine is used on track, the rider must start from the penalty line the first time it is used. After its first use from the penalty line the machine can be used in a normal fashion. In no circumstances can a bike that was removed from rotation to accommodate a third machine be reused. Improper use of a third machine may result in disqualification.
- c. A rider may use his back up bike in any heat race, LCQ, ~~dash~~, semi and main only in the case of a red flag and only up to the point that the leader has officially completed five (5) laps. The rider must re-grid at the rear of the grid. After five (5) laps have been completed by the leader a rider must repair the bike he is on to be able to complete the race. Back up bikes must be in the holding area to be eligible.

## 2.10 Technical Inspections

- a. Motorcycles must have passed pre-race tech inspection before they will be allowed onto the racetrack. Motorcycles must be class legal and must meet all equipment requirements **at all times**.

- b. Technical inspections of motorcycles, equipment and riding apparel may be held prior to and after a race meet or at other times as determined by AMA Pro Racing.
- c. Regardless of a rider's motorcycle, equipment or apparel passing prior inspections, compliance with the rules must be made at the post-race inspection.
- d. Up to two motorcycles per class may be presented and passed through initial tech inspection, provided frame numbers are properly recorded. The only provision for a third machine is outlined in 2.9 b. and 2.18 e ii.
- e. AMA Pro Racing may require post-race tear downs to begin at any time following the completion of an event.
- f. During post-race technical inspections or tear downs, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area. Only AMA Pro Racing officials or AMA Pro Racing designated personnel may inspect impounded motorcycles or equipment.
- g. AMA Pro Racing may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow the Technical Director or other independent personnel authorized by AMA Pro Racing to do detailed inspections and testing.
- h. All machines must have an AMB TranX-260 or TranX-Pro scoring transponder properly mounted before leaving Technical Inspection, and it must be functional at all times when on track. The transponder must be mounted vertically on the left fork leg between the two triple clamps, so that the charge status indicator light is visible to an AMA Pro Racing official standing next to the machine without removal of any covering or mounting piece, and the appropriate AMB mounting bracket **must** be used. Riders will be responsible for the loss of, or damage to, transponders. All riders must return transponders at the completion of every event to AMA Pro Racing Tech. **Riders that do not return their assigned transponder and mounting bracket at the completion of the event will be charged a replacement fee of five hundred dollars (\$500) four hundred and twenty dollars (\$420).**

## 2.11 Radio Communications (Mandatory)

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



## 2.12 Pit / Paddock Regulations

- a. **Paddock Parking**
  - i. **Licensed riders are required to submit the Team Paddock Footprint Request Form prior to the first event they attend each season.**
  - ii. **Only service provider vehicles and race haulers with a Transporter parking pass are allowed in the paddock, and all drivers and passengers must be properly credentialed to enter. Race haulers with occupants who are not credentialed will not be allowed into the facility. Rental cars, buses, motor homes or other vehicles not actively participating in team support or hospitality will not be permitted inside the paddock without prior approval from AMA Pro Racing. Participants abusing this policy risk revocation of their credential and/or transporter parking pass.**
  - iii. **Upon arrival at the facility, competitors are asked to park in the designated pre-event race transporter staging area until paddock load in.**
  - iv. **During paddock load in, teams are required to:**
    1. **Place a number plate with their competition number(s) in the front windshield of their race hauler for identification.**
    2. **Have a radio scanner monitoring the AMA Pro race control frequency. AMA Pro will use radio communication for efficient paddock load in.**
- b. Riding of competition motorcycles, other than on the race track or designated test area is strongly discouraged.
- c. Any operation of a vehicle in the paddock must be at a very slow, acceptable speed (10 MPH maximum).
- d. When a rider or mechanic is testing a motorcycle in a designated test area, that person must wear a helmet and be dressed to offer some protection (pants, shirt and shoes).
- e. Smoking is not allowed in any areas where race fuel is present.
- f. Persons under 16 years of age are not allowed in hot pit, grid, signal area or other restricted areas.
- g. Pets are not allowed in hot pit, grid, signal staging area, on the race surface or any other restricted areas. Pets in the paddock must be on a leash or properly contained.
- h. Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their fuel drums, waste fuel, motor oils, coolants, tires, batteries and all other hazardous wastes in racetrack-provided, proper hazardous waste locations only. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.

## 2.13 Rider Briefings

- a. **All riders and entrants must attend the briefings as published on the event schedule and must confirm attendance with AMA Pro Racing officials. Rider representatives / substitutes are not permitted without prior approval from the Race Director.**
- b. **Failure to attend the briefings in full may result in a penalty including but not limited to warnings, fines or disqualification from the next practice session or race.**
- c. All riders entered in a meet must attend the rider briefing.
- d. The Race Director may call roll or spot-check attendance.
- e. Fines and loss of points may be levied against riders that do not attend the riders briefing.

## 2.14 Publicity

- a. Upon licensing, riders acknowledge acceptance of terms for entry into AMA Pro Flat Track Grand National Championship competition. As a condition of entry, riders are expected to participate **in all required promotional, media and/or marketing functions** and **to act in a professional manner in order to** promote the sport of Flat Track racing, including, but not limited to, the following:
- b. Riders are required to make themselves promptly available for reasonable appearance(s) in scheduled rider parades, open pit area sessions and/or publicity events scheduled by the promoter as part of the event's official program.
- c. Following the event's final race, at indicated tracks all riders are required to be available to the public for a period of 30 minutes. Riders are urged to be at their pit area to interact with race fans, sign autographs and give interviews. This period is intended solely for the race fans. Loading race gear and equipment during the publicity session is discouraged.
- d. Riders are encouraged to be available to the press and media for interviews and exposure whenever possible and are always expected to exercise good judgment, professionalism and respectful behavior.
  - i. PR activities are important to the future of Flat Track. Riders are encouraged to accept media assignments and interview opportunities whenever offered.
  - ii. Riders who enter into a PR-related agreement with the promoter shall be obligated to comply with the terms of the agreement. Lateness, no shows and inappropriate conduct are unacceptable.

## 2.15 On-Track Regulations

- a. **Track Access**
  - i. **In order for race officials and emergency response personnel to be able to work unimpeded during events, no rider or crew member shall access the race surface at any time for any reason without the explicit permission of an AMA Pro Racing official.**

*This includes prior to the start of practice, during intermissions, track preparation and red flag periods.*

- ii. *AMA Pro Racing may designate certain times for a rider track walk and/or designate a rider for track inspection.*
  - iii. *During a red flag period, crew members may only access the circuit according to the rules in Section 2.19.m and 2.19.n. Riders will be held responsible for the actions of their crew members.*
  - iv. *Offending riders may be subject to one of the following penalties: disqualification from the current session, gridding at the back of the field, loss of championship points, disqualification from the event, suspension.*
- b. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, AMA Pro Racing officials or the public.
  - c. 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.~~
  - d. Unless directed to do so by AMA Pro Racing, no one at any time will be permitted to ride a motorcycle in the wrong direction on the track or pit road.
  - e. Only in the designated pit or work area may any adjustment, repair or refueling be made to competing motorcycles by pit crews. Any motorcycle that enters the paddock/garage area will be prohibited from returning to the racetrack. Crash trucks retrieving disabled motorcycles from the track may pass through the paddock/garage area to deliver such motorcycles to the designated pit area.
  - f. A rider may make repairs during a race, without assistance, in a suitable area off the race course.
  - g. Any form of outside assistance to riders on the course is forbidden except when the assistance is given by corner marshals or officials placed by AMA Pro Racing for the purpose of control. ~~During practice only, assistance by crew members is allowed.~~
  - h. 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 meet 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.
  - i. A rider whose motorcycle is disabled before reaching the finish line may, by that rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the course to complete the race unless the rider is determined to be a hazard by AMA Pro Racing.
  - j. Testing may be conducted at the direction of AMA Pro Racing, in practice sessions, of any equipment deemed acceptable by AMA Pro Racing.

- k. All Flat Track meets will be run with the left hand of the rider toward the pole (counterclockwise).
- l. A rider overtaking another rider must pass on the outside, unless the rider in front is sufficient distance away from the pole to allow an acceptable pass on the inside.
- m. A rider passing on the inside will be held responsible for any foul that may result. A rider passing on the outside **will *must* not** cross in front of the rider passed until an acceptable lead has been established.
- n. Any rider, participant or team that intentionally engages in activities ***with the consequence negatively impacting another competitor's performance, including but not limited to avoidable contact,*** will be subject to one of the following penalties: disqualification from the current session, gridding at the back of the field, loss of championship points, disqualification from the event, suspension. Further official action will be at the discretion of AMA Pro Racing.

## 2.16 Flags / Lights

- a. Operational Flag / Lights
  - i. Green Flag/Light: Indicates the start of a race or clear track conditions.
  - ii. Checkered Flag: Indicates the end of a race or practice session. Proceed around the course to the designated track exit.
  - iii. Red Flag: Indicates the race has been stopped. Reduce speed and proceed safely to the work area. Red flag overrules any flag that may be displayed.
  - iv. Red Light: May be used for stopping a race as described under Red Flag.
  - v. 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. **If indicated rider disobeys the black flag it will result in a non-appealable disqualification, fine and possible suspension.**
- b. Warning Flags / Lights
  - i. ~~Yellow Flag with Red Stripes: Indicates debris, fluid or a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.~~
  - ii. Yellow Flag / Light: Indicates a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.
    - 1. ~~Stationary Yellow Flag:~~
    - 2. ~~Waving Yellow Flag / Yellow Light: Indicates serious hazards on or near the track. Proceed with caution. Passing is allowed.~~

- iii. ~~White Flag with Red Cross: Indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise extreme caution.~~
- c. Courtesy Flags
  - i. White Flag: Indicates the final lap of a race.
  - ii. White and Green Flags Crossed: Indicates 1/2 total race distance.
  - iii. Blue Flag: If the blue flag is displayed to a rider in a motionless manner, it means another rider is following or catching the flagged rider and may be trying to pass. If the blue flag is waved, the rider to whom it is displayed must give way to the rider trying to pass. The blue flag is ordinarily used for a rider who is unaware of an overtaking or lapping rider or who is clearly obstructing another rider. Riders disregarding this flag may be subject to a penalty. The blue flag will not be shown during practice/qualifying.

## 2.17 Procedures for Practice and Qualifying

- a. Practice Procedures:
  - i. A rider may not participate in any races in the evening program without first having had the opportunity to practice a minimum of two laps on that day.
- b. Qualifying Procedures:
  - i. Qualifying sessions will be used to compile the ~~48 fastest riders in GNC1 and 32 fastest riders in GNC2. These riders that~~ will advance to the evening program (**see Rule 2.1**).
  - ii. ~~In the event that no qualifying sessions are conducted due to inclement weather, time requirements or other extenuating circumstances, practice sessions may be used to set grids for the evening program.~~
  - iii. Starting positions for heat races will be determined by combining the times from all timed qualifying sessions **within each class**.
  - iv. The fastest rider from combined qualifying will be on pole position in the first heat. The second fastest rider will be on pole position in the second heat race, and this alternating grid position system will be used until all qualifying riders are placed in a heat race.
- c. The Evening Program:
  - i. The winner of the fastest heat will be gridded first in the Main, followed by the winner of the second-fastest heat, and this alternating grid position system will be used until all qualifying riders are placed in the Main Event.
  - ii. The same alternating grid position system will be used to place riders in their respective transfer races, including the Last Chance Qualifier, ~~Dash for Cash~~ and Semis.
  - iii. ~~The riders participating in the Dash for Cash will take the first six positions of the grid for the main event based on~~

their finishing position in the Dash. In the event of a tie in the Dash, the rider with the quickest lap time will be awarded the more favorable grid position.

- iv. Riders who qualify for the Main from a Last Chance Qualifier or Semi will be placed behind **allowed to pick their starting spot on the grid after** riders who qualified for the Main from a Heat race.
- v. Riders must attempt to start a heat in order to qualify for a main event. ~~Riders who attempt to start but do not complete a heat race will be scored for advancement to the main event first by number of laps completed and then by fastest heat times.~~
- vi. In the event that qualifying and heat races are not conducted, **the most recent point standings for the class will be used to set the grid for the Main Event.** ~~due to inclement weather, time requirements or other extenuating circumstances, the following procedure may be used to determine riders and starting positions for the Main Event:~~
  1. ~~The first 10 eligible riders will be listed in order based on the point standings after the last race prior to the meet in question. In addition, the previous season's Grand National Champion in the same class, if not qualified based on the above, will be placed in eleventh.~~
  2. ~~Any rider not eligible under provision (1), but who has won one or more GNC race(s) during the current season in the same class, with the rider who has had the most number of wins chosen first, second number of wins next, third number of wins, etc., will be placed in order until the field is complete.~~
  3. ~~Any rider not eligible under provisions (1) or (2), but who has won one or more GNC race(s) during the previous year, with the rider who has had the most number of wins chosen first, second number of wins next, third number of wins, etc., will be placed until the field is complete.~~
  4. ~~Any remaining starting positions after following provisions (1), (2) and (3) will be filled based on current point standings. If this fails to fill the remaining positions, then the previous season's point standings will be used.~~

## 2.18 Race Starts

- a. The riders for each race in the evening program will line up in one to three lines with a fourth line being a full-field penalty line. Provisional starts will also be placed on the fourth line. Riders utilizing a third machine for the first time will also start from the penalty line.
- b. Riders who jump the start of a race are **will be** placed on the penalty line for their first offense. If a rider jumps the start from the penalty line they **will be** removed from the race. **If a rider has been deemed to jump the start after the race has begun,**

**a 10 second time penalty will be added to the total race time of the offending rider.**

- c. Two starting position lines (12 inches apart) for each row will be plainly marked, approximately eight yards apart. The penalty line will be approximately eight yards behind the last starting line used.
- d. The starting light will be approximately six feet high and placed about 20 yards ahead of the first starting line.
- e. The Starter will be stationed to the left side of the track behind the second starting line, with the green light control.
- f. The Assistant Starter will stand at the edge of the track approximately 10 to 15 yards in front of the first starting line.
- g. When called by AMA Pro Racing for the next event, riders must proceed to the staging area, but not to the starting line. Riders failing to appear at the staging area before the leader of the previous race takes the checkered flag, or before the designated closing time of the staging area, will be considered late and placed on the penalty line for the start. Riders or crew members are not an acceptable substitute for the machine except in the case of rider participating in podium interviews from the previous session. As this is the area for final check of transponders, fuel and tires by AMA Pro Racing officials, ALL bikes must be in staging at the appropriate time. Tire warmers and small generators (2200 watt or smaller) may be utilized in a neat, uncluttered fashion. The bike in staging must be the machine being used in the upcoming session.
- h. At the discretion of AMA Pro all classes may be given a sighting lap prior to the start of races.
- i. The rider who earns the pole position may choose the outside or inside starting position and the rest of the field must line up accordingly. The rider must inform AMA Pro Racing of their choice prior to leaving the staging area. Riders in Main Events choose their starting position in order of qualification.
  - i. For Heats, Semis **and Last Chance Qualifiers**, the leader may only choose the inside or outside positions.
  - ii. For the Main Event, the leader may choose to start in any **starting** position within the designated starting area.
- j. When called by AMA Pro Racing, riders will move to their assigned row and starting positions, placing their front wheels between the starting position lines. Backing out of the lines during the starting sequence will result in the offending rider being placed on the penalty line.
- k. If a rider has mechanical problems after arriving at the starting line, the rider should signal the Starter by raising a hand. The Starter will then allow the rider ~~two minutes to make minor repairs~~ **to remove his motorcycle from the grid to make repairs, but may not access his back up bike at this time. The starting procedure will continue immediately after the rider has cleared the grid and the rider will have until the completion of the leader's second lap to join the field. Riders must exercise caution when joining the field after the start of the race. A rider using a back-up motorcycle must start from the penalty line,**

per Rule 2.9. A rider not able to start at the end of two minutes will be disqualified:

- l. ~~The two-minute delay for one rider will not prevent the disqualification of another rider whose two-minute limit has expired.~~
- m. Any participant determined to have purposefully delayed the start not related to motorcycle or safety concerns may be penalized with one or more of the following penalties: fine, disqualification, loss of championship points.
- n. Main event riders will be placed on no more than three starting lines, not counting the penalty line. This lineup may vary depending on the width and general aspects of the track.
- o. Two mechanics per motorcycle will be allowed to the starting line.
- p. At GNC meets, when all riders are in their starting positions, the following starting light sequence will be triggered by the Starter:
  - i. Top yellow will be activated for five seconds;
  - ii. Second yellow will then be activated within three seconds;
  - iii. The green light will then be activated, provided no riders have broken the starting line beams with their front wheels.
- q. If a flag start is utilized, the Starter will stand on a platform in view of all starting rows. When all riders are in their starting positions, the Starter will raise the flag overhead in a horizontal position. The Starter will then lower the flag to his side and thus starting the event
- r. ~~Should AMA Pro Racing determine that there was a false start, the race may be red-flagged/lighted and restarted. AMA Pro Racing may penalize the rider(s) who caused the race to be stopped. If a rider jumps the start from the penalty line they may be removed from the race.~~
- s. Any rider whose front wheel touches their starting line before the official start of the event may be sent to the penalty line. Penalized riders will assume relative positions on the penalty line. Should multiple offending riders hold the same relative positions in their starting lines, AMA Pro Racing will determine their new starting positions on the penalty line.
  - i. For example, a rider in the third starting position would assume the third position on the penalty line.
  - ii. A rider on the penalty line whose front wheel touches that line before the official start may be disqualified.
- t. Any rider that qualifies for the main event may request and must be granted a five-minute break between the start of the main event and the previous event in which that rider competed.

## 2.19 Procedures for Red Flag/Light, Stops and Restarts

- a. A lap is defined as the completion of a single circuit around the race course as designated by AMA Pro Racing. A lap will only be considered full and complete when it starts and ends at the officially designated Start / Finish line. For the first lap of a race,

the lap is defined as a full-course circuit completed from the rider's start position to the officially designated Start / Finish line.

- b. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Any infractions will be deemed valid and ruled upon accordingly.
- c. Riders who are not present at the starting line for the original start of a race are barred from any subsequent restarts.
  - i. Riders who are present at the starting line but are unable to start due to a stalled motorcycle may join the race until the time the race leader completes the first lap.
  - ii. Riders who are present at the starting line but are unable to join the race by the completion of the leader's first lap will be allowed to restart at the back of the grid if there is a complete restart.
- d. When a race is stopped before the leader completes two laps, the race will be deemed a complete restart with riders restarting from their original start positions.
  - i. A rider originally on the penalty line will be restarted in that same position on the penalty line.
  - ii. A rider who has earned a starting position in the main but who is unable to start will be guaranteed, at a minimum, last-place point.
  - iii. The rider or riders determined to have caused the red flag will be placed on the penalty line or may be excluded from the restart if AMA Pro has concerns about their physical or mental wellbeing. If a clear determination of fault cannot be made, all riders involved will be gridded at the back of the field based on their race position on the last official completed lap.
  - iv. Any rider's motorcycle that returns to the paddock during a race will not be allowed to restart.
- e. Back-Up Motorcycles
  - i. Back-up motorcycles are permitted in all classes at GNC events.
  - ii. No more than two motorcycles may be presented for initial tech inspection by any single rider. A third machine may be utilized with the following conditions: 1) one of the first two machines that was teched by a rider must be removed from use and 2) any rider utilizing a third machine will start the next Heat, Semi, LCQ, Dash or Main event from the penalty line. After the next session is concluded the rider will be gridded based on their finish position.
  - iii. When a race is restarted following a red flag, only riders that have started the race, are circulating or dropped out after the start are permitted to restart on a back-up motorcycle until five laps have been officially completed by the leader using the following procedure:

- 1. Rider must obtain permission from the Referee, Race Director or Chief Technical Inspector.
  - 2. Back-up motorcycle and rider must be present at their grid position at the back of the grid.
  - 3. Rider will be placed on the last row of the restart grid in a position determined by scoring.
- f. Should a race be stopped with more than two laps, but with less than 50% of the total laps completed by the leader, riders will be restarted according to their race positions (not track positions) at the completion of the lap preceding the red-flagged/lighted lap. Riders must return to the designated holding area **staging area**.
    - i. All riders must report to the starting line immediately when called or they must start from the penalty line.
    - ii. Any rider's motorcycle that returns to the paddock during a race will be disqualified.
    - iii. The race will be restarted using the staggered start procedure.
    - iv. Riders determined to be responsible for stopping the race may not be allowed to restart, at the discretion of AMA Pro Racing.
    - v. **All repairs must be done in the designated hot box. Any repairs done during this period will forfeit their position and must start on the back of the grid.**
  - g. When called to the starting line, the leader **must start inside starting pole** position and the rest of the field must line up accordingly. ~~The rider must inform AMA Pro Racing of their choice prior to leaving the staging area.~~
    - i. ~~The next rider in line will start to the leaders outside, if possible, and if not, the next rider will be moved to the inside of the leader. That~~ **The next** rider must line up approximately three feet to the side of the leader with their front wheel in a horizontal line with the rear wheel of the leader.
    - ii. This procedure will follow suit until all 18 starting positions are filled.
    - iii. Riders jumping the restart will have 10 seconds added to their total race time at the conclusion of the race. The race will not be stopped for jump the restart.
  - h. If the main event is restarted for any reason, at least five laps must be run following the restart.
    - i. Any rider deemed the primary cause of a race being stopped may be disqualified by AMA Pro Racing.
    - j. At the discretion of AMA Pro Racing, a meet may be stopped and deemed complete with less than 50% of the meet completed. If this occurs, the purse will be paid based on the order in which the riders qualified for the event and each qualified rider will receive one championship point.

- k. Should a meet be stopped with over 50% (60% in Short Track) of the entire program completed by the leader, the program may be considered complete at the discretion of AMA Pro Racing and the entire guaranteed purse will be paid.
- l. Work or repairs may not be performed on any motorcycle in the designated holding area or on the race track at any time unless approved by AMA Pro Racing.
- m. **On-track Incidents**
  - i. **Hot Box**
    - 1. Only motorcycles that have been involved in an on-track incident, or machines which are in need of service or repairs that are deemed by AMA Pro Racing to be necessary to continue to compete in the event, should go directly to the designated **hot box impound area**. Two mechanics may use any tools or means necessary to repair the damaged motorcycle. All others should return to the designated **cold box grid area**.
  - ii. **Cold Box**
    - 1. **No work may be performed on motorcycles in the cold box.** At this time a crew member can put a stand under the motorcycle or the rider may remain with the machine. After the stand is in place, no crew members are allowed to work on the motorcycle. No tools are allowed to be used on the grid with the exception of a wrench or ratchet to back off the engine before restarting the machine.
- n. Self-powered (non-electric) hand held blowers may be utilized to prevent machines from overheating on the grid. All blowers must be removed from the grid at the request of AMA Pro race staff. Any crew that prevents a timely race start may be penalized and their rider may be required to grid on the penalty line.
- o. All approved safety related repairs including refueling must be performed in the designated impound area (Hot Box) under the observation of AMA Pro Racing and by no more than two crew members. When the grid is set, all repaired or refueled motorcycles must be approved by AMA Pro Racing before they may return to the back of the grid. Bikes that have not had repairs completed in time for the restart will be allowed to rejoin, with AMA Pro approval, up until the leader has completed his first lap.
  - i. **At all Mile Events only, bikes may be refueled after the second red flag with no starting line penalty. Refueling must be done in the hot box and not on the racing surface. No more than two crew members may refuel. All engines must be shut off. Riders cannot be on their machines. All bikes must be on stands. A fire extinguisher must be in close proximity. No other work may be performed without incurring a start line penalty. The race start will not be held for teams that are not prepared to refuel. Teams and riders refueling on subsequent red flags will start from the penalty line.**

## 2.20 Race Finishes

- a. Races are officially ended for all contestants at the completion of the lap in which the checkered flag is displayed to the winner. Riders will be credited with all laps they complete during a race unless a penalty has been assessed.
- b. Should the checkered flag be displayed later than the official distance, the finishing order will be determined by the race position (not track position) of the lap in which the checkered flag is displayed to the winner.
- c. Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider will be scored as having completed the race in the race position that the rider was running in at that time.
- d. Should a race not be restarted after a red flag, riders' final positions will be determined by their race positions (not track positions) in the lap preceding the red flagged lap.
- e. A video camera may be utilized at the finish line to aid the scorekeepers in determining the finishing order of a close race. Should video footage from an AMA Pro Racing designated camera be unavailable or inconclusive for any reason, the scoring of the finish will be based solely on the scorekeepers' decision after reviewing transponder data. In the case of a visual tie or where a clear determination cannot be made, the riders concerned will be ranked in the order of the best lap time made during the race.
- f. Any riders that do not complete the checkered flag lap will be scored in order of race position (not track position) of the lap in which the checkered flag is displayed to the winner. Riders dropping out of a race on the same lap as another rider will be scored in the order that the riders that did not complete the same lap last crossed the finish line.
- g. **Following each main event, the top three finishers are required to promptly participate in victory podium. Participation includes interviews and proper representation of all series sponsors, i.e. posing for photo opportunities while wearing required hats or other marketing materials. Failure to comply may result in loss of points or purse.**

## 2.21 Provisional Start Card

- a. Top 10 GNC1 finishers from the prior championship season will receive one Provisional Start Card for use to qualify for advancement into a Final.
  - i. Riders can use their Provisional Start Card to qualify for advancement into a Final.
  - ii. Riders choosing to use their Provisional Start Card must submit their card to the Race Director no later than five minutes following the finish of the final Semi.
    - 1. If a rider is unable to immediately locate the Race Director the rider shall report to the Chief Pit Steward in Race Staging.
  - iii. One Provisional Starter will be allowed per Final.

1. For the first race of the year, when more than one rider has submitted their Provisional Start Card for advancement into the same Championship Final, the Referee will choose the rider with the most points from the same class in the previous championship season.
  2. After the first race of the year, when more than one rider has submitted their Provisional Start Card for advancement into the same Championship Final, AMA Pro Racing will choose the rider with the most points. ***If the riders do not have any points in the current season, AMA Pro Racing will choose the rider with the most points from the same class in the previous championship season.***
- iv. Rider must present their original Provisional Start Card.
  - v. Provisional Start Cards that are not used will be returned to their respective cardholders.
- b. Provisional Start card riders will be assigned the first starting position on the penalty line.
  - c. When riders use Provisional Start Cards, Championship Purse Money will be awarded as follows:
    - i. The additional paying position (19th finisher unless the number of riders in the Final has been reduced) will be awarded the same amount as the original final paying position. (Example: 19th will pay the same as 18th)
    - ii. The funds for the added Final position will be deducted from the Provisional Starter's finishing position's originally allotted amount. The Provisional Starter will retain the balance of purse funds for that position.
      1. Example: The provisional starter finishes 6th in the final. The original purse payoff for 6th position at the race was \$1,280 with the original final paying position of 18th awarded \$230. The new final paying position of 19th will receive \$230 of the provisional starter's 6th place money leaving a payoff of \$1,050 to the provisional rider.
  - d. When riders use Provisional Start Cards, Championship Points will be awarded as follows:
    - i. The provisional starter will receive the standard number of points for his/her Championship final position.
    - ii. Last place finisher will be awarded one point.

## 2.22 Official Race Results

- a. No official announcement of race results will be given until all scoring materials are examined and approved by AMA Pro Racing. Provisional results will then be posted and will become official provided that no protests are lodged by a rider within 30 minutes of the posting of the results.
- b. If any protests are filed within 30 minutes, a new posting time limit of 30 minutes will be allotted if changes are made to the previously posted results.

- c. The issuing of official results does not exempt riders who competed in the event from penalties for rules violations determined by AMA Pro Racing investigations following the protest period.
- d. Riders are entitled to review their scores with AMA Pro Racing.

## 2.23 Championship Points

- a. When the results of AMA Pro Racing Grand National Championship events are declared official, points will be awarded according to the following schedule:
  - i. ~~Dash for Cash (GNC1 only):-~~
    1. ~~The winner of the Dash will be awarded one championship point.~~
  - ii. Main Event:

Position	Points	Position	Points
1	23	11	8
2	19	12	7
3	16	13	6
4	15	14	5
5	14	15	4
6	13	16	3
7	12	17	2
8	11	18	1
9	10	19*	1*
10	9		

\* 19th position is only paid in the case of a Provisional Start

- b. A point will be awarded to the rider that leads the most laps in the main event. In the event of a tie for most laps led, the last rider in the lead position will be awarded the point.
- c. In the event of a tie for the championship, the champion will be determined based on the number their Main event wins in the championship. Should there be a tie, finishes of second, third, etc. will be tallied until the tie is broken. If a tie remains, the best finish in the last race will determine the champion.
- d. The GNC2 Champion will be determined by the rider that accumulates the most points in Short Track, TT, Half Mile and Mile events. The GNC2 Champion will be required to carry the Number One Plate in the following season if they remain in the GNC2 class.
- e. The GNC1 Grand National Champion will be determined by the rider that accumulates the most points in Short Track, TT, Half Mile and Mile events. The GNC1 Grand National Champion will be required to carry the Number One Plate in the following season.

## 2.24 Manufacturer Points

- a. To establish a manufacturer champion in the AMA Pro Racing Grand National Championship, points will be awarded to each manufacturer for its highest-placed finisher in all series main events.
- b. The same 18-place points schedule will be used.

## 2.25 Rookie of the Year Award

- a. The following criteria will be considered in the determination of AMA Pro Racing Flat Track Rookie of the Year award.
- b. To be eligible for the AMA Pro Racing Flat Track Rookie of the Year, the rider must be in good standing with no pending penalties. Subjective criteria, at the discretion of AMA Pro Racing, will also be considered. Subjective criteria include, but are not limited to the following: Overall contribution to the betterment of motorcycle racing, cooperation with AMA Pro Racing initiatives, and positive community or public outreach efforts.
- c. Rookie of the Year honors will be awarded to the eligible rookie rider with the most points accumulated based on the points scale listed above.
- d. Riders will only be eligible for the Rookie of the Year award during the season in which they first participate in GNC1.
- e. Total points accumulated from both GNC1 Singles and Twins events will be counted towards a rider's total.
- f. In the event that there is a tie, that tie will be broken based on the overall year-end point standings in any given class. If that does not break a tie, the number of wins will be compared, then the number of second-place finishes, thirds, fourths, etc., until the tie is broken. If a tie remains, the best finish in the last race will determine the Rookie of the Year.

## Section 3

### General Equipment Standards

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

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### 3.1 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 AMA Pro Racing as necessary for acceptable operation, must be in place, securely mounted, in proper working order and structurally sound **prior to technical inspection and anytime the machine is on the race track.**
- c. Superseded parts controlled by these rules must be submitted to AMA Pro Racing for review and approval before use in competition. In addition, these parts must then be listed in the current OEM parts list as supplied to AMA Pro Racing and must be available to all entrants.
- d. Regardless of previous approval, the use of specific components or equipment, including tires and fuel, may be withdrawn for any reason AMA Pro Racing deems in the best interest of professional competition.

### 3.2 Homologation of Single-Cylinder Motorcycles

- a. Only **4-stroke single-cylinder** motorcycles homologated by AMA Pro Racing may be used in GNC1 and GNC2 Singles competition. AMA Pro Racing will only review applications for homologation from motorcycle manufacturers or their distributors **or designated representatives.**
- b. Homologation procedure information is available on the AMA Pro Racing website. ~~Only motorcycles homologated for Supercross and Motocross are legal for Flat Track Singles competition.~~ The list of Approved Motorcycles is available on the AMA Pro Racing website.
- c. Once a motorcycle or engine has been approved, it may be used until such time that it no longer complies with the technical rules.
- d. Compliance with homologation requirements will not guarantee AMA Pro Racing approval. Homologation may be withheld or withdrawn for any reason AMA Pro Racing deems in the best interest of Flat Track competition.

### 3.3 Approval of Twin-Cylinder Engines

- a. Any currently mass produced and commercially available 4-stroke two-cylinder engine may be used with written approval from AMA Pro Racing.
- b. Race-only engines may be approved for competition at the discretion of AMA Pro Racing.**
- c. A list of approved engines can be found on the AMA Pro Racing website.
- d. ~~Compliance with homologation requirements will not guarantee AMA Pro Racing approval. Homologation may be withheld or withdrawn for any reason AMA Pro Racing deems in the best interest of Flat Track competition.~~

- e. Homologation procedure information is available **on the AMA Pro Racing website.**

### 3.4 Engines

- a. Engine displacement shall be recorded in cubic centimeters.
- b. Supercharging and turbo-charging are prohibited.
- c. Safety wire used to secure required items must be a minimum of .024-inch diameter.

### 3.5 Engine Control System

- a. The Engine Control Unit (ECU) that comes on the homologated motorcycle and/or engine may be used. In addition, approval requests for ignitions or ECUs which are not on the homologated motorcycle and/or engine must be submitted in writing to AMA Pro Racing. Approved units will be listed on the Approved Engine Controller List on the AMA Pro Racing website.**
- b. The software in ECUs may only be modified to affect spark and fuel table control, as well as data logging.**
- c. AMA Pro Racing reserves the right to download and inspect ECU information from any competitor at any time. Teams are required to provide any and all available download cables and operating software upon request.**

### 3.6 Transmissions

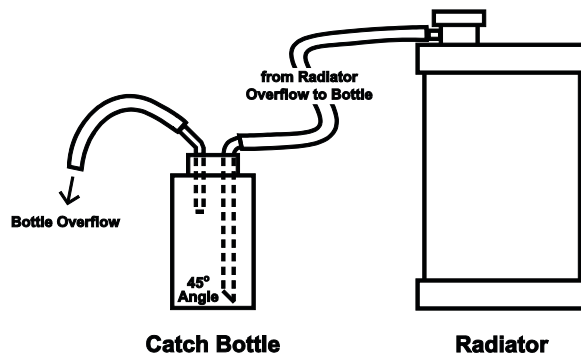
- a. Motorcycles must be driven by rear-wheel-transmitted power only.
- b. Primary drive type must be the same as the originally approved model except that chain or belt drive may be interchanged.
- c. Primary drive must be completely enclosed by a cover or guard.
- d. A maximum of six gearbox speeds will be allowed.
- e. Shift lever ends must be rubber covered.

### 3.7 Exhaust System

- a. Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame. Mufflers must have sound absorption mechanisms or packed baffling.
- b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire. For safety reasons, the exposed edge(s) of the exhaust pipe outlet(s) must be rounded to **eliminate** any sharp edges.
- c. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame in order to prevent another rider's wheel or leg from becoming trapped.
- d. All Singles exhausts must **meet the Sound Requirements listed under Section 3.9.** ~~be approved and listed on the AMA Pro Racing Flat Track Approved Exhaust Pipe List. This list can be found on the AMA Pro Racing website.~~

### 3.8 Coolant/Fluid Containment

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



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

### 3.9 Sound Requirements

- a. All motorcycles must remain below a sound limit of 105 dB measured on the "A" scale at 0.5 meters (20 inches). Test procedure will be prescribed by the AMA Pro Racing, in accordance with SAEJ1287 (See Appendix D).
- b. Certain racetracks may require lower limits. Where specific maximum noise levels are required, those limits will be noted in the Supplementary Regulations.

### 3.10 Frame

- a. Cracked or broken frames are prohibited.

- b. All stands must be removed.
- c. Frames must be constructed of steel.
- d. OEM aluminum frames and swing arms are permitted **on single-cylinder motorcycles** if equipped on the originally homologated model.
- e. Swing arms may be **constructed of steel or aluminum**.
- f. Frames and swing arms must be constructed ~~in a workman-like fashion~~ with safety as the overriding concern. AMA Pro Racing reserves the right to make the final determination in that regard.

### 3.11 Footrests

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

### 3.12 Handlebars and Controls

- a. Cracked or broken handlebars are prohibited.
- b. Control levers must have minimum 0.25-inch diameter ball ends.
- c. Motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar and within reach of the rider's hand when placed on the grip. Momentary-off style switches are recommended and preferred.
- d. Motorcycles must have a self-closing throttle mechanism.
- e. All handlebar ends must present no cutting hazard.

### 3.13 Forks

- a. Fork stops must be installed of sufficient size and strength to prevent fork tubes from contacting the fuel tank in a crash.

### 3.14 Brakes

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

### 3.15 Wheels

- a. All Flat Track motorcycles must use 19-inch diameter wheels, front and rear.
- b. Maximum wheel rim width is 3.5 inches, as measured at the inside, bead to bead.
- c. Wheel axles must be made of steel or homologated material.
- d. Maximum wheel weight must not exceed 40 lbs. including complete wheel assembly, sprocket, rotor, tire and tube.

### 3.16 Tires

- a. The only tires eligible for use at AMA Pro Flat Track meets are:
  - i. Front Tire: All Tracks
    1. ~~Dunlop/Goodyear DT-11 27.0x7.0-19 D3616/CD-5~~  
**Dunlop DT3 130/80-19 compound F5 (p.n. 15DT04)**
  - ii. Rear Tire: Half-Mile and Mile
    1. ~~Dunlop/Goodyear DT-11 27.5x7.5-19 D1637/CD-8~~  
**Dunlop DT3 140/80-19 compound R8 (p.n. 15DT06)**
  - iii. Rear Tire: Short Track and TT
    1. ~~Dunlop/Goodyear DT-11 27.5x7.5-19 D1657/CD-5~~  
**Dunlop DT3 140/80-19 compound R5 (p.n. 15DT05)**
- b. No chemical applications are permitted.
- c. Tractionizing or cutting of the tread block is not permitted.
- d. Rasping and deglazing will be permitted but not required. All deglazing must be done with a hand held rasp or surform. Air, AC or DC power tools are not permitted. Any attempt to change the profile of the tire is also not permitted. The rule intent is to allow the rider or crew to renew the edges of the tread block or remove the glaze to allowed continued use of the tire. Final determination will be made by AMA Pro Flat Track technical staff.
- e. Studded tread of any material is not permitted.
- f. All ~~Goodyear/~~ Dunlop spec tires must run **a single** inner tube. **No other devices aside from standard style inner tubes may be run.**
- g. AMA Pro Racing reserves the right to impound tires at any time during a meet for whatever inspection and/or testing it deems necessary. **Tire Testing Procedures are identified in Appendix E.**
- h. **Any type of fluid in the tires is not permitted.**

### 3.17 Fuel Tanks

- a. Minimum capacity: 5 liters (1.32 gal.)
- b. The same size fuel tank used on a motorcycle in qualifying must be retained for the entire event.

- c. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
- d. Shut-off valves are required on all fuel lines coming from the fuel tank, except for fuel-injected models not originally equipped with shut-off valves.

### 3.18 Fairings/Bodywork

- a. Fairings/Bodywork or other devices solely designed for the purpose of decreasing wind resistance are not permitted on the front or rear of the motorcycle, with the following exceptions:
  - i. With the exception of a seat/tail section or number plate, no bodywork is permitted to the rear of a plane drawn vertically through the rear wheel axle.
  - ii. Seat/tail section cannot be wider than 450mm (17.7 inches) and cannot extend further to the rear than a vertical line at the rear edge of the rear tire.
  - iii. Seat/tail section cannot be more than 200mm (7.8 inches) in height, measured from the seat base.
  - iv. **For 2016, belly pans MAY be fitted for the purpose of fluid containment in the event of catastrophic engine failure. NOTE: In 2017, belly pans MUST be fitted to all motorcycles. The belly pan should be of sufficient size and shape to hold the entire volume of oil contained in the crankcase.**

### 3.19 Fenders

- a. Rear fenders must provide adequate tire clearance.
- b. Front fenders are not allowed, with the following exceptions:
  - i. Supermoto-style fenders (Singles only).
  - ii. Small fenders may be fitted to keep radiators from packing with dirt on loose track surfaces. The intent is to reduce the possibility of overheating. Any fenders designed for aero purposes will be disallowed by AMA Pro Tech.
- c. Small guards under the center lower triple clamp to prevent dirt from entering the steering stem and triple tree interface are permissible. AMA Pro reserves the right to determine legality of this item.

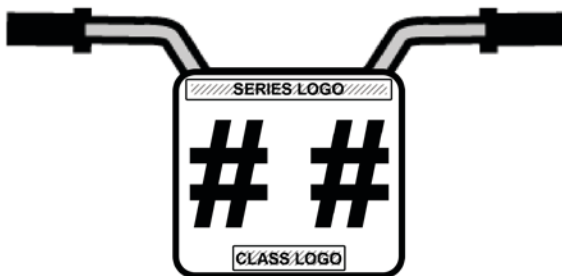
### 3.20 Numbers and Number Plates

- a. All motorcycles must have actual number plates with minimum dimensions of 10 inches high and 12 inches wide. Front number plates must be flat and mounted parallel to the fork tubes in such a manner as to prevent deflection of the plate during the event. Any attempt at streamlining, such as curved plates or plates that are not rigidly mounted, is prohibited.
- b. Plastic or fiberglass number plates may be no less than 0.0625-inch thick. Metal plates may be no less than 0.045 inch thick or 0.030 inch thick if bead-edged.

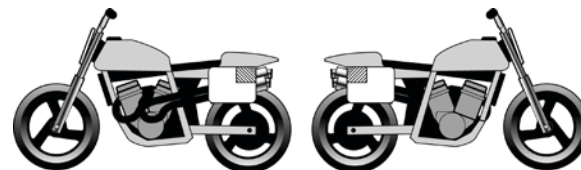
- c. Single-cylinder motorcycles are allowed to use OEM front and side number plates. The number plates must be from the same model, year and manufacturer as the frame.
- d. All numbers must be solid color with no outlining. Acceptable fonts are depicted in Appendix G.



- e. Front and left side numbers must be a minimum of eight inches high and one inch wide. Right side numbers may be reduced to seven inches tall to provide space for team sponsor advertising. Maximum number width is two inches, except for champions' number ones, which may be up to three inches wide. Ample space (approximately one inch) must be provided around and between numbers.
- f. District letter must be five inches high and a minimum of one inch wide. It must appear in the lower right hand corner of the number plate and be separated from the number by one inch.
- g. Left side number plate must be a minimum of five inches behind the left foot-peg.
- h. Numbers must not overlap. Stylized numbers are not allowed.
- i. Number Plate Colors:
  - i. GNC1 - White plates, black numbers
  - ii. GNC2 - Black plates, white numbers



- j. The **one-inch high by eight-inch wide** striped area on the **top of the front number plate** is reserved for the current AMA Pro Flat Track title sponsor logo. **The six-inch wide by 1.5-inch tall striped area on the bottom of the front number plate is reserved for series sponsor and class logos.** At minimum, the front number plate sticker must be one-inch high and eight inches wide. The approved front number plate design will contain the current AMA Pro Racing logo followed by a Series Title Sponsor logo, and again followed by the current AMA Pro Racing logo when possible.
- k. The correct AMA Pro Racing logo must be displayed on both side number plates.



- l. The striped areas on both side number plates are reserved for the current AMA Pro Racing logo. At minimum, the logo must be four inches wide and 0.763 inch high.
- m. Only the number fonts (styles) illustrated in Appendix G are acceptable. Excessive condensing or stretching of the numbers is not allowed. Current class champions are permitted to have specially-sized number ones.

### 3.21 Fuel Specifications

- a. For all GNC events Sunoco Supreme 112 will be the official spec fuel.
- b. Only air may be mixed with the fuel as an oxidant, and no other substances, chemicals and/or liquids whatsoever shall be added, combined, mixed and/or introduced to the official fuel whether intentionally or unintentionally.
- c. Competitors are responsible for the safe and proper handling and security of their fuel from when it is dispensed to them until it is used.
- d. Competitors are responsible for properly disposing of all unused fuel.
- e. **AMA Pro Racing reserves the right to impound fuel at any time during a meet for whatever inspection and/or testing it deems necessary. Fuel Testing Procedures are identified in Appendix C.**

### 3.22 Weight Limits and Weighing Procedures

- a. Weight limits must be met after qualifying or after a race in the condition the motorcycle finishes the **session**.
- b. The official AMA Pro Racing scale used on race day will be the only scale used for weight verification and official weights will be deemed final.

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

### 3.23 Restrictor Plates

- a. Restrictor plates may be required to control horsepower and speed or to improve competition.
- b. AMA Pro Racing reserves the right to require restrictor plates on any approved model. Different diameter plates may be assigned to different models.
- c. ~~AMA Pro Racing may provide a 30-day notification period before initiating or adjusting any restrictor plate requirements.~~
- d. Mandated restrictor plates must be obtained from AMA Pro Racing.
- e. ~~See Specifications and Installation of Restrictor Plates under GNC Twins Class Technical Standards.~~

### 3.24 Telemetry, Traction Control and Video

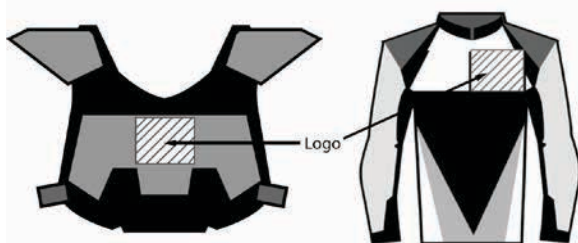
- a. Wheel speed sensors, countershaft speed sensors, transmission speed sensors or any other type of speed sensor that transmits information to the ECU is expressly forbidden.
- b. Electronic transmitting of information, including radio communication, to or from a moving motorcycle is prohibited, with the following exceptions:
  - i. AMA Pro Racing-issued transponders utilized for scoring purposes (mandatory equipment assigned by AMA Pro Racing).
  - ii. Data or video transmitted for the sole use of the AMA Pro Racing-approved broadcast production company (mandatory equipment assigned by AMA Pro Racing).
- c. Onboard cameras are permitted. An On-Track Camera Authorization form must be filled out at tech prior to an event unless the camera is fitted by AMA Pro Racing. In addition, the following stipulations apply **during competition sessions**:

- i. Cameras must be secured to the motorcycle with safety wire and/or a tether in addition to the standard camera mount. Any onboard camera that becomes detached from a motorcycle may not be re-installed for the remainder of the event. Additional penalties may be imposed.
- ii. Onboard cameras must be mounted within the body/ frame envelope of the motorcycle and cannot be positioned where it may be struck by a passing bike or rider. If unsure of suitable mounting positions, check with AMA Pro tech for clarity and approval.
- iii. **With prior, written approval by AMA Pro Racing, cameras which are designed and developed for integration into rider apparel may be utilized.** This includes, but is not limited to, chest, back protectors, **leathers** and/or helmets. **No other** onboard cameras may be attached to the rider in any way.
- iv. Onboard cameras must have the rider's ~~name and~~ competition number clearly indicated on the camera and external case.

### 3.25 Rider Apparel

- a. Helmet/Goggles
  - i. Riders must wear a helmet which **is in good condition, provides a good fit and is properly fastened** at all times when riding on track.
  - ii. Helmets must be of the full face type and conform to one of the following recognized standards. The helmet must have a label affixed certifying its approval.
    1. BSI: 6658 Type A
    2. USA: Snell M2010 / M2015
    3. United Nations: Regulation ECE 22.05 P'
    4. Japan: JIS 8133:2007
  - iii. It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device such as the Hats Off device.
  - iv. Face shields or goggles must be shatter resistant. Goggles must be worn at the start of each event.
- b. Boots/Skid Shoes
  - i. Boots must be at least eight inches high.
  - ii. A skid shoe ~~may~~ **must** be used. ~~When used,~~ The skid shoe must be made with a curved front end at the toe end of the shoe, with no sharp edges on the entire shoe. Titanium cannot be used in the construction of skid shoes.
- c. Riding Suit/Gloves

- i. **Beginning in 2017, only leather riding suits are permitted. In 2016, the use of leather riding suits are mandated for all Twins races and strongly recommended for Singles races. Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips, etc.**
- ii. Suits must be one piece or, if a two piece suit is worn, the upper and lower pieces must be securely fastened.
- iii. **Riders must also wear leather gloves while the motorcycle is on the racetrack.**
- iv. **Leather substitute materials may be used, providing they have been approved by AMA Pro Racing.**
- v. Suits must be made of leather or Kevlar.
- vi. Gloves may be made of leather or other protective material and must be worn while the motorcycle is on the racetrack.
- vii. For TT and Short Track races only, motocross-style jerseys and pants may be worn.
- viii. Motocross-style jerseys must be long sleeve. Short sleeves or ¾ sleeves are not permitted.
- ix. Acceptable number styles are located in Appendix E.



- x. All riders must display the AMA Pro Racing Logo on the upper left front torso of their jersey and/or leathers.
- xi. If the rider uses a chest/back protector, the logo must be located in the center front on the chest/back protector. This is in addition to the logo located on the **leathers** jersey.
- xii. Riders are required to wear a commercially-manufactured back protector specifically designed for race use.
- xiii. All riders must have their name on the back of the riding uniform at the shoulder level. Riders will receive one warning. Failure to comply can result in the following penalties: Fine, gridding at the rear of the field, loss of championship points or suspension.
- xiv. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.

### 3.26 Display of AMA Pro Racing Logo and Partner Logos

- a. All riders are required to have approved logos in place whenever they are competing in any part of an AMA Pro Racing sanctioned event.
- b. The official AMA Pro Racing logo and/or logo artwork file, number plate stickers and adhesive apparel patches will be available at Technical Inspection at each race meet. The official AMA Pro Racing logo is also a part of the front number plate design, which may also include the series title sponsor.
- c. If a third party produces number plates and/or jerseys for riders prior to meets, they may request logo files from the AMA Pro Racing ~~Technical~~ **Marketing** Department. The request for artwork by a third party should include the rider's name.
- d. AMA Pro Racing and the other logos and trademarks shown herein are licensed trademarks of AMA Pro Racing. Participants are to use the approved logos on number plates and apparel only when participating in AMA Pro Racing events. Any further use of the marks outside of this capacity is not permitted without prior written consent from AMA Pro Racing.
- e. To be eligible for **contingency and year-end point funds**, all sticker, patch and logo placement requirements must be met. This will be outlined in a document located under Competitor Information at [www.amaproracing.com](http://www.amaproracing.com). Riders will be given one warning to comply with this regulation. Failure to affix required partner logos for the next event could result in one or more of the following penalties: Fine, gridding to the back of the field, loss of championship points, suspension. Riders and/or teams with series sponsor logo conflicts need to contact AMA Pro Racing for resolution options.
- f. Required Rider Suit Logos:
  1. AMA Pro Racing Logo: 4" wide x 0.763" tall on left chest.
  2. Sunoco Logo: 4.5" x 2.787" tall on left sleeve.
  3. Dunlop Logo: 4.89" x 1" on upper shoulder area, chest or right/left sleeve.

### 3.27 Mechanics and Race Crew

- a. Mechanics and race crew must present a clean and neat appearance **at all times**.
- b. Only appropriately dressed persons displaying proper credentials will be allowed in the pit area.
- c. Mechanics and race crew personnel not wearing team uniforms will be considered guests only and not allowed in competition related areas including tech inspection, riders meeting, staging and track areas ~~as of the start of timed practice~~.
- d. Cut-offs, torn jeans, sleeveless shirts and open-toe shoes are prohibited in the pit area.
- e. Mechanics are encouraged to display the AMA Pro Racing patch on uniform shirts.

- f. Wearing clothing exhibiting obscene material or inappropriate slogans *is prohibited*. are not allowed in the pit area.
- g. Team uniform shirts must have a collar in order to be allowed on track, hot pit, signaling and starting areas. Crew members not in compliance can be subjected to fines or suspension or a loss of championship points for their riders.

### 3.28 Rider Responsibility

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

## Section 4

### GNC1 and GNC 2 Twins Technical Standards

Grand National Championship Twins motorcycles must meet the following requirements in addition to the applicable requirements in General Equipment Standards. All other modifications are unrestricted.

Section	GNC1 & GNC2 Twins Technical Standards	Page
4.1	<b>Engine</b>	46
4.2	<b>Carburators, Fuel Injection and Manifolds</b>	49
4.3	<b>Weight</b>	51
4.4	<b>Wheels/Brakes</b>	51
4.5	<b>Forks/Shocks</b>	51
4.6	<b>Frame and Swingarm</b>	52
4.7	<b>Handlebar/Hand Controls</b>	52
4.8	<b>Fuel Tanks</b>	52

#### 4.1 Engines

- a. Engines must be **approved** for use in AMA Pro Racing competition.
- b. **Production 4-stroke twin-cylinder engines that are designed for street motorcycles may be used with the written approval of AMA Pro Racing.**
- c. **Racing-only engines not designed for street motorcycles must be 4-stroke twin-cylinder engines, meet the displacement restriction and have written approval of AMA Pro Racing. Racing-only engines approved for competition will appear on the Approved Twins Engine List on the AMA Pro Racing website.**
- d. Engine Displacement
  - i. 550cc – 1250cc with the following restrictions:
    - 1. Racing-only engines may not exceed 750cc **with a maximum allowable overbore of 0.045" per cylinder.**
    - 2. Engines greater than 1000cc are restricted to air/oil cooled.
    - 3. Engines that were originally under 750cc may be bored and stroked but may not exceed 750cc as a final displacement.
    - 4. **550cc-1250cc engine displacement may be changed to achieve the class displacement limit by modifying the bore and stroke. Cylinder displacement of larger engines may be reduced in order to conform to class rules.**
- e. Engines may be equipped with a maximum of one carburetor per cylinder. Manifolding between cylinder intakes is not allowed **unless equipped on the original engine. In the case of restrictors being mandated, no manifolding will be allowed.**
- f. To prohibit the practice of "twingling" a twin, any modification of engine components to alter the stock OEM firing order/spacing of the cylinders is prohibited.
- g. **Substitute Parts**
  - i. **In the case where aftermarket parts are available that represent a substantial financial saving over stock parts, substitutes may be allowed.**
  - ii. **Allowed substitute parts must be mechanically identical to the homologated parts they replace as it pertains to fitment with associated assemblies.**
  - iii. **Substitute parts must be readily available and approved in advance by AMA Pro Racing.**
  - iv. **Approved substitute parts will appear on the Allowed Substitutes List posted on the AMA Pro Racing website.**
- h. **Cylinder head, Valves, Springs and Retainers**

- i. **Material and castings must be the same as on the homologated model. Material may be added or removed from these items.**
- ii. **Cylinder head and cylinder head gasket surface may be machined.**
- iii. **Intake and exhaust ports may be modified.**
- iv. **Valves and valve seats may be modified or replaced. Valve springs, valve spring retainers, guides and keepers may be modified or replaced. The original number of valves must be maintained.**
- i. **Camshafts and Sprockets**
  - i. **The original camshafts may be modified or replaced. Camshaft duration and lift is unrestricted.**
  - ii. **The original cam chain and sprockets may be modified or replaced.**
  - iii. **The original cam chain tensioner may be modified or replaced.**
- j. **Cylinders**
  - i. **Cylinder liners or coating may be replaced or added, provided that the original casting is utilized.**
- k. **Crankcase**
  - i. **Material and casting must be the same as on the homologated model.**
  - ii. **Material may be added or removed.**
- l. **Crankshaft**
  - i. **The original crankshaft may be modified or replaced.**
- m. **Connecting Rod/ Piston/ Piston Rings, Pins and Clips**
  - i. **May be modified or replaced.**
- n. **Oil Pump/ Water Pump**
  - i. **May be modified or replaced.**
  - ii. **Oil and water lines may be replaced. Braided steel with proper AN connections are recommended in any pressure application.**
- o. **Clutch Basket/ Clutch Hubs/ Clutch Plates**
  - i. **May be modified or replaced.**
  - ii. **Back torque limiting clutches (slipper style) are strongly recommended.**
- p. **Transmission and Primary Drive**
  - i. **Primary drive style must remain as homologated. Primary drive must be completely enclosed.**
  - ii. **A maximum of six gears is allowed in the gearbox.**



iii. **There is no minimum requirement for number of gears installed.**

q. Fuel Injection

- i. OEM fuel-injected engines may be changed to carburetion (See Rule 4.2.g.). Aftermarket fuel injection throttle bodies are not permitted.
- ii. OEM carbureted bikes may be changed to fuel injection. See Section 4.2 for allowable sizes.
- iii. Fuel injected machines that have throttle bodies unsuitable for racing may petition AMA Pro for acceptable alternative throttle bodies. Acceptable throttle bodies will be announced and posted **to the Approved Substitutes List on AMA Pro Racing's website**, online no less than 30 days prior to the next event they will be allowed to run in.
- iv. If fuel injection is retained, OEM throttle bodies cannot be modified with the exception of removing secondary butterflies. A 0.25-inch radius may be machined into the leading intake ID of the throttle bodies to facilitate the fitment of velocity stacks and/or air filter/box.
- v. Throttle body assemblies include all attached parts with the exception of: fasteners, cables, cable actuating pulleys and associated linkages, flexible fuel lines, vacuum lines, airbox tube connections, velocity stacks and sensors.
- vi. If fuel injection is retained, OEM rubber manifolds must be retained **except** as noted below.
- vii. In the case where AMA Pro Racing **imposes restrictors for competitive balancing** and the OEM throttle body and/or manifold diameter on 751cc to 1250cc production based engines is inadequately sized for a restrictor the following criteria must be followed;
  - 1. The manifold inner diameter may be set at 44mm from the cylinder head to the throttle body.
  - 2. The throttle body outer diameter may be increased to 44mm (with affixed adapter). No other throttle body changes may be made unless approved in writing by AMA Pro Racing.
  - 3. The restrictor will be placed in the manifold with the same method as a carbureted model, i.e. with a minimum distance of 44mm one inch upstream as well as one inch downstream of the restrictor.

r. Engine Control System / Ignition

- i. Must be as homologated or AMA Pro Racing approved. The Approved Ignition/ECU List can be found on the AMA Pro Racing web site under Competitor Information.
- ii. Only OEM engine sensors may be used to provide input to the ECU unless otherwise specified.

iii. No switches are allowed on the machine within the rider's reach other than those that turn on or off the ignition **and/or start the motorcycle.**

iv. **AMA Pro Racing reserves the right to download and inspect ECU information from any competitor at any time. Teams are required to provide any and all available download cables and operating software upon request.**

**4.2 Carburetors, Fuel Injection and Manifolds**

- a. ~~AMA Pro Racing issued or any other r~~ **Restrictor plates are not permitted unless mandated by AMA Pro Racing.**
- b. AMA Pro Racing reserves the right to mandate restrictors as needed to maintain competitive balance. Restrictors can be mandated at any time. Failure to run a restrictor when requested by AMA Pro Racing may result in fines, starting on the back of the grid, loss of championship points, etc. ~~Should restrictors be mandated the following guidelines will be adhered to:~~

**c. Throttle body and Manifold Specifications by Model/Type, (Fuel injected):**

**i. Carb/Throttle Body Min./Max Inner Diameter:**

- 1. **550cc – 750cc: 38mm**
- 2. **Race-only engines: 38mm**
- 3. **751cc – 1250cc: 44mm**

**ii. Manifold Min:**

- 1. **550cc – 750cc: As homologated (unless changing from single to dual throttle bodies)**
- 2. **Race-only engines: Same as carbs**
- 3. **751cc – 1250cc: As homologated (may be modified)**

iii. **Note: ANY production based throttle body may be utilized on any model as long as the bore diameter stays within the guidelines. In the case where a homologated model comes standard with throttle bodies larger than listed, they are legal to use.**

**Half Miles/ Miles**

Model/Type	Restrictor ID	Carb. Min./ Max ID	Manifold Min.
550cc-750cc	N/A	38mm	As Homologated- (unless changing- from single to dual- throttle bodies)

XR-750/RS750	N/A	38mm	Same as carbs
751cc-1250cc	N/A	44mm	As homologated- (may be modified)

- d. A typical restrictor plate is 1/8-inch thick stainless steel plate containing a round hole in the center of the air path. The hole has square corners with no radius or chamfer on either side. (See illustrations). All intake air for each cylinder must be inducted through these plates.
- e. The inside diameter of the area, (rubber or metal manifold), on the cylinder head side or restrictor plate for a distance of one inch is a controlled dimension as well as the inside diameter of the carburetor or throttle body, (See specifications table). The intent is to maintain two areas directly on either side of the restrictor that will prevent any form of jetting or flow work that would offset the intended reduction in air flow.
- f. The restrictor plates cannot be modified in any manner.
- g. Restrictors may not be fitted in any case. All engines must be run unrestricted on both miles and half miles.
- h. Carburetor and Manifold Specifications. (Carbureted):

Model/Type	Restrictor-ID	Carb. Min./Max-ID	Manifold Min.
<b>Half Mile/ Miles</b>			
550cc-750cc	N/A	37.5/ 38mm	As homologated
XR-750/RS750	N/A	37.5mm/ 38mm	34.5mm
751cc-1250cc	N/A	44mm	As homologated- (may be modified)

- i. Restrictor must be installed directly against the engine side of the carburetor casting, (no spacers). If the restrictor is not held against the carburetor by the manifold as in the illustration, a spacer must be provided between the restrictor and the manifold. The inside diameter of any spacer is the same as the manifold minimums. Minimum inside diameters must be maintained for a distance of one inch on either side of the restrictor.

- ii. In such cases where there is inadequate room to maintain one inch both upstream and downstream of the restrictor due to the nature of the cylinder head casting, as in the case of BMW F800S, the one-inch requirement may be waived. All other dimensional requirements must be adhered to. In no case is it permitted to place the restrictor on the air box side of the carburetor or throttle body. This exception only applies to OEM frames. Aftermarket frames should be constructed in such a fashion to allow compliance with standard carburetor and restrictor rules.
- iii. Typical installation of the restrictor is between the OEM rubber manifold and the cylinder head as in the illustration but this may vary on some models. Contact AMA Pro Racing for specifics. Minimum inside diameters must be maintained for a distance of one inch on either side of the restrictor.
- iv. Fuel injected models that use the OEM single unmodified throttle body (stock diameter) and the stock unmodified y-style manifold need not be restricted. AMA Pro Racing reserves the right to amend this as on track performance is monitored on a race-by-race basis.

#### 4.3 Weight Requirements

- a. **Minimum bike weight (all displacements): 300 lbs.**

#### 4.4 Wheels/Brakes

- a. **All motorcycles must use 19-inch diameter wheels, front and rear.**
- b. **Maximum wheel rim width is 3.5 inches, as measured at the inside bead to bead.**
- c. **Wheel axles must be ferrous metal (i.e. steel) or stainless steel. Titanium or aluminum is not permitted.**
- d. **Maximum wheel weight must not exceed 40 lbs. including complete wheel assembly, sprocket, rotor, tire and tube.**
- e. **Aluminum or titanium rear brake discs are prohibited. All other suitable brake materials are allowed.**
- f. **In Mile, Half Mile and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front brakes are not permitted.**
- g. **In TT races, all motorcycles must be equipped with adequate and operating front and rear brakes.**

#### 4.5 Forks and Shocks

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

*used as a steering lock limiting device. Steering stops are required so the forks cannot physically impact the fuel tank.*

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

#### **4.6 Frames and Swingarms**

- a. Cracked or broken frames are not permitted.*
- b. Frames must be constructed of steel.*
- c. Engine mount location, steering head, swingarm pivot point and rear suspension pick up points are not regulated.*
- d. Swingarms may be constructed of aluminum or steel.*
- e. Frames should be constructed to allow ballast to be secured in a positive fashion as needed to meet weight limits.*

#### **4.7 Handlebars and Hand Controls**

- a. Handlebars, hand controls and cables are unrestricted.*
- b. Cracked or broken handle bars are not permitted.*
- c. Bar ends must be covered with a grip or fitted with a plug so as not to present a cutting hazard.*
- d. All levers must have a ball end with no sharp edges.*
- e. Throttles must be self-closing. If the original throttle bodies or carburetors came with a push/pull dual cable arrangement, it must be utilized.*
- f. A clearly marked on/off switch must be positioned so a rider can use it without taking his hands off of the grips. It must be functional at all times. A momentary off style switch is recommended.*

#### **4.8 Fuel Tanks**

- a. Minimum capacity is 5 liters (1.32 gallons).*
- b. Fuel tank vent line must have a one-way check valve.*
- c. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.*
- d. Tip over switches are highly recommended on fuel injected machines.*

## **Section 5**

### **GNC1 & GNC2 Singles Technical Standards**

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

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## 5.1 Engine Displacements

- a. 251 - 450cc 4-stroke
- b. All single-cylinder engine displacements are absolute, with no overbore allowances.
- c. Single-cylinder engines must maintain stock bore and stroke.

## 5.2 Homologation of Motorcycles

- a. Only motorcycles homologated by AMA Pro Racing may be used in GNC competition. AMA Pro Racing will only accept applications for homologation from motorcycle manufacturers or their distributors **or their designated representatives.**
- b. Once a motorcycle has been approved, it may be used until such time that it no longer complies with the technical rules.
- c. Homologation procedure information is available from the AMA Pro Racing office.
- d. Compliance with homologation requirements will not guarantee an AMA Pro Racing homologation. Homologation may be withheld or withdrawn for a just cause that AMA Pro Racing deems in the best interest of the sport.
- e. To be considered a homologated machine, swing arm, frame, engine cases, cylinder and cylinder head must all be of the same year of manufacture. Parts that are mechanically identical may be exchanged between model years.

## 5.3 Weight

- a. No minimum weight limit. **Effective in 2017, a minimum weight limit of 235 lbs. will be imposed.**

## 5.4 Wheels/Brakes

- a. All motorcycles must use 19-inch diameter wheels, front and rear.
- b. Maximum wheel rim width is 3.5 inches, as measured at the inside, bead to bead.
- c. Wheel axles must be the same material as homologated.
- d. Maximum wheel weight must not exceed 40 lbs. including complete wheel assembly, sprocket, rotor, tire and tube.
- e. ~~Aluminum or titanium rear brake discs are prohibited.~~ **Steel and iron rotors are allowed. All other materials are prohibited.**
- f. In Mile, Half Mile, and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front wheel brakes are not allowed.
- g. In TT races, all motorcycles must be equipped with adequate and operating front and rear wheel brakes.

## 5.5 Forks and Shocks

- a. Any homologated inner and outer fork tubes and axle lugs, may be used. Modifications are permitted. All other fork parts may be replaced.

- b. A steering damper may be added, relocated or replaced with an aftermarket damper.
- c. The steering damper cannot act as a steering lock limiting device.
- d. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock).
- e. The original attachments to the frame and swingarm must be used for the rear suspension linkage.

## 5.6 Frame

- a. The main frame must be the same as an originally homologated model of the same manufacturer. All motorcycles must have a unique 17 digit Vehicle Identification Number (VIN) that was assigned to it in production. It must be displayed in a legible fashion. If a frame is destroyed, the replacement frame must carry the original VIN in its entirety.
- b. Cracked or broken frames are prohibited.
- c. Strengthening gussets or tubes may be added, but none may be removed.
- d. All stands must be removed.
- e. Accessory brackets (for radiator, coil, shock reservoir, etc.) may be changed, relocated or removed, however the radiator must remain in the same location as homologated model.
- f. Engine mount location, steering head, swingarm pivot point and rear suspension linkage point must be used in the same fashion as the homologated model.
- g. Subframes may be replaced with aftermarket units of steel or aluminum provided that they are similar in design to the production part and utilize original mounting points.

## 5.7 Swingarm

- a. Swingarm must be the same as an originally homologated model of the same manufacturer.
- b. Strengthening gussets or tubes may be added, but none may be removed.
- c. Chain guides may be removed or relocated.
- d. Modifications are permitted for aftermarket brake components, spacers and axle adjusters.
- e. Modifications are not allowed to alter the fore and aft axle adjustment dimensions.
- f. Aftermarket linkage system and linkage arm may be replaced, provided pivot and linkage locations from the homologated model are retained.

## 5.8 Foot Rests/Foot Controls

- a. All footrests must fold to a 45-degree angle.
- b. The maximum length of the footrest from the pivot point is 5 inches.

- c. Footrests may be raised or lowered.

## 5.9 Handlebars/Hand Controls

- a. Handlebars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
- b. Clutch and brake lever may be exchanged for an aftermarket copy.
- c. Engine stop switch must be located on the handlebars and be clearly marked and must be operable at all times.

## 5.10 Engines

- a. Engines are restricted to a single cylinder.
- b. Material and castings of cylinders, cylinder heads, and crankcases must be the same as an originally approved model of the same manufacturer. Material may be added or removed from these items. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.
- c. Cylinder Head
  - i. Material and castings of cylinder heads must be the same as an originally homologated model of the same manufacturer.
  - ii. Material may be added or removed.
  - iii. Cylinder head and cylinder gasket surfaces only may be machined for increased compression.
  - iv. The cylinder head gasket may be changed.
  - v. Valve seats may be machined or replaced.
  - vi. Intake and exhaust valve angle must remain the same as on the homologated model.
  - vii. Cylinder heads may be exchanged between model years only if all other components, i.e. camshafts, cam chains, rocker arms, cylinder head covers, etc. are interchangeable.
- d. Cylinders
  - i. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.
  - ii. Spacers are not allowed.
- e. Crankcase
  - i. Crankcases must remain as homologated. No modifications are allowed.
- f. Valves, Springs and Retainers.
  - i. Aftermarket or modified valves, springs, retainers and other valve-train components are permitted. The original number of valves must be maintained.
  - ii. Valve diameter must remain as homologated.

- iii. Valves must remain in the same location and at the same angle as the homologated model.

## g. Camshafts and Sprockets

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

## h. Crankshaft

- i. The homologated crankshafts may be modified or replaced.
- ii. The primary gear must remain as homologated.

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

- i. The original connecting rod, piston, piston rings, pins and clips may be modified or replaced from those fitted to the homologated motorcycle.

## j. Piston

- i. The original piston may be modified or replaced from those fitted to the homologated motorcycle.

## k. Oil Pumps and Water Pumps

- i. Original equipment oil pumps are required with the following modifications:
  - 1. Blueprinting.
  - 2. Changing the pressure relief spring.
  - 3. Reducing gear and housing thickness.
- ii. The internal parts of the water pump may be changed or modified. The drive ratio may be changed.
- iii. Water lines may be modified or replaced.

## l. Clutch

- i. Clutch type (wet or dry) must remain as homologated.
- ii. Aftermarket, modified or stock-type clutches with back-torque limiting capabilities are permitted and strongly encouraged **and will be mandatory in 2017.**

## m. Transmissions and Primary Drive

- i. Motorcycles are restricted to the use of rear-wheel drive only.

- ii. Primary drive method must remain the same as the homologated model.
  - iii. The primary drive must be completely enclosed by a cover or guard.
  - iv. The maximum number of speeds in the gearbox is six.
  - v. Number of transmission gears must be the same as the homologated model
- n. Fuel injection is permitted only if it is standard equipment on the homologated model. It is permissible to replace fuel injection with a carburetor. There are no restrictions on carburetor or throttle body bore size. Although the throttle body bore size may be changed, the casting must remain as homologated. Boring the stock throttle body is allowed however it MAY NOT be bored to the extent that the stock casting is breeched or eliminated. Welding, epoxy or other methods MAY NOT be used to increase the bore diameter above and beyond what the stock casting will facilitate. The final decision will be made by AMA Pro Racing technical staff at the event.
- o. The original throttle body may be replaced with any other homologated throttle body. See above for applicable over boring allowances.
- p. Engine Control System / Ignition
- i. Must be used as homologated or approved by AMA Pro Racing. An Approved Ignition/ ECU List can be found at the AMA Pro Racing website.

#### 5.11 Fuel Tanks

- a. Replacement tanks may be utilized in place of originals provided their weight and capacity are no less than the approved production tanks they replace.

#### 5.12 Items that may be replaced

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

## Appendix A Offenses, Penalties, Protests and Appeals

Section	Offenses, Penalties, Protests and Appeals	Page
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### A1 General Information

- A1.1 Through the establishment and enforcement of various rules and procedures, AMA Pro Racing strives to regulate the sport of professional motorcycle racing in the fairest possible manner. By participating in an AMA Pro Racing event, each entrant, rider and participant agrees to abide by AMA Pro Racing's rules and procedures. In addition, AMA Pro Racing licensed entrants and riders may be held responsible for the actions of their crew members. As part of entering an AMA Pro Racing event, an entrant assures AMA Pro Racing that their crewmembers are AMA members in good standing. All parties involved in AMA Pro Racing events are expected to conduct themselves in a professional manner, respecting at all times the rights of others. Participation in AMA Pro Racing sanctioned activities is a privilege afforded to entrants, riders and event credential holders. All such participants understand that violation of AMA Pro Racing rules and procedures can lead to forfeiture of their entrant or competition licenses or event credentials, fines, points deductions, lap deductions, finishing position deductions, time penalties, disqualification and other disciplinary actions as outlined herein.
- A1.2 Rules directed or related to safety are promulgated to make all persons concerned with safety. AMA Pro Racing neither warrants safety if the rules are followed nor compliance with or enforcement of the rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.
- A1.3 Through its protest and appeal procedures, AMA Pro Racing provides a system of administrative review in the event of disputes which are eligible for such review. The goal of AMA Pro Racing's protest and appeal procedures is to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants.
- A1.4 Any participant who is fined under these rules will be deemed suspended from all AMA Pro Racing sanctioned activities until the fine has been paid. The fined party is entitled to a receipt upon payment. All fines and other disciplinary actions levied by AMA Pro Racing must be explained in writing. A copy must be given or sent to the disciplined party.
- A1.5 Any participant under suspension, or otherwise disciplined under these rules of competition, may be reinstated by action of, and in the sole discretion of AMA Pro Racing.

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

## A2 General Offenses and Penalties

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

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

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

- a. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by AMA Pro Racing, or in general, competing or attempting to compete in AMA Pro Racing sanctioned activities under false pretenses.
- b. Competing under a false name or in any other way attempting to gain an advantage.
- c. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
- d. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMA Pro Racing rules or procedures or to otherwise gain an advantage.
- e. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMA Pro Racing rules or procedures or to otherwise gain an unfair advantage.

- f. Refusing to provide a factual statement regarding an item under protest or appeal when requested by AMA Pro Racing or a party to the appeal, or interfering in any way with AMA Pro Racing's protest and appeal procedures in order to influence the outcome.
- g. Failing to ride in an event after entering without giving proper notice of non-participation.
- h. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start or completion of any portion of an AMA Pro Racing event.
- i. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.
- j. A physical or verbal attack on an AMA Pro Racing official and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during, or after an AMA Pro Racing event. There will be no maximum fine or suspension period for this offense.
- k. Refusal to submit a machine for inspection. Any team/rider refusing to immediately surrender their machine to AMA Pro Racing, or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
- l. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track; and in so doing gaining an advantage.
- m. Receiving any form of prohibited outside assistance.
- n. Failing to immediately respect and comply with operational or warning flags/lights or other signals from AMA Pro Racing.
- o. Failure to attend riders' briefings.
- p. Riding at any time in such a manner as to endanger other riders, officials or the public.
- q. Wagering by a participant on the outcome of any AMA Pro Racing sanctioned race.
- r. Failing a test for drugs or refusing to submit to drug testing as required from time to time by AMA Pro Racing under its Substance Abuse Policy.
- s. Causing or attempting to cause a race to be stopped. At the sole discretion of AMA Pro Racing, a rider who is judged to have intentionally caused a red flag may be excluded from restarting the race in question.
- t. Failure on the part of a manufacturer/distributor to fulfill the requirements of approval.
- u. Any other act or actions deemed by AMA Pro Racing to be detrimental to the sport of motorcycle racing.

### A3 Equipment Offenses and Penalties

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

- A3.1 Equipment offenses are divided into two categories:
- a. Category 1 - An equipment violation that could potentially or effectively enhance the performance of a motorcycle used in competition.
  - b. Category 2 - All other equipment violations.
- A3.2 Impounding of Motorcycles and Components
- a. AMA Pro Racing may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow AMA Pro Racing to perform detailed inspections and testing.
  - b. In the case of an appeal, AMA Pro Racing may retain custody of impounded equipment until the appeal process has been completed.
  - c. In any case where a part has been determined to be in violation of AMA Pro Racing rules, that part may be held indefinitely by AMA Pro Racing, to prevent the use of that part in future AMA Pro Racing competitions. Entrants may submit requests in writing to AMA Pro Racing for the return of illegal parts which will be addressed on a case by case basis. Any parts found to be illegal will be held by AMA Pro Racing at least until the completion of the competition season.
- A3.3 Penalties: At the discretion of AMA Pro Racing, any or all of the following penalties may be administered for violation of AMA Pro Racing Rules for Competition:
- a. Warning
  - b. Probation
  - c. Fine
  - d. Total or partial loss of points or laps
  - e. Total or partial loss of prize money
  - f. Disqualification
  - g. Suspension

### A4 Protests

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



## A5 Appeals

- A5.1 Appeals may be lodged by entrants and riders to initiate AMA Pro Racing's administrative review process.
- a. An appeal may be lodged by a party which loses a protest and desires further review of the issue. In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to re-run the event.)
- A5.2 An appeal must be in writing, signed by the appealing entrant or rider, and must state specifically the elements of the protest, fine, suspension, or technical disqualification being appealed and the grounds for the appeal. The appeal may either be filed at the event or submitted to:

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

The appeal must be received at AMA Pro Racing's Florida headquarters by 5:00 p.m. ET on the second business day after notification to the participant of the ruling or incident in question.

- A5.3 A filing fee of \$1,000.00 must accompany the appeal. The filing fee will be refunded only if the appealing party prevails. Laboratory fees must be paid by appealing party and are non-refundable.
- A5.4 The appealing party will be responsible for producing the following within five days of notification of the decision/incident being appealed:
- a. Copies of all written statements which will be offered as evidence at an appeal hearing.
  - b. A complete list of witnesses to appear at the appeal hearing. Attorneys are not permitted at appeal hearings.
- A5.5 AMA Pro Racing will review all materials submitted as required and will, in the interest of deterring unsubstantiated appeals, determine whether, in its sole and absolute discretion, the circumstances of the appeal warrant the convening of an appeal board.
- A5.6 Following the submission of an appeal, AMA Pro Racing shall take one of three initial actions:
- a. Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee.
  - b. Convene an appeal board.
  - c. Determine the appeal to be without merit. If the appeal is determined to be without merit, an amount in addition to the \$1,000.00 filing fee may be assessed against the appealing party. This amount will be equal to the actual costs incurred by AMA Pro Racing in making the initial determination and shall be considered a fine under these rules such that all applicable rules regarding fines will apply.

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

- d. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the appeal board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.
  - e. Any party to a matter under appeal may request a written statement from AMA Pro Racing or any AMA Pro Racing competition entrant or rider license holder believed to have relevant information. Refusal by any AMA Pro Racing official or license holder to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.
  - f. Information presented to the appeal board must relate directly to the matter under appeal. Discussion of past appeals or situations involving other participants will not be considered. The chairman may ask the appeal board to rule on the validity of information or testimony being presented.
  - g. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.
- A5.15 The following order of business will be followed at appeal hearings:
- a. Introductions and summary of matter under appeal.
  - b. Presentation of written and oral testimony, with the party in a defense posture presenting its evidence last.
  - c. Questions from the chairman and appeal board members.
  - d. Closing statements, again with the party in a defensive posture going last.
  - e. After all evidence has been presented, the appeal board will go into executive session to consider its decision. The chairman may, upon the request of at least two members of the appeal board, be present as a consultant to this process. It is the responsibility of the appeal board to rule on the matter at hand within the context of existing AMA Pro Racing rules and regulations. Appeal boards are encouraged to make recommendations regarding such rules and regulations but have no power whatsoever to waive or modify rules that were in place at the time of the matter under appeal.
  - f. Decisions of the appeal board will be by simple majority.
  - g. Upon reaching a decision, the appeal board will inform the chairman of same and the chairman will assist in drafting the board's formal statement.
  - h. Upon completion of the appeal board's formal statement, the appeal hearing will be reconvened and the chairman will read the statement.
  - i. The hearing will be adjourned with the decision of the appeal board final to all parties.

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

## Appendix B Professional Racing Substance Abuse Policy

### Preamble

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

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

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

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

### AMA PRO RACING SUBSTANCE ABUSE POLICY

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

This policy is a supplement to AMA Pro Racing's Rules for Competition which is binding upon all credentialed Participants in the same manner and to the same extent as AMA Pro Racing Rules for Competition.

## B1 ADMINISTRATION OF THIS POLICY; PROGRAM ADMINISTRATOR, THE TESTING LABORATORY, AND MEDICAL REVIEW OFFICER (MRO)

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

### B1.1 PROGRAM ADMINISTRATOR (PA)

- a. AMA Pro Racing has designated David L. Black, Ph.D., D-ABFT, FAIC Aegis Sciences Corporation ("Aegis") as the program administrator (PA).
- b. The PA is responsible for, among other things, administering collection of samples/collections under this Policy, coordinating secure shipment of specimens to the testing facility, ensuring thorough and accurate scientific testing of specimens, determining whether any AMA Pro Racing credentialed Participant has tested positive for ingestion of drugs, alcohol or prohibited substances or otherwise violated this Policy, and informing AMA Pro Racing and the AMA Pro Racing Participant of any such violation. In making this determination, the PA shall consider all information derived from the testing process, as well as all information derived from the independent investigation of the Medical Review Officer (MRO).
- c. The PA will also facilitate evaluations for AMA Pro Racing Participants for the Road to Recovery Program by coordinating evaluations with the appropriate substance abuse professional for advising on the creation of a Road to Recovery Plan that may include substance abuse counseling, treatment or rehabilitation.

### B1.2 TESTING LABORATORY

- a. All testing pursuant to this Policy will be done at the AMA Pro Racing designated Testing Laboratory.
- b. AMA Pro Racing has designated Aegis Sciences Corporation (Aegis) of Nashville, TN to administer the collection, transport, and testing of urine, blood, saliva, hair, and/or breath specimens pursuant to this Policy and to communicate the results to the PA and MRO as needed.
- c. AMA Pro Racing reserves the right to designate other testing facilities, as needed to facilitate this Policy, throughout the year.

### B1.3 THE MEDICAL REVIEW OFFICER (MRO)

- a. AMA Pro Racing has designated Douglas Aukerman, M.D., as the independent MRO of this Policy.
- b. The MRO is an independent and impartial physician responsible for receiving and reviewing laboratory results generated pursuant to this Policy and determining whether there is a legitimate medical explanation for a positive drug test or refusal to test because of adulteration, substitution, or other non-negative test.

- c. Dr. Aukerman is a board certified Sports Medicine physician and a medical review officer certified by the American Association of Medical Review Officers (AAMRO).
- d. AMA Pro Racing reserves the right to designate other MROs, as needed, to facilitate this Policy throughout the year.

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

i. STIMULANTS

Including without limitation:

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

ii. NARCOTIC ANALGESICS

Including without limitation:

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

iii. EPHEDRINE CLASS

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

1. in a manner that is inconsistent with the instructions provided by the drug manufacturer (e.g., use in concentrations or amounts in excess of the manufacturer's recommended dose); or

**B2 AMA PRO RACING PARTICIPANTS SUBJECT TO TESTING**

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

**B2.1 DRUG TESTING**

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

**B2.2 PERFORMANCE ENHANCING DRUG TESTING**

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

**B3 PROHIBITED SUBSTANCES AND ACTS**

**B3.1 PROHIBITED SUBSTANCES**

- a. For the purpose of this Policy, prohibited substances are those substances that, in the PA's and the MRO's determination, in consultation with AMA Pro Racing, may adversely affect the safety and well-being and performance of an AMA Pro Racing Participant at an AMA Pro Racing Event, including without limitation illegal drugs.
- b. The PA and the MRO, in consultation with AMA Pro Racing, may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of the substance following a drug test.
- c. For the purposes of these rules, federal bans and definitions of illegal substances supersedes any state and/or local ordinance, regulation or law allowing use of a substance.
- d. AMA Pro Racing credentialed Participants are prohibited from using, having in their system, possessing, purchasing, selling and/or participating in the distribution of any drug that is illegal to possess, use, and/or distribute by the laws of the United States of America and/or any of its 50 states, regardless of the amount, at any time.

2. in a manner or an amount that may cause an increased risk to health, safety, or an impairment of ability to perform his/her duties in relation to an AMA Pro Racing Event.

iv. BENZODIAZEPINES

Including without limitation:

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

v. BARBITURATES

Including without limitation:

<b>BARBITURATES</b>
Amobarbital (Amytal)
Butalbital (Anolor 300, Esgic, Fioricet, Fiorinal)
Butobarbital (Butisol)
Phenobarbital (Luminol, Solfoton)
Pentobarbital (Nembutal, Nembutal Sodium)
Secobarbital (Seconal) and/or their chemical and pharmacological analogs and related compounds

vi. PERFORMANCE ENHANCING DRUGS

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

<b>PERFORMANCE ENHANCING DRUGS</b>
Androstenediol
Androstendione
Bolasterone
Boldenone
Chloroxomesterone (dehydrochloromethyltestosterone)
Clostebol
Dihydroepiandrosterone
Dihydrotestosterone
Depitestosterone

Dromostanolone
Epitestosterone
4-Chlortestosterone
Fluoxymesterone
Formebolone
Furazabol
Mesterolone
Methandienone (Methandrostenolone)
Methandriol
Methenolone
Methylclostebol
Methyltestosterone
Methyltrienolone
Mibolerone
Nondrolone
Norandrostendione
Norethandrolone
Norethindrone
Oxabolone
Oxandrolone
Oxymesterone
Oxymetholone
Stanozolol
Stenbolone
Testosterone
Trenbolone

vii. MUSCLE RELAXERS

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

viii. SLEEP AIDS

Including without limitation, zolpidem (Ambien).

ix. BETA BLOCKERS

Including without limitation, the following drugs and related compounds:

<b>BETA BLOCKERS</b>
Acebutolol
Alprenolol
Amosulalol
Atenolol
Betaxolol
Bisoprolol
Carteolol

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

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

- a. AMA Pro Racing recognizes that there are many prescription and over-the-counter medications that serve essential or beneficial purposes for the health and well-being of AMA Pro Racing Participants, and nothing in this Policy is intended to discourage the proper use of these medications.
- b. Some medications, even when properly used, may adversely affect the safety and integrity of competition for motorsports events.
- c. For example, many types of cough medicines contain codeine, which is a potent narcotic that may result in drowsiness or diminished alertness.
- d. Misuse or non-medical use of a prohibited, prescription, or over-the-counter medication by an AMA Pro Racing credentialed Participant is prohibited, and the MRO will examine whether:
  - i. the medication was used in a manner inconsistent with the instructions provided by the manufacturer, pharmacist and/ or the prescribing physician
  - ii. the medication causes a competitive advantage, or a diminished or impaired ability to perform duties on the day of an Event
  - iii. the medication was used without a valid prescription from a credentialed and treating physician that was given for a legitimate medical purpose
  - iv. the AMA Pro Racing Participant failed to advise the issuing physician that another physician was prescribing the same and/or similar medication; and/or
  - v. the medication was prescribed more than 6 months prior to an

### AMA Pro Racing Event.

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

### B3.3 ALCOHOL

- a. An AMA Pro Racing credentialed Participant is prohibited from consuming any alcohol 12 hours prior to or during any AMA Pro Racing on-track activity or Event.
- b. An AMA Pro Racing credentialed Participant with breath, urine, saliva, or blood alcohol level above 20mg per 100ml (.02%) at the time of testing is deemed unfit for racing, participating or officiating in an AMA Pro Racing Event.
- c. Nothing in this paragraph shall preclude an AMA Pro Racing Official from determining that an AMA Pro Racing credentialed Participant with a breath, urine, saliva, or blood alcohol test level below 20mg per 100ml (.02%) is physically unfit for race driving, participating, or officiating in an AMA Pro Racing Event and taking such disciplinary action as the AMA Pro Racing Official may deem appropriate under the AMA Pro Racing Substance Abuse Policy.

### B3.4 DIETARY SUPPLEMENTS

- a. Dietary supplements may contain (either purposefully or through contamination) a prohibited substance under this Policy.
- b. Any product sold with a warning advising non-use if the purchaser is subject to a drug testing program should be avoided even though such product may be available without a prescription.
- c. AMA Pro Racing Participants may use a variety of apps or internet sources to become more educated about the contents of a supplement, but regardless of that information, the AMA Pro Racing Participant is responsible for any substance found in their system.

### B3.5 MASKING AGENTS

- a. The use or attempted use of any agent or technique that is designed to avoid detection of a prohibited substance and/or falsify, alter, compromise, or otherwise tamper with the integrity of a specimen or test under this Policy is prohibited. This includes:
  - i. Providing false urine samples (e.g., urine substitution or synthetic urine)
  - ii. Contaminating the urine sample with chemicals or chemical products
  - iii. Using pharmaceutical diuretics to purposefully dilute the urine sample

- iv. Using masking agents
- v. Using Aromatase inhibitors that may be used to biologically manipulate the testosterone/Epitestosterone ratio, and/or using epitestosterone to artificially alter the testosterone/epitestosterone ratio.

- b. Fax both the cover sheet and copy of the prescription to the MRO at (888) 595-4949, or email scanned copies to mro@aukmed.net.
- c. The Participant's physician may receive a call from the MRO to discuss the prognosis and expected length of treatment and corresponding duration of the prescription.

### B3.6 SUBSTANCES THAT MIMIC EFFECTS OF BANNED SUBSTANCES

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

### B3.7 MANNER OF USE

#### a. SAFETY

- i. The use of any legal or illegal substance, or combination of substances, which when taken into the human body, can impair the ability of the person to perform safely is prohibited.
- ii. Under this Policy, any substance or combination of substances used in an unsafe manner is a violation.
- iii. For example, a combination of drinking 10 cups of espresso, taking cold medicine and using prescribed sleep medication will cause a safety risk, although each substance in small amounts by themselves may not necessarily result in a violation of the SAP.

#### b. INTEGRITY OF COMPETITION

- i. The use of any legal or illegal substance, or combination of substances, which when taken into the human body, can alter or enhance a person's ability to compete in a manner unfair to other Participant is a violation.
- ii. For example, a legal substance may be substantially similar to an illegal drug –i.e., synthetics, analogues and/or derivatives of an illegal substance –use of that substance will result in a violation of the SAP.

### B4 PRESCRIPTION DOCUMENTATION FOR PROHIBITED SUBSTANCES TO THE MEDICAL REVIEW OFFICER

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

- a. Using a fax cover sheet, print "AMA PRO RACING SAP Information", Participant name and phone number, name of medication, the prescribing physician, and the physician's phone number. Attach a copy of the prescription providing the dosage and duration instructions for proper use.

### B5 TESTING FOR PROHIBITED SUBSTANCES

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

#### B5.1 REASONABLE SUSPICION

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

- 12. Extreme personality change or mood swings; or
  - 13. Deteriorating personal hygiene or appearance.
- iii. An arrest or conviction for driving while under the influence of alcohol or drugs, or an alcohol or drug related conviction.
  - iv. Receipt of a report from a reliable source that an AMA Pro Racing credentialed Participant is under the influence of substances prohibited under this Policy on the day of an AMA Pro Racing Event, or, at any time, is using, possessing or selling illegal drugs or substance.
  - v. The results of an examination or test, as provided by the AMA Pro Racing Rules, which shows evidence of use of a prohibited substance or alcohol abuse or of adulteration or manipulation of the specimen.
  - vi. The odor or aroma of an alcoholic beverage on or about the breath or body of an AMA Pro Racing credentialed Participant consistent with use of such a substance or alcoholic beverage on the day of an AMA Pro Racing Event.
  - vii. Violation of AMA Pro Racing safety precautions resulting in an incident or accident involving injury, death or property damage.

#### B5.2 RANDOM TESTING

- a. AMA Pro Racing may also require all credentialed Participants to submit to unannounced random testing at any time during an Event to ensure compliance with this Policy. This may include, but is not limited to, random testing before or after practice, qualifying, or the Race itself.
- i. RANDOM TESTING RATES
    - 1. Random testing rates will be set by the Program Administrator prior to the start of each season.
    - 2. The rates may either increase or decrease based on program test results of the previous year and substance abuse trends impacting professional sports and the public.
    - 3. Random testing rates set by AMA Pro Racing are an annual minimum requirement.
    - 4. Selection will be made at random, with all credentialed participants have an equal chance of selection.
  - ii. RANDOM SELECTION
    - 1. Random selection of participants for testing will be conducted by the PA through a computer-based random number generator.

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

#### iii. OBSERVED TESTS

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

#### B5.3 FOLLOW-UP TESTING

- a. AMA Pro Racing Participants may be required to undergo follow-up testing as requested by the PA, MRO or AMA Pro Racing. Tests may be:
  - i. ADMINISTRATIVE REQUESTED
    - 1. The PA may request follow-up testing for administrative issues.
  - ii. MRO REQUESTED
    - 1. The MRO may request follow-up testing for variety of reasons, including but not limited to:
      - a. If the MRO finds that test results are invalid, the MRO may request a follow up test to assist in analysis.
      - b. Monitor or determine therapeutic levels of prescription drugs.
      - c. Determine whether an AMA Pro Racing Participant is “cycling” or “stacking” performance enhancing substances.
      - d. Assist in the investigative process to determine if there is a legitimate medical reason for test results.
  - iii. AMA PRO RACING REQUESTED
    - 1. In its discretion, AMA Pro Racing may decide to include drug and/or alcohol testing as a condition of probation.
    - 2. In the rare instances when that occurs, AMA Pro Racing will review the situation and determine how many times, for how long, in what circumstances and for what substances a Participant will be tested as part of probation and whether collections are to be



observed.

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

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

#### B5.5 SPECIMENS FOR TESTING

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

#### B5.6 AUTHORIZATION FOR TESTING AND RELEASE

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

#### B5.7 REFUSAL TO TEST

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

#### B5.8 REMOVAL FROM AMA PRO RACING EVENT

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

#### B5.9 COLLECTION AND TRANSPORT OF SPECIMEN(S)

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

i. IDENTIFICATION & DIRECT OBSERVATION

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

ii. SPECIMEN QUALITY

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

iii. SPECIMEN HANDLING

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

iv. SPECIMEN OWNERSHIP

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

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

a. MRO REQUESTS FOR AN INTERVIEW AND ADDITIONAL INFORMATION

Once the MRO notifies an AMA Pro Racing Participant that

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

i. MRO REQUESTED INFORMATION

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

ii. MRO REQUESTED INDEPENDENT MEDICAL EXAM

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

iii. PA AND MRO NOTIFICATIONS

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

iv. MRO REPORTING OF RESULTS

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

b. PA'S REPORTING OF RESULTS

- i. Once the MRO reports a positive test or refusal to test because of adulteration, substitution, the PA is to consider all information derived from the testing process and information derived from the independent investigation of the MRO, and then make a determination of whether the results are positive.
- ii. If in consultation with the MRO, the PA decides the results are positive, the PA shall inform AMA Pro Racing of a positive result, irrespective of whether the split specimen procedures described in this Rule Book have been completed.
- iii. Once split specimen procedures are completed, the PA shall then issue to AMA Pro Racing either a confirmed negative test result or a confirmed positive test result.
- iv. If split specimen procedures are waived or never acted upon, the PA shall issue a confirmed positive result and violation of this Policy to AMA Pro Racing.

c. SPLIT SPECIMEN PROCEDURES

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

i. "B" SAMPLE TEST REQUEST

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

ii. "B" SAMPLE TEST LABORATORY

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

iii. "B" SAMPLE TEST PROCEDURES

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

iv. IF NO "B" SAMPLE IS AVAILABLE

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

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

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

vi. TEMPORARY SUSPENSION BASED ON "A" SAMPLE RESULTS

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

of the AMA Pro Racing Participant (or his/her representative) at the “B” sample test.

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

vii. SAMPLES PROPERTY OF AMA PRO RACING

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

viii. WHEN 72 HOURS FOR “B” SAMPLE REQUEST DOES NOT APPLY

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

ix. UNCOOPERATIVE PARTICIPANT

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

d. CANCELED AND NEGATIVE TESTS

- i. If the PA or MRO verifies a test as cancelled or negative, the results will be reported to AMA Pro Racing.
- ii. A canceled and negative test will not be treated as a violation of this Policy.

e. SUSPENSION OF AMA PRO RACING LICENSE

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

f. PUBLICATION OF RESULTS

- i. By seeking to participate in any AMA Pro Racing Event, all AMA Pro Racing credentialed Participants agree that AMA Pro Racing may publish the results of any test or tests conducted pursuant to this Policy and the circumstances giving rise to such test or tests to such third parties as AMA Pro Racing, in its sole discretion, deems reasonable under the circumstances.
- ii. AMA Pro Racing may also publish any and all violations to this Policy, including but not limited to conduct violations where no testing may have occurred.
- iii. No AMA Pro Racing Participant shall have any claim or cause of action of any kind against AMA Pro Racing or any director, officer, employee or agent of AMA Pro Racing, the PA, Testing Laboratory, or MRO with respect to such publication, and/or shall be deemed to have released any such claim or cause of action.

g. ROAD TO RECOVERY/COMPETITION RE-ENTRY

- i. AMA Pro Racing shall also send the suspended AMA Pro Racing Participant a letter containing terms and conditions for consideration of reinstatement of the AMA Pro Racing Participant’s license.
- ii. If the AMA Pro Racing Participant wishes to have AMA Pro Racing lift the suspension, the AMA Pro Racing Participant must agree to AMA Pro Racing’s terms and conditions of reinstatement.
- iii. In conjunction with the terms and conditions of reinstatement, the PA will also facilitate an evaluation for the Road to Recovery Program by coordinating an evaluation with the appropriate substance abuse professional for advising on creation of a Road to Recovery Plan that may include substance abuse counseling, treatment or rehabilitation.
- iv. The PA will determine how many times the AMA Pro Racing Participant will be tested, for how long, and for what substances.
- v. The PA may also require that collections be under direct observation.
- vi. Testing will be done at a time and place and under conditions specified by AMA Pro Racing and/or the PA, at the AMA Pro Racing Participant’s expense, which will include laboratory fees and all other direct and indirect costs incurred by AMA Pro Racing or the laboratory in connection with each test.
- vii. When an AMA Pro Racing Participant has, to the satisfaction of the PA, completed the requirements set forth in the letter, the AMA Pro Racing Participant is eligible for reconsideration of reinstatement of an AMA Pro Racing license.

## B5.11 VOLUNTARY DISCLOSURE

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

- a. AMA Pro Racing's primary objective with regard to voluntary disclosure is to prevent participation of individuals who are in violation of this Policy until such time as the violation is no longer a threat to the safety or integrity of the racing program. In principal, persons who voluntarily disclose violation of this Policy, and who voluntarily withdraw from participation until their eligibility status is resolved, will receive more favorable consideration than those whose violations are discovered through testing and who have continued to knowingly participate in AMA Pro-Racing's program while in violation of this Policy.
- b. Participants are encouraged to contact the Program Administrator and/or Race Director to voluntarily dis-close violations of the Substance Abuse Policy prior to being selected for a drug test. Persons who do not will be subject to whatever actions and controls AMA Pro Racing deems necessary to protect the safety and integrity of its racing program, and such steps may include withholding of competition privileges.
- c. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy, and who cooperate with the Program Administrator in setting a plan of action for reinstatement, shall not, under normal circumstances, be charged with violation of this Policy.
- d. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy will be subject to a preliminary test to be conducted in a timely manner at the direction of AMA Pro Racing and any subsequent testing as determined by the Program Administrator. Costs of such test shall be borne by the individual. Under no circumstances will the individual be permitted to participate in AMA Pro Racing-sanctioned activities until they have a negative test result on a sample specifically identified as a "Consideration for Return to Competition" passed a substance abuse test.
- i. If the results of the preliminary test reveal that the participation of the individual may jeopardize the safety or integrity of the AMA Pro Racing program, as determined in the sole discretion of AMA Pro Racing, then the further participation of the individual will be withheld until such time as there is evidence, acceptable to AMA Pro Racing, that the individual's participation will no longer jeopardize the safety and integrity of the program.
- e. Individuals who voluntarily disclose violation(s) of the Substance Abuse Policy will be required, prior to continued participation, to enter into a Voluntary Disclosure Agreement with AMA Pro Racing stipulating the conditions of their probation.

- f. Individuals who have no previous offenses of this Policy may voluntarily disclose violation(s) even at the time of selection for a random test under the provisions of Section B.11 of this Policy or at the time of notification of a test under the reasonable suspicion provisions of Section B.5.1. However, such individuals must immediately cease their participation in the day's activities and refrain from any further participation in AMA Pro Racing-sanctioned activities until their eligibility status has been resolved.
- g. Individuals who have one or more previous violations of this Policy are offered no specific protections under this section of the Policy. However, voluntary disclosure of repeat violation(s), and voluntary withdrawal from participation, will be viewed as mitigating factors by AMA Pro Racing in determining any penalties which might be invoked.
- h. Any violation of the Substance Abuse Policy discovered while an individual is on probation under these provisions for voluntary disclosure shall be treated as an offense under the appropriate item of this Policy

## B5.12 APPLICABILITY OF THE AMA PRO RACING RULES

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

## Appendix C Fuel Test Procedures

- C1 AMA Pro Racing has sole authority to direct the administration of fuel tests, which may be carried out at any time during the course of an event.
- C2 The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of AMA Pro Racing. The motorcycles selected for fuel sampling and testing will be placed in the impound area.
- C3 Containers for holding samples:
- Must be clean and constructed of robust, fuel non-reactive, impermeable material.
  - Must be sealable.
  - Must have provision for identification.
- C4 The extraction of fuel from the machines must be directly from the fuel tank, and shall be subjected to initial fuel testing.
- C5 Should a fuel sample fail initial fuel testing, three (3) test samples will be collected from each selected machine. The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.
- C6 This information must be entered on the AMA Pro Racing Fuel Sample Certificate, which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken, and the identity of its rider.
- C7 The samples (A, B and C) must remain in the control of AMA Pro Racing. The rider or a representative of the entrant/rider/team must sign the fuel sample certificate acknowledging that a sample was taken, and the entrant or rider must receive a copy of the certificate.
- Sample A and its certificate will be sent by express service to the official testing laboratory as determined by AMA Pro Racing, where the sample will be tested for compliance to the fuel specifications in accordance with standard scientific procedures.
  - Sample B and its certificate will be safeguarded at the AMA Pro Racing office and will be sent to the laboratory for testing if Sample A is found to be in non-compliance to the fuel specifications.
  - The results obtained from such testing must be attached to the laboratory's copy of the Fuel Sample Certificate and delivered to AMA Pro Racing as soon as practicable after the results have been obtained.
  - Sample C will be safeguarded at the AMA Pro Racing office for future testing if necessary.
  - Upon receiving the report from the laboratory that a fuel sample or samples are not in compliance with the rules, AMA Pro Racing will inform the entrant or rider and assess a penalty.

- The competitor may only request a re-test to verify the results. The re-testing will be at the competitor's expense.
- If after the second test the fuel is found still out of compliance the competitor may not appeal the results or the penalty assessed by AMA Pro Racing.
- The independent testing laboratory, in issuing the results of the test, must also verify that the samples were received in good condition and with the seal intact.
- One crew member from each team may supervise the testing of their team's fuel.

## Appendix D Sound Test Procedures

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### D1 Sound Test Equipment

- D1.1 The following instrumentation shall be used: a sound-level meter meeting the Type 1, Type S1A, Type 2, or Type S2A requirements of ANSI S1.4-198 or the international standard IEC 651, Type 1 or Type 2.
- D1.2 The sound-level meter must include a compatible calibrator, which must be used immediately before the testing session begins and always just prior to a re-test if a disciplinary sanction may be imposed.
- D1.3 For convenience, a 20-inch string may be attached to the front of the sound-level meter for the stationary sound test.
- D1.4 It is recommended that the sound meter be attached to a tripod and then placed into position for the test.
- D1.5 Allow the sound meter to come to the same temperature as the surroundings.
- D1.6 Set the sound meter to slow dynamic response and A-weighting.
- D1.7 Always round down the meter reading, that is: 100.9 dB/A = 100 dB/A.
- D1.8 An electric tachometer or vibrating reed tachometer shall be used to determine RPM.

### D2 Test Site

- D2.1 No one should be within 10 feet (3 meters) of the machine other than the rider, the sound meter operator, an assistant to balance the motorcycle and one other person directly behind the sound meter operator.
- D2.2 The test area should be a flat, open surface free of large sound-reflecting surfaces, such as a parked vehicle, buildings, signs, and hillsides, within 16 feet of the motorcycle being tested.
- D2.3 The surface should be free of loose soil, snow or grass higher than 6 inches.
- D2.4 The surrounding sound should not exceed 90 dB/A within a 16-foot radius from the motorcycle during the test.
- D2.5 Always use a windscreen under windy conditions. The stationary test procedure should not be conducted if the wind speed is 20 mph or higher.
- D2.6 If wind is present, the motorcycle should be positioned so the wind blows back to front. This allows mechanical sound to blow forward, away from the microphone.

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

### D3 Guidelines for Measuring Sound

- D3.1 For initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per motorcycle.
- D3.2 Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.
- D3.3 During the sound test, only the rider (or his mechanic) may sit on the motorcycle in the normal riding position and will follow the directions of the sound test official. No other team personnel may influence the sound test.
- D3.4 The sound reading should be taken with the microphone placed at 20 inches from the exhaust pipe at an angle of 45 degrees measured from the center-line of the exhaust end and at the height of the exhaust pipe, but at least 8 inches above the ground. If this is not possible, the measurement can be taken at 45 degrees upward.
- D3.5 Attach an electric tachometer or set the vibrating reed tachometer to the test RPM.
- D3.6 Make sure the engine is warmed up and the transmission is in neutral.
- D3.7 Have the vehicle operator slowly increase the engine speed to the test RPM.
- D3.8 Have the rider or assistant read the meter of the electric tachometer, or have the rider or assistant hold the vibrating reed tachometer against any solid part of the vehicle.
- D3.9 Have the vehicle operator or assistant signal when the correct RPM is held (e.g., by tapping his foot).
- D3.10 Read the sound level meter when the correct RPM is held.
- D3.11 All silencers will be marked once they have passed the sound test. The silencer shall not be modified after it has been marked.
- D3.12 Silencers fitted with removable end cap/adapters aimed to reduce the sound levels shall be marked and securely mounted to the silencer. If the removable end cap/adaptor becomes separated from the silencer during any practice/qualifying or race, the silencer will be deemed modified and the rider will be penalized.
- D3.13 The silencer may only be exchanged with a spare silencer that has also been checked and marked for that motorcycle.

### D4 Sound Testing Corrections

- D4.1 Always round down the meter reading; that is: 100.9 dB/A = 100 dB/A.
- D4.2 Type 1 Meter: deduct 1 dB/A
- D4.3 Type 2 Meter: deduct 2 dB/A
- D4.4 Below 50 degrees Fahrenheit: deduct 1 dB/A
- D4.5 Below 32 degrees Fahrenheit: deduct 2 dB/A

## Appendix E Tire Testing Procedures

- E1 Tire testing will be done at the discretion of the AMAP officials. Refusal to allow testing to be completed will result in disqualification without exceptions.
- E2 Testing may be conducted on tires used by the top five finishers during the current event only – selection of tire is at AMAP discretion.
- E3 Tire testing may include use of a durometer, sniffer and sample evaluation by Blue Ridge Labs.
- E4 Prior to removal of a tire sample for testing by Blue Ridge Labs the competitor will sign a release stating that he understands:
- The test will be performed by Blue Ridge Laboratory and if the sample is found to not conform to the benchmark tire specifications they will be disqualified.
  - Additionally, AMAP cannot be sued, litigated, or challenged based on the findings of the lab test.
  - The lab test will prevail as the final ruling in the tire inspection process.
  - If the competitor chooses not to sign the waiver they will be disqualified for refusing inspection.
- E5 When samples are to be sent to Blue Ridge Labs, AMAP tech official will remove four (4) sample strips from the tread of the tire 1 – 2" long.
- E6 The samples will be placed into a vial by the competitor and then the vial will be sealed.
- E7 The sealed vial will be placed into an evidence bag and signed, dated and numbered by the competitor and inspector.
- E8 The witnessing AMAP official will send the sample to Blue Ridge Labs for testing.
- E9 Blue Ridge Labs will test the sample in comparison to a sample provided to them by the tire manufacturer.
- E10 Blue Ridge Labs will declare the tire to conform or not conform to the benchmark sample from the manufacturer.
- E11 If the sample conforms to the benchmark the competitor will be declared within the rules.
- E12 If the sample does not conform to the benchmark, the competitor will be found in violation of the rules and will be disqualified.
- E13 Tire testing may be requested by any rider participating in the event with the bike using the tire to be tested by submitting a written protest to an AMAP official within thirty (30) minutes of the first bike in the event arriving in the tech tent.
- E14 A protest may only be filed against bikes finishing the main event.
- E15 The individual making the protest must include the following:
- Bike # and rider being protested

- Date and time of the protest
- Bike # and rider filing the protest
- Event

- E16 The individual making the protest must include \$1000 cash per tire being protested with the protest.
- E17 The cash will be returned to the person making the protest if the tire is found to not conform per the procedure outlined above.
- E18 The rider found to have used a tire that did not conform will be disqualified and subject to a fine equivalent to all testing costs.
- E19 If the tire is found to conform per the procedure outlined above, the protesting rider will not receive his \$1000 back and the rider that was protested will not be disqualified.
- E20 AMAP reserves the right to test any tire of any rider at the expense of AMAP. If the tire is found to not conform to the benchmark sample provided by the tire manufacturer, that rider will be disqualified and will be charged \$200.
- E21 Sending the sample to Blue Ridge Labs. Send all samples with a phone number and a return address where results should be sent to:

BLUE RIDGE LABS

522 PINE MTN. RD.

HUDSON, NC 28638



## Appendix F Glossary

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

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

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

**CC** - (acronym) Cubic Centimeters

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

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

**DOT** - (acronym) United States Department of Transportation

**ECU** - (acronym) Electronic Control Unit

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

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

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

**Grid** - Starting area of a race

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

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

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

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

**OEM** - (acronym) Original Equipment Manufacturer

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

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

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

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

**Pole Position** - Innermost front row starting position

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

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

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

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

**Race** - Competition in which two or more riders compete

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

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

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

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

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

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

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

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

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

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

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



