

Introduction

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

The Arenacross and Arenacross Lites pro classes use select rules and technical requirements from this book as specified in the Arenacross Supplemental Rules.

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

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

Section 2 lists information related to licensing, eligibility and entries that apply to riders.

In section 3, you'll find the information that you need on race days, a description of the racing program and rules you must follow at the track.

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

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

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

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

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

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

DISCLOSURE

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

THE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT PURSUANT TO THE UNIFORM RULES.

RULES DIRECTED OR RELATED TO SAFETY ARE PROMULGATED TO MAKE ALL PERSONS CONCERNED WITH SAFETY, BUT THE AMA NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF RULES.

MOREOVER, EACH PARTICIPANT IN COMPETITION HAS THE RESPONSIBILITY TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND CONDITIONS AND MUST ASSUME THE RISK OF COMPETITION.

TABLE OF CONTENTS

| Contents | Section | Page |
|---|----------|------|
| 2008 Schedules..... | | 4 |
| Categories of Racing..... | | 6 |
| Equipment Standards and Technical Rules..... | 1 | 7 |
| Licenses, Eligibility, Entries and Credentials..... | 2 | 19 |
| Race Rules and Procedures..... | 3 | 26 |
| | Appendix | Page |
| Offenses, Penalties, Protests, Appeals..... | A | 40 |
| Pro Racing Substance Abuse Policy..... | B | 53 |
| Official's Duties..... | C | 66 |
| Sound Test Procedures..... | D | 70 |
| Fuel Test Procedures..... | E | 73 |
| Online Rule Proposals..... | F | 75 |
| Glossary..... | G | 76 |
| Number Fonts..... | H | 80 |

Changes for 2008 are in *italics*

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

AMA Racing
13515 Yarmouth Drive
Pickerington, OH. 43147
Phone: (614) 856-1900
Fax: (614) 856-1924
www.amaproring.com

Copyright © 2007-2008 by AMA Racing. Printed in USA. No portion of these rules may be copied or used without the express written consent of AMA Racing.

2008 AMA Supercross Series*

www.supercrossonline.com

- Jan 5 Angel Stadium of Anaheim**
Anaheim, CA (Lites West)
- Jan 12 Chase Field**
Phoenix, AZ (Lites West)
- Jan 19 Angel Stadium of Anaheim**
Anaheim, CA (Lites West)
- Jan 26 AT&T Park**
San Francisco, CA (Lites West)
- Feb 2 Angel Stadium of Anaheim**
Anaheim, CA (Lites West)
- Feb 9 Qualcomm Stadium**
San Diego, CA (Lites West)
- Feb 16 Reliant Stadium**
Houston, TX (Lites West)
- Feb 23 Georgia Dome**
Atlanta, GA (Lites East)
- Mar 1 RCA Dome**
Indianapolis, IN (Lites East)
- Mar 7 Daytona International Speedway**
Daytona Beach, FL (Lites East)
- Mar 15 HHH Metrodome**
Minneapolis, MN (Lites East)
- Mar 29 Rogers Center**
Ontario, Canada (Supercross Class)
- Apr 5 Texas Stadium**
Irving, TX (Lites East)
- Apr 12 Ford Field**
Detroit, MI (Lites East)
- Apr 19 Edward Jones Dome**
St Louis, MO (Lites East)
- Apr 26 Qwest Field**
Seattle, WA (Lites West)
- May 3 Sam Boyd Stadium**
Las Vegas, NV (Lites Shoot-out)

*Dates and Locations Subject to Change

2008 AMA Motocross Championship Schedule*

www.amamotocross.com

- | | |
|------------------|--|
| May 24-25 | Glen Helen Raceway Park San Bernardino, CA 92407 www.glenhelen.com |
| May 31-1 | Hangtown Motocross Classic Rancho Cordova, CA 95670 www.hangtownmx.com |
| Jun 7-8 | Freestone County Raceway Wortham, TX 76693 www.freestonemx.com |
| Jun 14-15 | High Point Raceway Mt. Morris, PA 15349 www.highpointmx.com |
| Jun 28-29 | Thunder Valley Motocross Park Lakewood, CO 80228 www.mxthundervalley.com |
| Jul 5-6 | Red Bud Track & Trail Buchanan, MI 49107 www.redbudmx.com |
| Jul 12-13 | Budds Creek Motocross Park, Inc. Mechanicsville, MD 20653 www.buddscreek.com |
| Jul 19-20 | Unadilla Valley Sports Center, Inc. New Berlin, NY 13411 www.unadillamx.com |
| Jul 26-27 | Washougal Motocross Park Washougal, WA 98671 www.washougalmxpk.com |
| Aug 16-17 | Spring Creek Motocross Park Millville, MN 55957 www.springcreekmx.com |
| Aug 23-24 | Motocross 338 Southwick, MA 01077 www.moto338.com |
| Aug 30-31 | Steel City Raceway Export, PA 15632 www.steelcitymx.com |

*Dates and Locations Subject to Change

CATEGORIES OF RACING

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

Motocross
Motocross Lites

Supercross
Supercross Lites

Motocross is conducted on a closed course that must be a minimum of 1/2 mile in length with a maximum of 2 miles in length. The course should be irregular so that both right and left hand turns have to be negotiated. It is advisable to include hills, jumps and other terrain that necessitates gear changing. Natural terrain should be used wherever possible. Tracks should try to maintain a 40 foot width but at no time should they be narrower than 16 feet.

Supercross is conducted within a stadium-type facility on a specially constructed racetrack. The racetrack generally should be 20 feet in width at its narrowest point, except where narrower sections are a benefit to traffic flow, such as dual-line turns, etc. These sections must be approved by the Race Manager prior to the meet. The length of the course is contingent upon the track design and the size of the area of the facility used.

Section 1

Equipment Standards and Technical Rules

The motorcycles for use in Motocross and Supercross competition require homologation approval granted by AMA Racing. The rules concerning these motorcycle components are intended to give freedom to modify or replace some of the parts in the interest of safety and research and development, but with constraints imposed to limit cost. Superseded or redesigned parts must be submitted to AMA Racing for review and approval before their use in competition. These parts must be listed in the current OEM parts list supplied to AMA Racing.

| Section | Equipment Standards and Technical Rules | Page |
|---------|---|------|
| 1.1 | Engine Displacements..... | 8 |
| 1.2 | Homologation of Motorcycles..... | 8 |
| 1.3 | Engines..... | 8 |
| 1.4 | Transmissions and Primary Drive..... | 9 |
| 1.5 | Exhaust System..... | 9 |
| 1.6 | Sound Requirements..... | 9 |
| 1.7 | Frame..... | 10 |
| 1.8 | Swingarm..... | 10 |
| 1.9 | Forks and Shocks..... | 10 |
| 1.10 | Fuel Tanks..... | 11 |
| 1.11 | Fuel Specifications..... | 11 |
| 1.12 | Handlebars and Controls..... | 12 |
| 1.13 | Brakes..... | 12 |
| 1.14 | Tires..... | 12 |
| 1.15 | Telemetry and Traction Control..... | 12 |
| 1.16 | Minimum Weight..... | 13 |
| 1.17 | Weighing Procedure..... | 13 |
| 1.18 | Numbers and Number Plates..... | 13 |
| 1.19 | Riders Apparel..... | 15 |
| 1.20 | Display of AMA Pro Racing Logo..... | 16 |
| 1.21 | Mechanics..... | 17 |
| 1.22 | Special Technical Requirements..... | 17 |
| 1.23 | Rider Responsibility..... | 18 |

1.1 Engine Displacements

a. Motocross Lites / Supercross Lites Class

0 - 125cc 2-stroke

0 - 250cc 4-stroke

b. Motocross / Supercross Class

150 - 250cc 2-stroke

251 - 450cc 4-stroke

1.2 Homologation of Motorcycles

- a. Only motorcycles homologated by AMA Racing may be used in competition. The AMA will only accept applications for homologation from motorcycle manufacturers or their distributors.
- b. Once a motorcycle has been homologated, it may be used until such time that the homologated motorcycle no longer complies with the technical rules or a maximum of 5 years.
- c. Compliance with homologation requirements will not guarantee an AMA homologation. The homologation may be withheld or withdrawn for a just cause that the AMA deems in the best interest of the sport.
- d. The homologation procedure and information is available from the AMA Racing Technical Department.

1.3 Engines

- a. Engines are restricted to a single cylinder.
- b. Engine Displacement Measurement Calculation
 1. Engine displacement shall be recorded in cubic centimeters.
 2. Displacement = $B^2 (0.7854) H X$ B= Cylinder bore; H= Stroke; X= Number of cylinders (bore x bore x 0.7854 x stroke x number of cylinders)
- c. Supercharging or turbo charging is not permitted.
- d. Cylinder bore may be increased to achieve the displacement limit.
- e. Stroke must remain the same as the homologated model.
- f. 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.

- g. Type of intake and exhaust system, including the exhaust power valves, must remain the same as the homologated model (rotary valve, case reed valve, poppet valve, etc.).
- h. Type of cooling system (water, oil or air) must remain as homologated.
- i. Fuel injection is permitted only if it is standard equipment on the homologated model.

1.4 Transmissions and Primary Drive

- a. Motorcycles are restricted to the use of rear wheel drive only.
- b. Primary drive method must remain the same as the homologated model.
- c. The primary drive must be completely enclosed by a cover or guard.
- d. The maximum number of speeds in the gearbox is six.
- e. Number of transmission gears must be the same as the homologated model.

1.5 Exhaust System

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

1.6 Sound Requirements

- a. Motorcycles must meet sound limits of 99 dB/a measured on the "A" scale at 20 inches (500mm). Test procedure prescribed by the AMA, is in accordance with SAEJ1287, with the following clarifications:
 - 1. Test RPM will be determined by 306,000 divided by the stroke.
 - 2. For enforcement the dB/a limits are absolute. Variations due to changes in test conditions and instruments have been considered.
- b. Post race testing can be done at the request of the Race Manager, with the AMA Technical Inspector carrying out the test. The motorcycle must meet sound limits of 101 dB/a measured on the "A" scale at 20 inches (500mm).
- c. See Appendix D for "Sound Test Procedures".

1.7 Frame

- a. The main frame must be the same as an originally homologated model of the same manufacturer.
- 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. All footrests must fold to a 45 degree angle.
- f. The maximum length of the footrest from the pivot point is 5 inches.
- g. Footrests may be raised or lowered, but cannot be lower than the bottom frame tube.
- h. Accessory brackets (for radiator, coil, shock reservoir, etc.) may be changed, relocated, or removed.
- i. Engine mount location, steering head, swingarm pivot point, and rear suspension linkage point must be the same as the homologated model.
- j. Subframes may be replaced with aftermarket units of steel, aluminum or titanium provided they are similar in design to the production part and utilize original mounting points.

1.8 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.

1.9 Forks and Shocks

- a. The manufacturer's original concept of either single or double shocks must be maintained.
- b. In Motocross Lites and Supercross Lites, the replacement and modification of forks and shocks are limited to the following:
 1. Forks and shocks may be either stock or aftermarket units listed on the Approved Equipment List. This list is available from the AMA Racing Technical Department.
 2. Homologated inner and outer fork tubes, axle lugs, cartridge, and piston rod must be retained, modifications are permitted. All other fork parts may be replaced.

3. Homologated shock body, shaft and reservoir must be retained, modifications are permitted. All other shock parts may be replaced.
4. The AMA must receive written notification from the manufacturer of any superseding of controlled parts before those parts may be used in competition. The manufacturer's parts list reflecting the superseded part must accompany the notification.
5. Approved forks, shocks, and superseded parts must be available in the US through dealers or distributors to AMA Pro-licensed Supercross Lites and Motocross Lites riders for the entire current season. A dealer or distributor must fill legitimate orders, accompanied by a 50% deposit, within 15 business days of receipt. Failure to fill a legitimate order may result in the canceling of the component manufacturer's homologation.
6. Retail prices of approved forks and shocks may not exceed the following cost exclusive of all taxes. (The forks and shock assemblies must be complete and functioning assemblies, not only the controlled parts).
7. Both fork legs (less triple clamps) \$4,500.00
8. Shock assembly \$1,750.00

1.10 Fuel Tanks

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

1.11 Fuel Specifications

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

- a. The specific gravity must fall within the range: .715 - .765 at 60° F.
- b. The maximum oxygen content is 4.0% m/m.
- c. The maximum allowable level of lead is 0.025 g/l.
- d. The only allowable oxygenates are ether and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814.
- e. Epoxides (i.e. propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not permitted.
- f. Lubrication additives are permitted provided the resulting mixture would meet all other requirements.
- g. See Appendix E for "Fuel Test Procedures"

1.12 Handlebars and Controls

- a. Cracked or broken handlebars are prohibited.
- b. Control levers must have minimum 1/2 inch diameter ball ends.
- c. All motorcycles must be equipped with a functional mechanical engine kill device (compression release, etc.) or ignition cut-off switch or button, mounted on the handlebar within reach of the riders hand when placed on the grip.
- d. All motorcycles must be equipped with a self-closing throttle mechanism.

1.13 Brakes

- a. All motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- b. Brakes must be the same type as the production units. Disc brakes may only be replaced with disc brakes and drum brakes with drum brakes.
- c. Carbon fiber or carbon composite brake discs and/or carriers are not permitted.
- d. Aluminum or titanium rear brake discs are prohibited.

1.14 Tires

- a. Studded tires, other than rubber, are prohibited.
- b. Paddle (continuous radial rib) tires and tires with lugs having a height of over 3/4 inch are prohibited.

1.15 Telemetry and Traction Control

- a. Electronic devices designed specifically for traction control are prohibited. This includes sensors that can determine front wheel speed, and any electronic control to the brake systems.
- b. Electronic transmitting of information, including radio communication, to or from a moving motorcycle is prohibited with the following exceptions:
 - 1. AMA transponders utilized for scoring purposes (mandatory equipment assigned by AMA Pro Racing).
 - 2. Data or video transmitted for the sole use by the AMA Pro Racing-approved event television production (mandatory equipment assigned by AMA Pro Racing).
- c. Electronic lap timing devices are permitted. Transmitter beacons must be in an approved area. Receivers shall not be mounted on the front area of the front number plate.

1.16 Minimum weight requirements

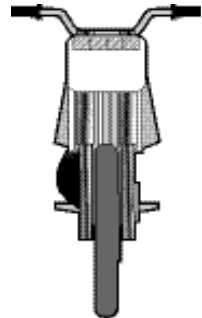
- a. Motocross Lites and Supercross Lites 194 pounds
- b. Motocross and Supercross 216 pounds

1.17 Weighing Procedures

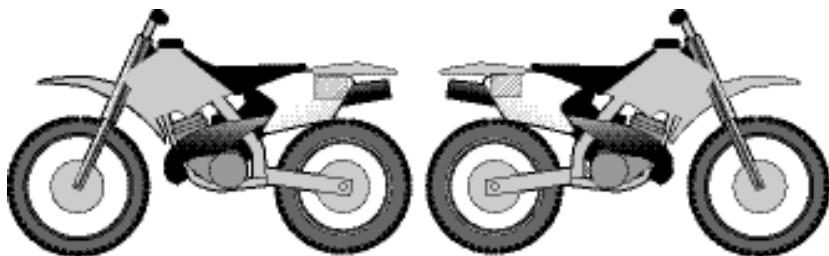
- a. Weight limits must be met after qualifying or after a race.
- b. The Chief Technical Inspector may require that the motorcycles to be cleaned of excess mud or dirt before weighing.
- c. The official AMA scale will be available before qualifying and the races for weight checking.
- d. No fluids may be added to the motorcycle, except water to the engine cooling system.
- e. The fuel must be drained from the fuel tank.
- f. Ballast attached to motorcycles is not permitted.

1.18 Numbers and Number Plates

- a. Number plates or number display areas must be of adequate area to provide ample space (approximately 1 inch) around and between numbers.
- b. 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, unless such plates are standard on the homologated model.
- c. Side number plates may be incorporated into the side frame covers if they provide adequate area for a clearly legible number display.
- d. Plastic or fiberglass number plates have a minimum thickness of 1/16 inch.
- e. The current AMA Motocross or AMA Supercross series sponsorship logo must be displayed in the striped area on the front number plate.
- f. The striped area on the front number plate is reserved for the current AMA Motocross or AMA Supercross logo. At minimum, the front number plate sticker must be a height of 1 inch and a width of 8 inches. 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.



g. The correct AMA Motocross or AMA Supercross logo must be displayed on both side number plates.



h. The striped areas on both side number plates are reserved for the current AMA Motocross or AMA Supercross logo. At minimum, the logo must be height of 1 3/4 inches and a width of 3 inches.

i. Only numbers and the approved AMA series or series sponsorship logos are permitted on the number plates.

j. Numbers must be a solid color with no outlining, *except number outlining is permitted on Red Championship plates.*

k. Front numbers must be a minimum height of 7 inches and side numbers must be a minimum height of 5 1/2 inches.



m. The approved number styles are included in this text for AMA Supercross and AMA Motocross competitions. Excessive condensing or stretching of the numbers is not permitted.

n. National Champions using the number One are allowed to use a special sized number.

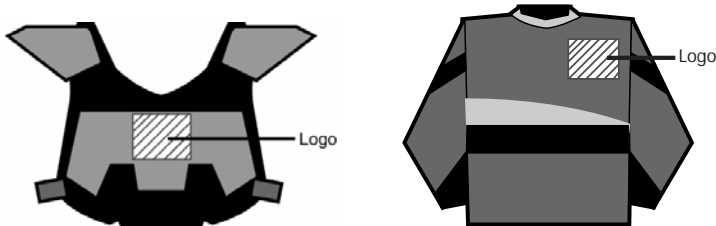
o. Number Plate Colors:

- | | |
|-----------------------------------|-----------------------------|
| 1. Motocross and Supercross Lites | Black plates, white numbers |
| 2. Motocross and Supercross | White plates, black numbers |
| 3. AMA Supercross Champion | Red plates, white numbers |
| 4. AMA Motocross Champion | Red plates, white numbers |
| 5. AMA Motocross Lites Champion | Red plates, black numbers |
| 6. AMA Supercross Lites Champion | Red plates, black numbers |
- (Supercross Lites rider must be defending in the same region)

1.19 Riders Apparel

- a. Riders must wear helmets at all times when riding on course.
- b. 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. USA: Snell M 2005
 2. UNITED NATIONS: Regulation ECE 2205 P'
 3. UK: BSI 6658 Type A
 4. Japan: JIS T 8133:2
- c. All helmets used by riders in competition must be equipped with a commercially manufactured emergency helmet removal device such as the Hats Off® device. Riders will be responsible for ensuring that the device is properly installed and operable during all on track activities. An approved list of emergency helmet removal devices is available from AMA Racing Technical Department. Helmet removal devices and installation information are available from technical inspection at all AMA Pro Racing events.
- d. Face shields or goggles must be shatter resistant. Goggles must be worn at the start of each event.
- e. Boots must be at least 8 inches high.
- f. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.
- g. Jerseys must be long sleeve. Short sleeves or $\frac{3}{4}$ sleeves not permitted.
- h. Jerseys must be made of durable material that will protect the rider.
- i. Jerseys must have the rider's assigned number on the back.
- j. The numbers must be displayed horizontally across the rider's back.
- k. The number on the rider's back must be a minimum height of 8 inches and a width of 1 inch.
- l. Acceptable number styles are listed in the appendices.
- m. Numbers must be printed in a contrasting color from the jersey color surrounding the placement of the numbers.
- n. The number may be outlined. However, the color of the outlining must be in contrast to the jersey color as well as the number color. For example, a white jersey with orange numbers could use a black outline.
- o. Mylar numbers (silver, gold or other) are not allowed, as they do not meet the requirement of the numbers being of contrasting colors.

- p. All riders must display their last name on the back of their jersey at the shoulder line.
- q. If a chest/back protector is worn over the rider's jersey, the rider's name and assigned number must be visible either on the jersey or on the chest/back protector.
- r. All riders must display the AMA Pro Racing Logo on the upper left front torso or left shoulder area of their jersey.



- s. If the rider uses a chest/back protector, the logo must be located in the center front on the chest/back protector. This is in addition to the logo located on the jersey.
- t. The minimum size of the logo is 3 inches wide by 1¾ inch high.
- u. The logo used must be correct for the series that is being raced. Supercross and Motocross have series specific logos.
- v. The logos are available for download from the AMA.
- w. Pants must be full length and made of a material that will help protect the rider.
- x. Riders must present a clean and neat appearance.

1.20 Display of AMA Pro Racing Logo

All riders are required to have approved logos in place whenever they are competing in any part of an AMA Pro Racing sanctioned event. The following logos are the approved images to display on side number plates, and rider apparel. Please note the unique text associated with each. The logo is also a part of the front number plate design, which will also include the series title sponsor.



How to obtain the logo and/or logo artwork file:

a. At meets

All number plate stickers and adhesive apparel patches will be available at AMA Pro Racing Tech Inspection at each meet.

b. Online

If a 3rd party produces number plates and/or jerseys for you prior to meets, they may request logo files from the AMA Racing Technical Department. The request for artwork by a 3rd party should include the rider's name.

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

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

1.21 Mechanics

- a. Mechanics must present a clean and neat appearance.
- b. Only appropriately dressed persons displaying proper credentials will be allowed in the pit, signaling and starting areas.
- c. Mechanics must be in uniform designating a rider or team.
- d. Cut-offs, sleeveless shirts and open-toe shoes are prohibited in the mechanics area, starting area, and infield. Shirtless individuals are also prohibited in these areas.
- e. Shirts must have a collar.
- f. Mechanics are encouraged to display the AMA Pro Racing patch on uniform shirts.

1.22 Special Technical Requirements

- a. Where the rules permit equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components and materials for the fabrication of this equipment that will perform in competition properly.
- b. Any component of a motorcycle deemed by the Chief Technical Inspector as necessary for operation must be in place, securely mounted, in proper working order, and structurally sound.

c.Regardless of previous approval, the permission to use specific components or equipment, including tires and fuel, may be withdrawn for any reason the AMA deems in the best interest of competition.

1.23 Rider Responsibility

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

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

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

Section 2

Licenses, Eligibility, Entries and Credentials

| Section | Licenses, Eligibility, Entries and Credentials | Page |
|----------------|---|-------------|
| 2.1 | Competition Licenses..... | 20 |
| 2.2 | Motocross and Supercross..... | 20 |
| 2.3 | License Regulations..... | 20 |
| 2.4 | Motocross License Criteria..... | 21 |
| 2.5 | Supercross Endorsements..... | 21 |
| 2.6 | Supercross Lites Class Endorsement Eligibility..... | 22 |
| 2.7 | Motocross Entries..... | 22 |
| 2.8 | Supercross Lites Regional Guidelines..... | 23 |
| 2.9 | Supercross Entries..... | 24 |
| 2.10 | Credential Display..... | 25 |

2.1 Competition Licenses

- a. All riders participating in any on-track practice, qualifying or racing must have a valid AMA Pro Racing license of the appropriate classification.
- b. Licenses are not issued at the racetrack. It is recommended that processing of the license be completed thru the AMA Pro Racing office 30 days before the first event you wish to participate in.
- c. All Supercross and Motocross meets are pre-entry only. Entries close 21 days prior to each meet.
- d. Additional licensing information and applications are available from the AMA Pro Racing Competition Services Department.

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

2.2 Motocross and Supercross

The following license requirements apply for AMA Motocross Championship and AMA Supercross Championship meets:

| Class | License Requirements |
|------------------|---|
| Supercross Lites | Motocross with a Supercross Lites Endorsement |
| Supercross | Motocross with a Supercross Endorsement |
| Motocross Lites | Motocross |
| Motocross | Motocross |

2.3 License Regulations

- a. AMA Pro Racing licensed riders not competing in AMA Pro Racing sanctioned events for a period of two years may lose their prior classification.
- b. Any rider who has not held a license since 2006 must meet the current licensing criteria in order to be eligible for a 2008 license.
- c. Applicants renewing a license that has been expired three or more years must meet the present requirements for a Motocross License.
- d. Foreign riders applying for an AMA Pro Racing license must submit a release and certification from their licensing federation.
- e. All licenses are issued at the discretion of AMA Pro Racing.

2.4 Motocross License Criteria

- a. All license applicants must be at least 16 years of age at the time of application.
- b. A Motocross license is the basic license that every rider must have. This license allows riders to compete in the Motocross or Motocross Lites; however, riders may only participate in one class per event.
- c. Motocross license holders from 2006 or 2007 will be eligible to renew their Motocross only license for 2008. *A Motocross only license can be issued to any rider that has earned at least 80 points (at the time of application) in the AMA Pro-AM Motocross Series.*

2.5 Supercross Endorsements

- a. Motocross License with a Supercross Lites Class Endorsement

To qualify for a Motocross license plus a Supercross Lites endorsement, riders must meet one of the following requirements:

1. Earned at least 100 points (at the time of application) in the AMA Pro-AM Motocross Series.
2. *Finished top 10 overall in the AMA Amateur National Motocross Championship in 2007 or 2008 in any of the A or Pro Sport classes.*
3. Earned 50 Arenacross class points in the 2007-08 AMA Arenacross Series.
4. *Earned 100 Arenacross Lites class points in the 2007-08 AMA Arenacross Series.*
5. Qualified into the evening program in the Supercross Lites class at least once during the 2007 Supercross season or three times during the 2006 Supercross season.
6. *Riders holding a 2007 Motocross only license that qualified for the "Fast 40" in at least one round of the 2007 AMA Motocross National Championships in either class will be eligible for a Supercross Lites Endorsement in addition to their Motocross license for the 2008 season.*

- b. Motocross License with a Supercross Class Endorsement

Riders renewing an AMA Professional Motocross license must meet one of the following criteria to be eligible for a Supercross Class Endorsement for 2008:

1. Qualified into the evening program in the Supercross class at least once during the 2007 Supercross season or three times during the 2006 Supercross season.

2. Earned a minimum of 20 points in the Supercross Lites class during the 2007 season.
3. *Earned 100 points in the 2007 AMA Motocross National Championships.*
4. *Earned 100 Arenacross class points in the 2006-07 or 2007-08 AMA Arenacross Series.*

2.6 Supercross Lites Class Endorsement Eligibility

- a. Riders earning 100 or more regional championship points in three consecutive seasons must move to the Supercross class.
- b. Riders finishing in the Top 20 in the Supercross class in either of the previous two Supercross seasons, 2006 or 2007 may not ride in the Supercross Lites Class.
- c. Riders who have lost their Supercross Lites eligibility, but have failed to earn a Supercross or Motocross National number in the top 100 for two consecutive seasons, will regain their Supercross Lites eligibility.

2.7 Motocross Entries

- a. Motocross will be pre-entry ONLY and limited to 100 riders in each class for the Motocross and Motocross Lites classes. Post entries are not permitted.
- b. Entries close 21 days prior to the meet.
- c. Riders may only enter either Motocross or Motocross Lites, not both. (No double classing)
- d. Entries will be accepted for Motocross and Motocross Lites classes in the following order until the classes reach the 100 rider limit:
 1. Riders finishing the 2007 season in the top 45 of the Motocross or Motocross Lites championship and pre-entered for the entire season.
 2. Riders finishing the 2008 season in the top 40 of the Supercross or Supercross Lites (East or West) championship and pre-entered for the entire season.
 3. Riders earning any points during the 2007 season of the Motocross or Motocross Lites championship and pre-entered for the entire season.
 4. After a rider earns championship points in the current championship series their entry for any following events in the series, is guaranteed, provided the entry is received before the closing date.

5. Riders pre-entered for the entire season.
 6. Riders finishing the 2007 season in the top 45 of the Motocross or Motocross Lites championship, but not pre-entered for the entire season.
 7. Riders finishing the 2008 season in the top 40 of the Supercross or Supercross Lites (East or West) championship, but not pre-entered for the entire season.
 8. Riders earning any points during the 2007 season of the Motocross or Motocross Lites championship or the 2008 season of the Supercross or Supercross Lites championship, but not pre-entered for the entire season.
 9. For those with no points and not pre-entered for the entire season, the date on which the pre-entry was received at the Ohio AMA office will be the determining factor for acceptance.
- e. Verification of the acceptance of an entry may be checked by calling the Competition Services Department the Wednesday after the closing date (typically 2 weeks prior to the meet).

2.8 Supercross Lites Class Regional Guidelines

- a. The number of events will be as balanced as possible between the AMA Supercross Lites East and West Regions.
- b. The last round of the AMA Supercross Series will feature an East versus West Shootout between the Regional champions and the top point scoring riders from both regions. The rider selection will be limited to 40 riders. This selection will be split as equally as possible between the East/ West top scoring riders who apply for entries.
- c. Riders must choose the region in which they intend to participate.
- d. After a rider has chosen a lites region, transferring between regions is not permitted.
- e. However, a rider in a region that is injured and has not qualified for an evening program in the rider's chosen region, may transfer regions. The rider then must remain in the new region for the rest of that season.
- f. Riders who have earned a Motocross Championship, Supercross Championship or MX1 World Championship may not ride in the Supercross Lites East / West Regional Championship.
- g. Riders earning the Number 1 plate in their region may either defend the title only once or attempt to win the other region. Riders will not be allowed to defend a second AMA Supercross Lites Championship in either region.

- h. Supercross Lites East / West Regional Champions prior to 2004 will not be considered as defending their title and will remain eligible to compete in the Supercross Lites class until such time they meet the criteria listed above.

2.9 Supercross Entries

- a. Supercross will be pre-entry ONLY and limited to 80 riders in each class for the Supercross and Supercross Lites East or West Classes. Post entries are not permitted.
- b. Entries close 21 days prior to the meet.
- c. Riders may only enter one class at Supercross (No double classing)
- d. Entries will be accepted for Supercross or Supercross Lites class in the following order until the classes reach the 80 rider limit:
 1. Top 45 in points from 2007 in the Supercross or Supercross Lites class and pre-entered for the entire season.
 2. Top 40 in points from 2007 in Motocross or Motocross Lites class and pre-entered for the entire season.
 3. Riders earning points outside the top 45 in the Supercross or Supercross class in 2007 or outside the top 40 in the Motocross or Motocross Lites class in 2007 and pre-entered for the entire season.
 4. After a rider earns championship points in the current championship series, their entry for any following events in the series is guaranteed, provided the entry is received before the closing date.
 5. No 2007 points in Motocross, Supercross Motocross Lites or Supercross Lites, but pre-entered for the entire season.
 6. Top 45 in points from 2007 in the Supercross or Supercross Lites class, but not pre-entered for the entire season.
 7. Top 40 in points from 2007 in Motocross or Motocross Lites class, but not pre-entered for the entire season.
 8. Riders earning points outside the top 45 from 2007 in the Supercross or Supercross Lites class or the top 40 in the Motocross or Motocross Lites class, but not pre-entered for the entire season.
 9. For those with no points and not pre-entered for the entire season, the date on which the pre-entry was received at the Ohio office will be the determining factor for acceptance.

- e. Verification of the acceptance of an entry may be checked by calling the Competition Services Department the Wednesday after the closing date (typically 2 weeks prior to the meet.)
- f. Acceptance of entries may be granted for special circumstances. All entries will be accepted at the discretion of AMA Pro Racing.
- g. All entry fees are non-refundable once the closing date has passed. Exceptions will be made if notified 5 days prior to the event with a legitimate medical excuse.
- h. To be considered as pre-entered for entire season, a complete entry form with total fees for the 16 Supercross class events must be received by December 14, 2007.
- i. To be considered as pre-entered for entire season, a complete entry form with total fees for the 8 Supercross Lites West events must be received by December 14, 2007.
- j. To be considered as pre-entered for entire season, a complete entry form with total fees for the 7 Supercross Lites East events must be received by February 1, 2008.

2.10 Credential Display

All Credentials provided by AMA Pro Racing are the property of AMA Pro Racing and can be revoked at any time without refund of credential fees. Use and display of credentials are subject to the following:

- a. Credentials are issued for exclusive use by the person Named on the Credential. The lanyard is considered part of the credential and must be worn with the credential around the neck.
- b. Transfer, misuse of, or failure to display both the credentials and specific AMA Pro Racing lanyard is cause for disciplinary action or revocation.
- c. A Credentialed person without the proper issued credential in their possession may be required to pay the applicable race day rates to be issued the appropriate pass for access to the meet.

Section 3

Race Rules and Procedures

| Section | Race rules and Procedures | Page |
|---------|---|------|
| 3.1 | The Racing Program..... | 27 |
| 3.2 | Participant Regulation..... | 27 |
| 3.3 | Bulletins and Supplementary Regulations..... | 27 |
| 3.4 | Substance Abuse Policy..... | 27 |
| 3.5 | Intravenous Hydration..... | 27 |
| 3.6 | Track Rentals..... | 28 |
| 3.7 | Inclement Weather / Unacceptable Track..... | 28 |
| 3.8 | Motorcycle Usage..... | 28 |
| 3.9 | Pit / Paddock Regulations..... | 28 |
| 3.10 | Rider Meetings..... | 29 |
| 3.11 | Technical Inspections..... | 29 |
| 3.12 | On Track Regulations..... | 30 |
| 3.13 | Flags / Lights..... | 31 |
| 3.14 | Motocross Staging..... | 32 |
| 3.15 | Supercross Staging..... | 32 |
| 3.16 | Starting Procedures..... | 32 |
| 3.17 | Red Flag Race Stops and Restart Procedures... | 34 |
| 3.18 | Qualifying at Motocross Races..... | 34 |
| 3.19 | Motocross Races..... | 34 |
| 3.20 | Motocross and Motocross Lites Restarts..... | 35 |
| 3.21 | Motocross Scoring..... | 35 |
| 3.22 | Qualifying at Supercross Races..... | 35 |
| 3.23 | Supercross Races..... | 36 |
| 3.24 | Qualifying at Supercross Lites Races..... | 36 |
| 3.25 | Supercross Lites Races..... | 36 |
| 3.26 | Supercross and Supercross Lites Restarts..... | 36 |
| 3.27 | Race Finishes..... | 37 |
| 3.28 | Official Race Results..... | 38 |
| 3.29 | Championship Points..... | 38 |

3.1 The Racing Program

- a. Motocross events are composed of two Motos in the Motocross and Motocross Lites classes. Each Moto has a maximum of 40 riders and is 30 minutes plus 2 laps in duration.
- b. Supercross events are composed of a 20 lap final race for 20 riders in the Supercross class and a 15 lap final race for 22 riders in the Supercross Lites class. The field is qualified through a series of heat races staged throughout the event. Additional riders may be added to the Supercross class through the special advancement process.

3.2 Participant Regulation

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

3.3 Bulletins and Supplementary Regulations

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

3.4 Substance Abuse Policy

- a. In the interest of maintaining the integrity of motorcycle sports, the AMA has established a Substance Abuse Policy.
- b. Random tests for drugs and alcohol may be conducted at the discretion of AMA Racing.
- c. Compliance with the AMA's Substance Abuse Policy is an essential precondition to the issuance of Professional Competition licenses.
- d. Any violation of the policy or refusal to submit to testing as requested by AMA Pro Racing will result in the immediate revocation of the competitor's license and loss of all rights to compete in AMA Professional or Amateur sanctioned events.
- e. See *Appendix B, "Substance Abuse Policy"*

3.5 Intravenous Hydration

- a. At no time during the event will a rider receive any type of intravenous hydration unless such hydration is deemed medically necessary by medical personnel as a result of an emergency medical situation (e.g. heat stroke) encountered by a rider, during, or as a result of competing in, an event, practices, heat races or qualifying sessions which are part of an event.

- b. Once a rider receives such hydration during the event, the rider will not be permitted to compete in any further events including, but not limited to, any further practice sessions, heat races, qualifying sessions or final events comprising any event in the meet unless and until the rider is released by the medical personnel who treats the rider for the specific emergency medical situation at issue.

3.6 Track Rentals

Exclusive race track rentals for the purpose of testing or practice within 72 hours of an event that will take place at the rented facility is not permitted.

3.7 Inclement Weather / Unacceptable Track Conditions

- a. Events may be conducted regardless of weather conditions.
- b. In the event of rain or other unfavorable conditions, it may be necessary for the Race Manager to alter the order of the event schedule, including, but not limited to: adjusting the length of races, practices and qualifying sessions, and delaying or stopping the program completely.
- c. Should a delay occur, the Race Manager will make every effort to resume the schedule in a timely fashion if conditions significantly improve.
- d. If an event is stopped due to weather or other conditions, riders will be paid for purse paying events which have been completed.

3.8 Motorcycle Usage

- a. Riders must use the same motorcycle (same main frame) for qualifying and the main program.
- b. If the motorcycle's main frame is damaged, the frame may be changed only with approval from the Race Manager. Approval must take place prior to usage of the new frame.
- c. Riders must use the same motorcycle for parade or sighting lap as the race.

3.9 Pit / Paddock Regulations

- a. Riding of competition motorcycles, other than on the racetrack or designated test area, is discouraged.
- b. Operation of a vehicle in the paddock must be at a very slow, acceptable speed (10 MPH maximum).
- c. A rider or mechanic testing a motorcycle in the designated test area, must wear a helmet and be dressed to offer some protection (pants, shirt, and shoes).

- d. Smoking is not allowed in the mechanics area, or other restricted areas.
- e. Persons less than 16 years of age are not allowed in mechanics area or other restricted areas.
- f. Pets are not allowed in the mechanics area or other restricted areas.
- g. Pets in the paddock must be on a leash or properly contained.
- h. All persons in the mechanics areas must be in proper dress. Shirts must have a collar. Open-toe shoes, cut-offs, and sleeveless shirts/tank tops are not permitted.
- i. Before leaving a race facility it is the responsibility of riders/teams to deposit all of their waste fuel, fuel drums, motor oils, coolants, tires, batteries, *black water* and all other hazardous wastes in the proper hazardous waste disposal area provided by the track. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.

3.10 Rider Meetings

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

3.11 Technical Inspections

- a. Technical inspections of motorcycles, equipment and riding apparel will be held prior to and after a race event, or at other times as determined by the Race Manager or Chief Technical Inspector.
- b. Although the motorcycle, equipment or apparel passed prior inspections, the motorcycle, equipment or apparel must be in compliance with the rules at the post-race inspection.
- c. Only motorcycles having passed tech inspection will be allowed on the race track.
- d. Motorcycles must be class legal and must meet all equipment requirements.
- e. More than one motorcycle per class may be presented and passed through initial technical inspection provided frame numbers are properly recorded indicating race motorcycle and practice motorcycles.
- f. The Race Manager or Chief Technical Inspector may require post-race teardowns to begin following the completion of the event.
- g. During post-race technical inspections or teardowns, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area.

- h. Only AMA officials or AMA designated personnel may inspect impounded motorcycles or equipment.

3.12 On Track Regulations

- a. No rider may ride in such a manner as to endanger life or limb of other riders, officials or the public.
- b. No one, except riders officially entered, may ride or practice on the race course on the day of the event.
- c. Unofficial practice on the day of the race is prohibited.
- d. Unless directed to do so by the Race Manager or his designee, no one will be permitted to ride a motorcycle in the wrong direction on the track.
- e. Except in the designated mechanics area no adjustment, repairs or refueling may be made to competing motorcycles by pit crews during a race. *Riders must pull into the designated mechanics area and be off the race track before receiving crew assistance.*
- f. A rider may make repairs during a race, without assistance, in a suitable area, off the race track.
- g. Outside assistance to a rider on the course is forbidden except when the assistance is given by flag marshals or officials placed by the Race Manager for the purpose of control and safety with the following exceptions:
 - 1. Assistance by crew members is permitted during practice.
 - 2. Assistance by crew members is permitted from the starting gate up through the first turn following the start of a moto. (first lap only)
- h. A rider leaving the course may continue the race by properly re-entering the track at the closest point to where the rider left the course without gaining an advantage. It will be the duty of the Race Manager or his designee to make the determination as to whether a rider gained an advantage by leaving the race course and re-entering.
- i. A rider may be determined to have gained an advantage without gaining a position.
- j. In programs that require qualifying races, a rider must attempt to start a qualifier in order to be eligible for the main event.
- k. A motorcycle that enters the paddock during a race will not be permitted to return to the race track.

- I. Testing of equipment considered acceptable by AMA Pro Racing may be conducted during the practice sessions, under the control of the Race Manager.

3.13 Flags and Lights

a. Operational Flags / Lights

1. **Green Flag:** Indicates the start of a race or clear track conditions.
2. **Checkered Flag:** Indicates the end of a race or practice session; proceed to the designated track exit.
3. **Red Flag:** Indicates the race has been stopped. Reduce speed and proceed safely to the staging area.
4. **Red Flashing Light:** In Supercross, a red flashing light may be displayed at the beginning of a triple jump or a series of jumps. Riders **must roll each jump individually with no passing** and exercising extreme caution, until they are past the area of concern.
5. **Black Flag:** Indicates a problem with your motorcycle or a disqualification. A number board displayed with the flag indicates the rider being signaled. Carefully reduce speed and proceed around the course to the pit. Black-flagged riders are not permitted to return to the race course unless cleared by the Race Manager.

b. Warning Flags

1. Yellow Flag:

- a. Stationary Yellow Flag: Indicates a potentially hazardous situation on or near the track.
 - Passing is allowed.
 - Exercise caution.
- b. Waving Yellow Flag: Indicates serious hazard on or near the track.
 - Passing is allowed
 - Proceed with extreme caution.

2. Light Blue Flag with Diagonal Yellow Stripe:

- Indicates you are about to be overtaken by faster riders.
- Hold your line and do not impede their progress.
- Riders disregarding this flag may be black-flagged at the discretion of Race Manager.

3. White Flag with Red Cross:

In Supercross this flag or a red flashing light displayed at the beginning of a triple jump or a series of jumps. The riders **must roll each jump individually with no passing** and exercise extreme caution, until the riders are past the area of concern.

c. Courtesy Flags

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

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

3.14 Motocross Staging

a. *30 minutes prior to the start of each moto, a horn will be sounded, signaling “first call” and that the staging area is open. From this point, riders will have 15 minutes to be present in the staging area.*

b. *15 minutes prior to the start, the entrance to the staging area will be closed. At this time, the rider’s motorcycle must be within the staging area or on the starting gate. Any rider whose motorcycle is not in the area by the time of closure will be held until all other riders have selected their starting positions.*

c. *20 minutes prior to the start, riders will begin to be loaded onto the starting gate. Loading will not be held for any rider not in his designated space at the time of gate choosing.*

d. *10 minutes prior to the start, riders will be released for the sighting lap.*

e. *4 minutes prior to the start, all riders must have completed their sighting lap and entered their place on the starting gate.*

f. *Once a rider enters the staging area and is called to the starting gate, the rider or his motorcycle will not be permitted to return to the paddock. If the rider or his motorcycle leaves the staging area after this point, he will not be permitted to start the race.*

3.15 Supercross Staging

Once a rider enters the staging area and is called to the starting gate, the rider or his motorcycle will not be permitted to return to the paddock. If the rider or his motorcycle leaves the staging area after this point, he will not be permitted to start the race.

3.16 Starting Procedures

a. The Supercross starting area dimensions will be as follows:

1. Starting gate minimum width 80 feet
2. Minimum length of the starting area 120 feet
3. Minimum width 20 feet at the point the start area enters the track

b. The Motocross starting area dimensions will be as follows:

1. Starting gate minimum width 140 feet
2. Minimum length of the starting area 200 feet
3. Minimum width 40 feet at the point the start area enters the track

- c. All starts will be made with a mechanical backward-falling gate.
- d. Jumping or fouling the gate may result in a penalty of one lap or disqualification.
- e. All starting gates must have a rear restraint a distance of eight feet behind the gate in the down position: i.e. railroad ties or 4 x 4 that will prevent riders from rolling back from the gate.
- f. The starting gate handle must be enclosed to prevent the riders from viewing the drop of the gate.
- g. Riders will be called from the staging area to line up on the starting gate.
- h. Each rider may have only one crew member accompany him to the starting gate.
- i. The riders must quickly make their pick on the gate.
- j. Exchanging gate positions with other riders is not permitted.
- k. Grooming may be done behind the gate, provided no shovels, tools, or other implements (foreign or natural) are used.
- l. There will be no grooming in front of the starting gate by riders or mechanics.
- m. The use of starting blocks or other foreign elevating devices is prohibited. However, natural material found at or near the starting gate may be used for the rider to rest his feet on. Any natural material used for elevation may not be used as a grooming tool.
- n. Watering of starting lanes by riders or mechanics is prohibited.
- o. Ramps of any kind may not be formed in the starting lane. (The front and rear tires must be level).
- p. Motorcycles must be centered in the starting gate. Riders may not start at an angle.
- q. When the last rider is in the gate and the track is cleared for the start:
 1. The Race Manager or his designee will direct the Starter to hold up a 30-second sign.
 2. The 30-second sign will be held upright for 30 seconds, and then turned sideways for at least five seconds, but not more than ten seconds.
 3. During the five to ten second interval, the gate will fall.

3.17 Red Flag Race Stops and Restart Procedures

- a. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
- b. In the case of a false start (gate malfunction), a race will be restarted with the riders returning to their original starting positions.
- c. Riders who are not present at the starting gate for the original start of a race are barred from any subsequent restarts.
- d. Riders who are present at the gate but are unable to start due to a stalled motorcycle may join the race from the starting area until the time the race leader completes the first lap.
- e. Riders who are unable to join the race by this procedure are barred from any subsequent restarts.

3.18 Qualifying at Motocross Races

- a. *The current top 10 riders in points will be automatically seeded into Sunday's Motos.*
- b. *All riders will be randomly divided into two practice and timed qualifying groups (A or B) for each class. Riders in practice group A must ride timed qualifying group A. Those in practice group B must ride timed qualifying group B.*
- c. *The top 12 riders from each timed qualifying group of the Motocross Lites and Motocross class will be advanced to Sunday's Motos.*
- d. *Riders who are not top 10 in points or did not advance through timed qualifying on Saturday will go to Sunday's consolation race.*

3.19 Motocross Races

- a. *For qualified riders, the Sunday program will consist of one practice session and one timed qualifying session per class. The Sunday timed qualifying session will be used to determine the order in which riders choose their starting position. This order will remain the same for each moto.*
- b. *The consolation race for each class will be used to fill the remaining starting positions. A minimum of 6 riders will advance from the consolation race.*
- c. *Additional riders will be taken from the consolation race if seeded riders are not present at the event or a qualified rider has withdrawn from the event prior to the consolation race. The motos will consist of 40 riders maximum*
- d. *Each class will race two motos, 30 minutes plus 2 laps in length.*

e. *In Motocross, there will be a minimum 45-minute interval between the end of moto one and the start of moto two in the same class.*

3.20 Motocross and Motocross Lites Restarts

- a. Should a race be stopped before 15 minutes of the moto has elapsed, it will be restarted at the beginning of lap one using the original starting positions as soon as possible, maximum of 10 minutes, providing track conditions allows.
- b. Should a race be stopped with 15 or more minutes elapsed, the race will be considered complete. Riders' finish positions will be determined by their race positions, not track positions in the lap preceding the red-flagged lap.

3.21 Motocross Scoring

- a. Riders earn championship points in each of the motos according to their respective finish positions. (See Championship Points Schedule, section 3.29)
- b. Winners are determined on the basis of total points earned in each moto.
- c. Once all riders earning championship points have received an overall finish position, the remaining riders who did not earn any championship points will be scored by combining their moto finishes. These riders will be ranked by combined moto finish.
- d. In case of a tie, the winner of the tie will be determined on the basis of points earned in the final moto.

3.22 Qualifying at Supercross Races

- a. All practices will be timed.
- b. Afternoon qualifying practices will be used to compile the 40 fastest riders (the "Fast 40") in the Supercross and Supercross Lites classes. These 40 riders will advance to the Evening program.
- c. Afternoon qualifying practices will also be used to determine the order for gate picks in the Heat Races. The fastest rider will be the first gate pick in the second heat. The second fastest rider will be the first gate pick in the first heat race and so on until all qualifying riders are placed in a heat race.
- d. In the Supercross class only, a rider who is currently in the Top 10 in points that fails to make the Fast 40 in qualifying practices will be placed on the 21st gate pick in the first heat race.
- e. *There will be no reserve riders at Supercross Races.*

3.23 Supercross Races

- a. The Evening Program in Supercross will consist of 2 Heat Races, 1 Last Chance Qualifier, and 1 Main Event.
- b. In the Heat Races, 1st through 9th will advance to the main event; 10th through 20th will advance to the Last Chance Qualifier.
- c. In the Last Chance Qualifier, 1st and 2nd will advance to the main.
- d. A Supercross rider in the Top 10 in points from the present season that fails to qualify out of a Heat or LCQ can be placed on the 21st gate pick for the Main Event. This special advancement will only be given to a rider in the Top 10 in points and may only be used twice in the 2008 season.
- e. The Supercross Main Event will be 20 Laps.
- f. The first rider across the finish line at the conclusion of twenty laps is the winner.

3.24 Qualifying at Supercross Lites Races

- a. All practices will be timed.
- b. Afternoon qualifying practices will be used to compile the 40 fastest riders (the "Fast 40") in the Supercross and Supercross Lites classes. These 40 riders will advance to the Evening program.
- c. Afternoon qualifying practices will be used to determine the order for gate picks in the Heat Races. The fastest rider will be the first gate pick in the second heat. The second fastest rider will be the first gate pick in the first heat race and so on until all qualifying riders are placed in a heat race.
- d. *There will be no reserve riders at Supercross Lites Races.*

3.25 Supercross Lites Races

- a. The Evening Program in Supercross Lites will consist of 2 Heat Races, 1 Last Chance Qualifier, and 1 Main Event.
- b. In the Heat Races, 1st through 9th will advance to the main event; 10th through 20th will advance to the Last Chance Qualifier.
- c. In the Last Chance Qualifier, 1st thru 4th will advance to the main.
- d. The Supercross Lites Main Event will be 15 Laps.
- e. The first rider across the finish line at the conclusion of fifteen laps is the winner.

3.26 Supercross and Supercross Lites Restarts

- a. When a main event race is stopped with three laps or less completed by the leader, it will be restarted at the beginning of lap one using the original starting positions.

b. Should a race be stopped with more than three laps complete by the leader, riders will be restarted from the gate with restart positions being determined by their race position in the lap preceding the red-flagged lap.

c. The remaining laps, or a minimum of two laps, will then be run.

3.27 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.

b. To be considered as having completed a lap, the rider and his motorcycle must cross the plane of the checkered flag.

c. Riders will be credited with all laps they complete during a race unless a penalty has been assessed.

d. Riders choosing to leave a race before its completion need not wait for the checkered flag to receive credit for laps they have completed.

e. Should the checkered flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance.

f. A motorcycle that enters the paddock during a race will not be permitted to return to the race track.

g. Under any other circumstances, the winner is the leader at the time the checkered flag is displayed.

h. 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 the rider was running at that time.

i. A video camera may be used at the finish line to aid the scorekeepers in determining the finishing order of a close race. Should video footage from an AMA designated camera be unavailable or inconclusive for any reason, the scoring of the finish will be based solely on the scorekeepers' decision.

j. Any riders who do not complete the checkered flag lap will be scored in order of finish and laps completed.

k. A rider whose motorcycle is disabled before reaching the finish line may, by the rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the track to complete the race by crossing the finish line, unless the rider is determined to be a hazard by the Race Manager.

3.28 Official Race Results

- a. No official announcement of race results will be given until all scoring materials are examined and approved.
- b. Provisional results will then be posted and will become official if a rider does not request a recheck within 30 minutes after the posting of those results.
- c. If rechecks are required within the 30 minute time limit, a new posting time limit of 30 minutes will be required if changes are made to the previously posted results.
- d. The issuing of official results does not exempt riders who competed in the event from penalties for rules violations determined by AMA investigations following the protest period.
- e. Riders are entitled to review their scores with the Timing and Scoring manager.

3.29 Championship Points

- a. Motocross and Motocross Lites
 1. When the results of Motocross or Motocross Lites Championship races are declared official, Championship points will be awarded down to twenty places for each moto.
 2. The Motocross and Motocross Lites Series Champion will be decided based on the total series points accumulated from each moto.
 3. In the event of a tie for the championship, the winner will be determined based on the number of moto wins during the Motocross or Motocross Lites series.
 4. Should it still remain a tie, finishes of second, third, etc. will be tallied until the tie is broken.
 5. *If a tie remains, the final moto finish at the last event will determine the champion.*
 6. *In all other cases, the final moto finish at the last event will determine the final position.*
- b. Supercross and Supercross Lites
 1. When the results of Supercross or Supercross Lites events are declared official, Championship points or Supercross Lites East / West Regional points will be awarded down to a maximum of twenty places for the overall results of the main events.

2. The Supercross Series Champion and the Supercross Lites East / West Regional Champion will be decided based on the total of series points accumulated from each main event.
3. In the event of a tie for the championship, the winner will be determined based on the number of main event wins.
4. Should a tie still remain, finishes of second, third, etc. will be tallied until the tie is broken.
5. If a tie still remains, the best finish in the last race will determine the champion.

c. Championship Points Schedule

Points will be awarded for each moto in Motocross and Motocross Lites and Supercross and Supercross Lites East or West main according to the following schedule:

| Finish Position | Points | | Finish Position | Points |
|------------------------|---------------|--|------------------------|---------------|
| 1 | 25 | | 11 | 10 |
| 2 | 22 | | 12 | 9 |
| 3 | 20 | | 13 | 8 |
| 4 | 18 | | 14 | 7 |
| 5 | 16 | | 15 | 6 |
| 6 | 15 | | 16 | 5 |
| 7 | 14 | | 17 | 4 |
| 8 | 13 | | 18 | 3 |
| 9 | 12 | | 19 | 2 |
| 10 | 11 | | 20 | 1 |

d. Motocross, Motocross Lites and Supercross Manufacturer Championship

1. To establish a manufacturer champion in Motocross and Supercross, points will be awarded to each manufacturer for its highest placed finisher in the Supercross Series and the Motocross and Motocross Lites Series classes.
2. The same 20 place Championship point schedule applies to manufacturers as it does to the riders in Motocross, Motocross Lites and Supercross.

Appendix A

Offenses, Penalties, Protests, and Appeals

| Section | Offenses, Penalties, Protests & Appeals | Page |
|----------------|--|-------------|
| A1 | General Information..... | 41 |
| A2 | General Offenses and Penalties..... | 42 |
| A3 | Equipment Offenses and Penalties..... | 44 |
| A4 | Protests..... | 45 |
| A5 | Appeals..... | 47 |

A1 General Information

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

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

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

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

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

A2 General Offenses and Penalties

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

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

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

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

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

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

A3 Equipment Offenses and Penalties

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

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

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

A3.2 Impounding of Motorcycles and Components

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

A3.3 Penalties

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

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

A4 Protests

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

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

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

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

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

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

A4.7 Protests will not be accepted on decisions of AMA Racing officials with respect to the interpretation of AMA Pro Racing rules as they pertain to race procedures or AMA Racing office policies. Such decisions include, but are not limited to, establishment of grids and assignment of starting positions; the start of the race; jump starts; the control of the motorcycles; the decision to delay, stop or shorten a race; establishment of restart grids; the display of the black flag; assessment of finishing position, lap or time penalties; and disqualifications, see Appeals, whether from a single event or the entire race meet.

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

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

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

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

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

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

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

A5 Appeals

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

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

A5.2 Items which may not be appealed include:

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

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

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

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

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

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

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

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

- a. If the appealing party is appealing an AMA Racing decision, AMA Racing shall take one of three initial actions: (i) rule in favor of the appealing party, take appropriate remedial action and refund the filing fee; (ii) convene an appeal board, or (iii) determine the appeal to be frivolous. If the appeal is determined to be frivolous, an amount in addition to the \$500.00 filing fee may be assessed against the appealing party. Said amount will be equal to the actual costs incurred by AMA Racing in making the initial determination and shall be considered a fine under these rules such that all applicable rules regarding fines will apply.
- b. If the matter being appealed is a dispute between two participants, AMA Racing may mediate the matter in an effort to reach an agreement between the parties; but failing to do so, must convene an appeal board to hear the matter. For these purposes, a "dispute" between two riders is deemed to exist only if one party or the other has filed a formal protest against the other. Having a material

interest in an appeal, e.g. being in a position to gain or lose monies or points as a result of the outcome, will not constitute a dispute.

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

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

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

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

A5.11 AMA Racing will confirm the time and place of the hearing in writing to the appealing rider, such notice to be made at least 10 days before the hearing unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed or faxed to the appealing party at the most recent address he or she has provided to AMA Racing. AMA Racing will make every effort to verbally confirm the time and place of the hearing with the appealing party.

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

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

- a. The chairman and members of the appeal board may at any time ask any questions they deem appropriate.
- b. All parties involved in the appeal will be expected to provide full cooperation to the members of the appeal board in establishing pertinent facts and gathering information.

- c. All comments from parties involved in a dispute will be to the appeal board members. No debate between the disputing parties will be allowed.
- d. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the appeal board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.
- e. Any party to a matter under appeal may request a written statement from any AMA Racing official or AMA Pro Racing competition license holder believed to have relevant information. Refusal by any AMA Racing official or license holder to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.
- f. Information presented to the appeal board must relate directly to the matter under appeal. Discussion of past appeals or situations involving other participants will not be considered. The chairman may ask the appeal board to rule on the validity of information or testimony being presented.
- g. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.

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

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

- g. Upon reaching a decision, the appeal board will inform the chairman of same and the chairman will assist in drafting the board's formal statement.
- h. Upon completion of the appeal board's formal statement, the appeal hearing will be reconvened and the chairman will read the statement.
- i. The hearing will be adjourned with the decision of the appeal board final to all parties.

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

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

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

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

A5.19 The participants to the appeal agree that the determination of AMA Racing (in the event the appeal is determined frivolous) or the appeal board is final, binding and shall not be appealable to the AMA, any court, or any other tribunal. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the AMA Pro Racing Rulebook are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the AMA Pro Racing Rulebook. Any attempt to do so shall result in disciplinary action being imposed by AMA Racing in its sole and absolute discretion. Said disciplinary action may include the permanent suspension of the rider, crew member, other individual or motorcycle from participation in AMA Pro Racing sanctioned competition or any lesser disciplinary action deemed warranted by AMA Racing.

A5.20 Publication of protests, appeals, and the interim and final results of said protests and appeals, in Cycle News, American Motorcyclist magazine, other magazines, and any other media is expressly agreed to by the participants to any protest or appeal. The participants agree that they shall not bring a cause of action against AMA Racing, the AMA, or their respective directors, trustees, officers, employees, agents and assigns as a result of such publication.

Appendix B

Professional Racing Substance Abuse Policy

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

| Section | Pro Racing Substance Abuse Policy | Page |
|----------------|--|-------------|
| B1 | Prohibited Acts and Substances..... | 54 |
| B2 | Voluntary Disclosure..... | 55 |
| B3 | Reasonable Suspicion..... | 57 |
| B4 | Random Testing..... | 58 |
| B5 | First Offenses: Procedures and Penalties..... | 59 |
| B6 | Second Offenses: Procedures and Penalties..... | 60 |
| B7 | Third Offenses: Procedures and Penalties..... | 60 |
| B8 | Non-Compliance with Policy Provisions..... | 61 |
| B9 | Falsifying or Withholding Information..... | 61 |
| B10 | Release of Information..... | 62 |
| B11 | Protests and Appeals..... | 62 |
| B12 | Collection and Transport of Specimens..... | 63 |
| B13 | Facility for Testing..... | 64 |
| B14 | Costs of Tests..... | 64 |
| B15 | Treatment for Drug or Alcohol Abuse..... | 64 |
| B16 | Program Administration and Integrity..... | 64 |
| B17 | Applicability of AMA Pro Racing Rules of Competition | 65 |

Preamble

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

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

B1 Prohibited Acts and Substances

B1.1 AMA Pro Racing riders, officials and other AMA Pro Racing license holders are prohibited from using, possessing, purchasing, selling and/or participating in the distribution of illegal or prohibited substances.

- a. Prohibited substances are those substances that, in AMA Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.
- b. AMA Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.

B1.2 Illegal acquisition, distribution, or misuse, including use without a prescription, of any legal prescription or over-the-counter drug, is strictly forbidden.

- a. Misuse of a prescription or over-the-counter drug is the use of such a drug in a manner which, in AMA Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.
- b. AMA Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.

B1.3 At any time when involved in track activities, AMA Pro Racing riders, officials and other AMA Pro Racing license holders are prohibited from being under the influence of alcohol.

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

B2 Voluntary Disclosure

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

B2.2 AMA Racing's primary objective with regard to voluntary disclosure is to prevent participation of individuals who are in violation of this Policy until such time as the violation is no longer a threat to the safety or integrity of the racing program. In principal, persons who voluntarily disclose violations of this Policy, and who voluntarily

withdraw from participation until their eligibility status is resolved, will receive more favorable consideration than those whose violations are discovered through testing of body fluids and who have continued to knowingly participate in AMA Pro Racing's program while in violation of this Policy.

B2.3 Individuals are encouraged to contact the Program Administrator to voluntarily disclose violations of the Substance Abuse Policy. Persons who do so will be subject to whatever actions and controls AMA Racing deems necessary to protect the safety and integrity of its racing program, and such steps may include withholding of competition privileges.

B2.4 Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy, and who cooperate with the Program Administrator in setting a plan of action for reinstatement, shall not, under normal circumstances, be charged with a first offense of this Policy.

B2.5 Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy will be subject to a preliminary test to be conducted in a timely manner at the direction of AMA Racing. Costs of such test shall be borne by the individual. Under no circumstances will the individual be allowed to participate in AMA Pro Racing-sanctioned activities until they have passed a substance abuse test.

- a. If the results of the preliminary test reveal that the participation of the individual will not jeopardize the safety or integrity of AMA Pro Racing program, as determined in the sole discretion of AMA Racing, the individual will be permitted to continue participation in the program, without penalty, during a probationary period specified by AMA Racing.
- b. If the results of the preliminary test reveal that the participation of the individual may jeopardize the safety or integrity of the AMA Pro Racing program, as determined in the sole discretion of AMA Racing, then the further participation of the individual will be withheld until such time as there is evidence, acceptable to AMA Racing, that the individual's participation will no longer jeopardize the safety and integrity of the program.

B2.6 Individuals who voluntarily disclose violation(s) of the Substance Abuse Policy will be required, prior to continued participation, to enter into a Voluntary Disclosure Agreement with AMA Racing stipulating the conditions of their probation.

B2.7 Individuals who have no previous offenses of this Policy may voluntarily disclose violation(s) even at the time of selection for a random test under the provisions of Item B2.4 of this Policy or at the time of notification of a test under the reasonable suspicion provisions of Item B2.3. By doing so, the individual will be granted coverage under this section of the Policy (Voluntary Disclosure) rather than Item B5 (First Offenses). However, such individuals must immediately cease their participation in the day's activities and refrain from any further participation in AMA Pro Racing-sanctioned activities until their eligibility status has been resolved.

B2.8 Individuals who have one or more previous offenses of this Policy are offered no specific protections under this section of the Policy. However, voluntary disclosure of repeat violation(s), and voluntary withdrawal from participation, will be viewed as mitigating factors by AMA Racing in determining any penalties which might be invoked.

B2.9 Any violation of the Substance Abuse Policy discovered while an individual is on probation under these provisions for voluntary disclosure shall be treated as an offense under the appropriate item of this Policy.

B3 Reasonable Suspicion

B3.1 AMA Racing may require designated riders, officials or other AMA Pro Racing license holders to submit to urine, blood, breath and/or eye testing if officials have a reasonable suspicion that a person may have violated one or more provisions of this Policy.

B3.2 Some of the conditions, observations, and/or reports that may cause AMA Racing officials to have such a reasonable suspicion include, but are not necessarily limited to, the following:

- a. Red or droopy eyes, dilated or constricted pupils
- b. Slurred speech, stumbling or hyperactivity
- c. Needle marks
- d. Sudden, repeated disappearances
- e. Persistent sniffing, red or runny nose
- f. Time distortion, repeated tardiness or missed appointments
- g. Frequent accidents
- h. Inability to concentrate, remember or follow instructions
- i. Mental confusion, paranoia or manifestation of bizarre thoughts or ideas
- j. Violent tendencies, inability to control temper
- k. Extreme personality changes or mood swings
- l. Deteriorating personal hygiene or appearance as observed over time

B3.3 In addition, AMA Racing may require a designated rider, official or other AMA Pro Racing license holder to submit to a urine, blood, breath and/or eye test following any incident or accident involving injury, death or property damage.

B4 Random Testing

B4.1 Unannounced, random tests of riders and officials for prohibited substances, drugs and alcohol will be conducted from time to time at the sole discretion of AMA Racing.

- a. Riders chosen to provide specimens for testing shall number not fewer than three nor more than 20 percent of the competition class in which testing is planned. Selection shall be made at random, with all registered riders having an equal chance of selection.
- b. Race officials involved with safety or the outcome of an event shall also be subject to random testing each time random testing for riders is conducted. Officials subject to random testing shall include, but not necessarily be limited to: AMA Racing staff; chief stewards; observers; starters and assistant starters; pit stewards, assistant pit stewards and/or grid workers; scorekeepers; technical inspectors and assistant technical inspectors.

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

- a. Selection of employees, officials and riders for random testing shall be overseen by the Program Administrator or his designee with at least one additional AMA Racing official as witness. All employees, officials and registered riders shall have an equal chance of selection.
 1. Feature class and officials: Names of all riders entered in the event's feature class, and all AMA Racing employees and officials subject to testing on that day, shall be pooled together. There will be a predetermined number of riders to be selected (not fewer than three nor more than 20 percent of the rider field). Names will be selected at random until the predetermined number of riders has been achieved. No minimum or maximum number shall apply to employees and officials.
 2. Support classes: For each support class in which testing is planned, names of riders entered shall be pooled together. There will be a predetermined number of riders to be selected (not fewer than three nor more than 20 percent of the rider field). Names will be selected at random until the predetermined number of riders has been achieved.

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

B5 First Offenses: Procedures and Penalties

B5.1 The penalties for a first violation under Item B1 of this Policy, and conditions under which reinstatement may be considered, shall be as follows:

- a. Suspension from participation in AMA Pro Racing and AMA amateur competition for an indefinite period, such period to include at least one race of comparable status as that at which the violation occurred. AMA Racing shall at its sole discretion determine the effective date and length of suspension.
- b. A fine of up to \$500.00 may be levied at the sole discretion of AMA Racing. All fines must be paid before reinstatement will be considered.
- c. Reimbursement of all testing and associated costs incurred by AMA Racing must be made before reinstatement will be considered.
- d. Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Racing. The costs of the test are to be borne by the person under suspension. Failure to pass this test may constitute a second offense of this Policy. Under no circumstances will any person be reinstated until they have passed a follow-up test.
- e. Compliance with all provisions of a one-year probationary period which shall be imposed in connection with any first offense under this Policy. The conditions of such probation shall be at the sole discretion of AMA Racing. During the probationary period, the person shall be subject to further routine testing under the random and reasonable suspicion provisions of this Policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Racing, and at AMA Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

B.5.2 Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item B11. These appeal procedures are specific to the AMA Pro Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Pro Racing Rules for Professional Competition.

B6 Second Offenses: Procedures and Penalties

B6.1 The penalties for a second violation under Item B1 of this Policy, and conditions under which reinstatement may be considered, shall be as follows:

- a. Suspension from participation in AMA Pro Racing and AMA amateur competition for an indefinite period of not less than two years. AMA Racing shall at its sole discretion determine the effective date and length of suspension.
- b. A fine of up to \$1,000.00 may be levied at the sole discretion of AMA Racing. All fines must be paid before reinstatement will be considered.
- c. Reimbursement of all testing and associated costs incurred by AMA Racing must be made before reinstatement will be considered.
- d. Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Racing. The costs of the test are to be borne by the person under suspension. Failure to pass this test will constitute a third offense of this Policy and penalties prescribed in Item B7 will apply. Under no circumstances will any person be reinstated until they have passed a follow-up test.
- e. Compliance with all provisions of a five-year probationary period which shall be imposed in connection with any second offense under this Policy. The conditions of such probation shall be at the sole discretion of AMA Racing. During the probationary period, the person shall be subject to further routine testing under the random and reasonable suspicion provisions of this Policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Racing, and at AMA Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

B6.2. Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item B11. These appeal procedures are specific to the AMA Pro Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Pro Racing Rules for Professional Competition.

B7 Third Offenses: Procedures and Penalties

B7.1 If a person is found in violation of Item B1 of this Policy for a third time, that person shall be permanently banned from holding any AMA Pro Racing professional license and from participation in any AMA Pro Racing and AMA-sanctioned amateur events in any capacity.

B7.2 Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item B11. These appeal procedures are specific to the AMA Pro Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Pro Racing Rules for Professional Competition.

B8 Non-Compliance with Policy Provisions

B8.1 If a rider, official or other AMA Pro Racing license holder refuses to abide by the drug, substance and alcohol testing provisions of the licensing agreement; refuses to execute the "Participant Notification Form" or "AMA Pro Racing Authorization for Testing and Release;" or fails to comply with any other procedures related to this Policy when instructed by AMA Racing; that person shall be suspended from participation in any AMA Pro Racing or AMA amateur competition for an indefinite period of not less than two years.

B8.2 If any rider, official or other AMA Pro Racing license holder refuses to submit to a urine, blood, breath and/or eye test under any provision of this Policy, that person may be ejected from the premises or other emergency action may be taken as deemed appropriate at the sole discretion of AMA Racing; and that person shall be suspended from participation in any AMA Pro Racing or AMA amateur competition for an indefinite period of not less than two years.

B8.3 Any infraction under this section of AMA Pro Racing Substance Abuse Policy shall be considered of equal severity to a second offense under Item B6, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

B8.4 Any second infraction under this section of the AMA Pro Racing Substance Abuse Policy shall be considered of equal severity to a third offense under Item B7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

B9 Falsifying or Withholding Information

B9.1 Any rider, official or other AMA Pro Racing license holder who attempts to or does falsify, alter or otherwise tamper with a urine or blood sample, shall be suspended from any participation in AMA Pro Racing-sanctioned activities for an indefinite period of not less than two years.

B9.2 Any rider, official or other AMA Pro Racing license holder who attempts to or does falsify, alter or otherwise tamper with any documentation related to the Substance Abuse Policy; or who attempts to or does withhold required information; shall be suspended

from any participation in AMA Pro Racing sanctioned activities for an indefinite period of not less than two years.

B9.3 Any infraction under this section of the AMA Pro Racing Substance Abuse Policy shall be considered of equal severity to a second offense under Item B6, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

B9.4 Any second infraction under this section of the AMA Pro Racing Substance Abuse Policy shall be considered of equal severity to a third offense under Item B7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

B10 Release of Information

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

B11 Protests and Appeals

B11.1 Except as otherwise provided herein, applicable provisions of the AMA Pro Racing Rules for Professional Competition regarding Offenses, Penalties, Protests and Appeals shall apply.

B11.2 Persons disqualified from a race meet for a suspected violation of this Policy may protest their disqualification to the Race Manager or his designee as provided in applicable AMA Pro Racing Rules. The Race Manager or his designee's decision shall be final and disqualification from participation in the meet, if upheld by the Race Manager or his designee shall include the loss of any rights with regard to the event in question.

B11.3 There shall be two types of appeals allowed under this Policy.

- a. Appeal of the findings of AMA Racing's testing laboratory with respect to a body fluid.
 1. Upon notification of a positive test result, a person may request an analysis of the second body fluid specimen held in secure storage as provided for in Item B12.1(b).
 2. Request for the analysis of the second specimen must be made in writing to the AMA Pro Racing Substance Abuse Policy Administrator within seven days of the notification of the positive test result. A filing fee of \$250 must accompany the request and will be refunded only if the second test does not support the

original findings. Failure to request a second test within the seven day appeal period shall constitute acceptance of the test results.

3. AMA Racing will use its best efforts to expedite the second test, which will be at the expense of the person who tested positive.
 4. The person who tested positive may attend the second test with a layman or expert witness of their choice, provided a written request to that effect was made to the Program Administrator at the time of the appeal.
- b. Appeal of disciplinary actions levied under this Policy
1. Appeal of disciplinary actions imposed by the Administrator of the AMA Pro Racing Substance Abuse Policy must be made in writing, and within 14 days of notification of the penalty, to the Senior Director of Racing. Specific procedures for such an appeal are provided in the AMA Pro Racing Rules for Professional Competition.
 2. There shall be no provision to allow a person to continue participation in AMA Pro Racing-sanctioned events while appealing a suspension related to the use or abuse of a prohibited substance. Under no circumstances will any person be reinstated until they have passed a follow-up test.
 3. At the sole discretion of AMA Racing, riders may be allowed to race while appealing penalties related to this Policy which do not involve use or abuse of a prohibited substance.

B12 Collection and Transport of Specimens

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

B12.1. Insure that two body fluid specimens are correctly obtained, identified and labeled.

- a. One specimen shall be used for performing the preliminary analysis and, when necessary, confirmation tests.
- b. The second specimen shall be properly maintained in secure storage for analysis in the event of an appeal.

B12.2 Insure that specimens, once properly labeled, are maintained in suitable and secure conditions for delivery to the designated testing laboratory.

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

B13 Facility for Testing

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

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

B13.2 All positive test results will be verified by a confirmation analysis of the same body fluid specimen before the test results will be considered to be "true positive".

B14 Costs of Tests

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

B15 Treatment for Drug or Alcohol Abuse

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

B16 Program Administration and Integrity

B16.1 The AMA Pro Racing Professional Racing Substance Abuse Policy is governed by AMA Racing in order to protect the safety and integrity of motorcycle sport.

B16.2 The Senior Director of Racing, or his designee, shall serve in the role of Program Administrator. The Program Administrator shall have the responsibility for the conduct and the enforcement of all provisions of this Policy and for taking disciplinary actions as provided for herein and in the AMA Pro Racing Rules for Competition.

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

- a. Any AMA Racing official found in violation of this Policy may, at the sole discretion of AMA Racing, be permanently barred from future involvement in AMA Pro Racing and AMA amateur competition.

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

B17 Applicability of AMA Pro Racing Rules of Competition

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

Appendix C
Officials Duties

| Section | Officials Duties | Page |
|----------------|---|-------------|
| C1 | Race Manager..... | 67 |
| C2 | Chief Steward / Operations Manager..... | 67 |
| C3 | Chief Clerk / Registrar..... | 68 |
| C4 | Timing and Scoring Manager..... | 68 |
| C5 | Starter..... | 68 |
| C6 | Judges, Umpires, and Observers..... | 68 |
| C7 | Pit Steward..... | 69 |
| C8 | Chief Technical Inspector..... | 69 |
| C9 | Equipment Steward..... | 69 |

C1 Race Manager

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

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

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

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

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

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

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

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

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

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

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

C1.12 The AMA and/or the Race Manager are empowered to measure engines or any other components.

C1.13 Allocate a properly enclosed location for engine inspection.

C1.14 The Race Manager is empowered to make and enforce temporary regulations necessary to cover emergencies or special conditions (not covered in the Rule Book), including any unforeseen situation for the betterment and in the interest of the program. The Race Manager must consider all protests and appeals.

C1.15 The number of riders allowed to start in any meet will be subject to approval of the Race Manager and/or the AMA.

C2 Chief Steward / Operations Manager

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

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

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

C3 Chief Clerk / Registrar

C3.1 Exhibit a list of all events.

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

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

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

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

C4 Timing and Scoring Manager

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

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

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

C5 Starter

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

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

C5.4 Determine if scorers, timers, umpires, etc., are ready and in place before starting the race.

C5.5 Position riders at the starting line, start the race, give halfway flags, last lap flags and finish flags.

C5.6 Flag off the course any disqualified riders and otherwise direct the progress of the race with flags, as instructed by the Race Manager.

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

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

C6 Judges, Umpires, and Observers

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

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

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

C7 Pit Steward

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

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

C8 Chief Technical Inspector

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

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

C8.4 Make a list of machines and riders that have been inspected.

C8.5 Hold a lottery for starting positions and record the results.

C8.6 Process all contingency approval and tech inspection forms.

C8.7 During the day be alert for any unacceptable equipment and report the equipment to the Race Manager.

C8.8 Conduct post race inspections to assure rule compliance.

C9 Equipment Steward

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

Appendix D

Sound Test Procedures

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

| Section | Sound Test Procedures | Page |
|----------------|------------------------------|-------------|
| D1 | Sound Test Equipment..... | 71 |
| D2 | Test Site..... | 71 |
| D3 | Measuring the Sound..... | 71 |

D1 Sound Test Equipment

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

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

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

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

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

D2 Test Site

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

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

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

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

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

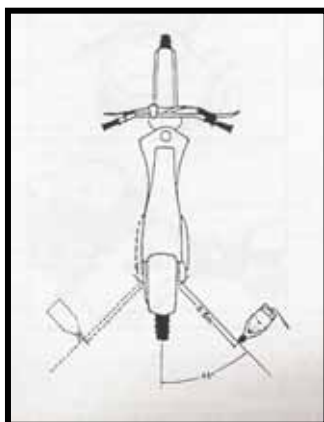
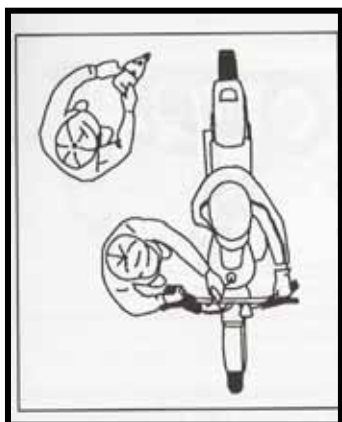
D3 Measuring the Sound

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

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

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

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



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

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

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

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

Appendix E

Fuel Test Procedures

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

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

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

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

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

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

E7 Containers for holding samples:

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

E.7.2 Must be sealable.

E.7.3 Must have provision for identification.

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

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

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

E11 This information must be entered on the AMA Fuel Sample Certificate, which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken, and the identity of its rider.

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

E13The Chief Technical Inspector must arrange to deliver the samples (A, B and C) along with the AMA Fuel Sample Certificates to an express service for transportation to the AMA office.

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

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

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

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

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

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

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

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

E14.8 If after the second test the fuel is found still out of compliance the competitor may not appeal the results or the penalty assessed by the Race Manager.

E14.9 The independent testing laboratory in issuing the results of the test must also verify that the samples were received in good condition and with the seal intact.

Appendix F

Online Rule Proposals

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

F1 Submission of technical rules proposal

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

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

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

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

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

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

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

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

Appendix G

Glossary

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

AMA - (acronym) American Motorcyclist Association

AMA Pro Racing - A subsidiary of the American Motorcyclist Association

AMA Sports - A subsidiary of the American Motorcyclist Association

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

Bodywork - Seat/tail section, body panels and fenders

CC - (acronym) Cubic centimeters

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

Last Chance Qualifier (LCQ) - (acronym) A final qualifying race for those riders who did not qualify from the heat race

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

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

DOT - (acronym) United States Department of Transportation

Event - Any one of the races in a meet

Field - All of the riders that make up a race

Grid - Starting area of a race

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

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

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

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

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

Moto - A race held within a meet that awards championship points

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

OEM - (acronym) Original equipment manufacturer

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

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

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

Pit Crew - Mechanics and/or assistants

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

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

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

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

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

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

Race - Competition in which two or more riders compete

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

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

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

Scoring - Officials who provide all timing information and race results

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

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

Starting Gate - Any of various types of movable barriers for lining up and giving an equal start to the riders

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

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

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

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

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

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

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

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

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

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

Scoring - Officials who provide all timing information and race results

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

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

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

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

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

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

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

Appendix H

Number Fonts

Futura Bold

0 1 2 3 4 5 6 7 8 9

Futura Bold Italic

0 1 2 3 4 5 6 7 8 9

Univers Bold

0 1 2 3 4 5 6 7 8 9

Univers Bold Italic

0 1 2 3 4 5 6 7 8 9

Eurostyle Bold

0 1 2 3 4 5 6 7 8 9

Eurostyle Bold Italic

0 1 2 3 4 5 6 7 8 9

Newthree Bold

0 1 2 3 4 5 6 7 8 9

Newthree Bold Italic

0 1 2 3 4 5 6 7 8 9