

Introduction

A Hillclimb is a series of trials against time or distance on a steep hill especially prepared for the purpose. The hills have varying degrees of slope from about 45 degrees to almost vertical.

This book contains rules and technical requirements governing all events that make up the AMA Pro Racing Hillclimb Championship. This series consists of the Xtreme Hillclimb class, the Unlimited Hillclimb class and the Pro Sport Hillclimb class.

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

The rulebook is divided into several sections with Section 1 containing general equipment standards that apply to all classes, while Section 2, 3 and 4 contains the standards that apply to specific classes. This section will be your guide to preparing a motorcycle for competition.

Section 5 lists information related to licensing classes that apply to riders.

The information needed on race days including a description of the racing program and rules you must follow at the track is contained in Section 6.

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

The appendices also contain a list of the race official's duties procedures, online rule proposals, glossary and number fonts.

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 Pro Racing technical staff. Any prior verbal approval from AMA Pro 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. In all cases, it will be the race manager's job to make decisions regarding rules enforcement.

DISCLOSURE

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

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

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

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

TABLE OF CONTENTS

	Section	Page
Licenses and Credentials	1	5
Race Rules and Procedures	2	7
General Equipment Standards	3	15
Xtreme Hillclimb Equipment Standards	4	21
Unlimited Hillclimb Equipment Standards	5	23
Pro Sport Hillclimb Equipment Standards	6	25

	Appendix	Page
Offenses, Penalties, Protests, Appeals	A	27
AMA Pro Racing Substance Abuse Policy	B	36
Glossary	C	37
Number Fonts	D	39

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

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

For a sanction application and requirements, contact the AMA Pro Racing office. A sanction application submitted for a first-time event or event on a new hill requires that the hill be inspected by the Professional Hillclimb Association, prior to a sanction being granted.

NOTE: No Amateur event may be run in conjunction with a Professional Hillclimb, unless approved by AMA Pro Racing.

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2011 AMA Pro Hillclimb Schedule*

www.amaproracing.com

Jun 5	White Rose Motorcycle Club, Jefferson (York Co.), PA
Jun 12	Bushkill Valley Motorcycle Club, Freemansburg, PA
Jul 10	Ogemaw Hills Bike Week, West Branch, MI
Jul 24	White Rose Motorcycle Club (All Star Challenge), Jefferson (York Co.), PA
Jul 31	Ridge Runners Promotions, Canaan, NH
Aug 21	Poags Hole Productions, Dansville, NY No Pro Sports Class**
Sep 11	Bushkill Valley Motorcycle Club, Freemansburg, PA
Sep 25	White Rose Motorcycle Club, Jefferson (York Co.), PA
Oct 9	Dayton Motorcycle Club, Oregonia, OH

*Dates and locations subject to change

** The top 8 Pro Sports Class point leaders as of July 31, 2011 will be eligible to run the VertiCross exhibition class.

Section 1 Licenses and Credentials

Section	Licenses and Credentials	Page
1.1	Competition Licenses	5
1.2	License Classifications	5
1.3	License Regulations	5
1.4	Credential Display	6
1.5	Contact Information	6

1.1 Competition Licenses

- All riders participating in any on-track practice, qualifying or racing must have a valid AMA Pro Racing Hillclimb racing license.
- Licenses are not issued at the racetrack. It is recommended that processing of the license be completed thru the AMA Pro Racing office 30 days prior to the first event in which the rider intends to participate.
- Additional licensing information and applications are available from the AMA Pro Racing Competition Services Department.

1.2 License Classifications

- There are two license classifications for Hillclimb events run by AMA Pro Racing. For specific eligibility requirements, contact AMA Pro Racing and request an AMA Pro Racing Hillclimb License Application.
- Riders who currently hold a Pro Hillclimb license or have held such a license within the past three years are not eligible for a Pro Sport License.

Hillclimb Class

License Requirement

Xtreme Hillclimb
Unlimited Hillclimb
Pro Sport 450

Expert Hillclimb License
Expert Hillclimb License
Pro Sport License

1.3 License Regulations

- AMA Pro Racing licensed riders not competing in AMA Pro Racing sanctioned events for a period of two years may lose their prior classification.
- Applicants renewing a license that has been expired three or more years must meet the present requirements for an AMA Pro Racing License.
- Foreign riders applying for an AMA Pro Racing license must submit a release and certification from their licensing federation.
- All licenses are issued at the discretion of AMA Pro Racing.

1.4 Credential Display

- a. All Credentials provided by AMA Pro Racing are the property of AMA Pro Racing and can be revoked at any time without refund of credential fees.
- b. Credentials are issued for exclusive use by the person named on the Credential. The lanyard is considered part of the credential and must be worn with the credential around the neck. Transfer, misuse of, or failure to display both the credentials and specific 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.

1.5 Contact Information

- a. Additional information concerning licensing and credentials is available from the AMA Pro Racing Member Services Department:

Member Services
AMA Pro Racing
525 Fentress Blvd. Suite B
Daytona Beach, FL 32114
Phone: (386) 492-1014 Ext. 151
Fax: (386) 274-2335

Section 2

Race Rules and Procedures

A Hillclimb is a series of trials against time or distance on a steep hill especially prepared for the purpose. The finish of the hill will be at least 30 feet below the actual top of the hill, or the location determined by the meet Referee and the Hillclimb Association Hill Advisory Committee. The starting line will not be more than 30 feet or less than 20 feet from the timing line on the level surface at the bottom of the hill.

Section	Race Rules and Procedures	Page
2.1	Participant Regulation	8
2.2	Substance Abuse Policy	8
2.3	Intravenous Hydration	8
2.4	Unofficial Practice	8
2.5	Bulletins and Supplementary Regulations	8
2.6	Inclement Weather / Unacceptable Hill Conditions	8
2.7	Motorcycle Usage	9
2.8	Technical Inspection	9
2.9	Pit / Paddock Regulations	9
2.10	Mandatory Competitor Activities	10
2.11	On-Hill Regulations	10
2.12	Flags	12
2.13	Timers	12
2.14	Entries	12
2.15	All Star Challenge Meet	13
2.16	Official Race Results	13
2.17	Championship Points	14

2.1 Participant Regulation

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

2.2 Substance Abuse Policy

- a. In the interest of maintaining the integrity of motorcycle sports, AMA Pro Racing has established a Substance Abuse Policy.
- b. Random tests for drugs and alcohol may be conducted at the discretion of AMA Pro Racing.
- c. Compliance with the AMA Pro Racing's Substance Abuse Policy is an essential precondition to the issuance of Professional Competition licenses and all riders will receive a copy of the AMA Pro Racing Substance Abuse Policy with their competition license.
- 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 Pro Racing sanctioned events.
- e. See Appendix B "Substance Abuse Policy."

2.3 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.

2.4 Unofficial Practice

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

2.5 Bulletins and Supplementary Regulations

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

2.6 Inclement Weather / Unacceptable Hill Conditions

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

2.7 Motorcycle Usage

- a. A rider is permitted to ride more than one motorcycle (in the same class) while competing in a Hillclimb meet. If he makes one or more climbs and if the motorcycle fails or is not running properly, the rider may switch to another motorcycle for his remaining climbs (he may not rerun rides already attempted).
- b. No motorcycle may be used by more than one rider during the course of the day.
- c. A rider cannot borrow a motorcycle that has already been used by another rider for the same meet.
- d. The same motorcycle may not be used in more than one class while competing in a Hillclimb meet.

2.8 Technical Inspection

- a. Technical inspections of motorcycles, equipment and riding apparel will be held prior to and after a race meet and at other times as determined by the Referee or Chief Technical Inspector.
- b. Motorcycles must be class legal and must meet all equipment requirements.
- c. More than one motorcycle per class may be presented and passed through initial technical inspection.
- d. Although the motorcycle, equipment and apparel passed prior inspections, the motorcycle, equipment and apparel must be in compliance with the rules at the post-race inspection.
- e. Only motorcycles having passed tech inspection will be permitted on the hill.
- f. Any rider who is late for registration and/or technical inspection may be permitted to ride at the discretion of the Referee. A fine of up to \$500 may be levied for late sign-up and/or technical inspection.
- g. The referee may require post-race teardowns to begin 30 minutes following the completion of an event.
- h. During post-race technical inspections or tear-downs, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area.
- i. Only AMA Pro Racing officials or their designated personnel may inspect impounded motorcycles or equipment.
- j. AMA Pro Racing may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow the Technical Manager or other independent personnel authorized by AMA Pro Racing to do detailed inspections and testing.

2.9 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 permitted in pits, grid, signal area, or other restricted areas.
- e. Persons less than 16 years of age are not permitted in pits, grid, signal area, or other restricted areas.
- f. Pets are not permitted in pits, grid, signal area, or other restricted areas.
- g. Pets in the paddock must be on a leash or properly contained.
- h. All persons in the pits, grid and signal areas must be in proper dress; 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 and all other hazardous wastes in the racetrack provided proper hazardous waste disposal area. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.
- j. Pit bikes may be used before and after the race. They must be parked after the rider meeting has concluded. They are NOT permitted at any time through areas that spectators are present. The rider of the pit bike must wear a helmet at all times while on a bike in motion, Violators will be subject to penalty, whether rider or crew member.

2.10 Mandatory Competitor Activities

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

2.11 On-Hill Regulations

- a. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, officials or the public.
- b. No one, except riders officially entered, may ride or practice on any hill on the day of the meet. Unofficial trials on the day of the race meet are not permitted. Special exhibitions may be an exception.
- c. Unless directed to do so by the Referee or his designee, no one at any time will be permitted to ride a motorcycle in the wrong direction on the hill or pit road.
- d. Only in the designated area will any alteration, adjustment, repair or refueling be made to the motorcycle.

- e. Any form of outside assistance on the course is forbidden except when the assistance is given by the officials placed by the Race Manager or Referee for the purpose of control.
- f. A rider entering the pits must ride or push his motorcycle in the designated entrance and exit lanes, and, failing to do so, is subject to disqualification.
- g. A meeting of the meet referee, the Hillclimbers' Association Hill Advisory Committee and the Promoter will be held three hours prior to the published start time to approve the hill or request the necessary changes.
- h. Both sides of the hill must be staked (minimum width of the hill is 25 feet; maximum is 30 feet). The use of flags will mark boundaries on the hill. If the rider goes around the outside of the flag, he/she will be called out of bounds. Contact may be made with the flag, but footage will be called if the flag must be reset. i. All riders must draw for riding positions. After the drawing, it will be posted in the pit area by rider number. Exchanging of riding positions is not permitted.
- i. A rider must be ready when his name is called. Riders will have a maximum of five minutes to appear in the staging area when their class is called to race. Riders are called to the starting box by the pit steward, in drawing number order. Rider will be given two minutes when the green flag is given at the top of the hill and the rider enters the starting box. If he is not ready to make his ride at that time, he must leave the starting box. That rider is then placed on a fifteen minute time limit. The pit steward will log the rider's name and time on the blackboard. The rider must be ready to re-enter the starting box within fifteen minutes or that ride will be counted as a failure. The rider with the last number drawn in his class has two minutes in the starting box, plus his fifteen minutes.
- j. No one is permitted to work on the hill without the permission of the meet Referee, including the rider who drew the number one starting position. Any rider/mechanic working on the hill will be penalized by the Referee unless directed to work on the hill by the referee.
- k. There will be two persons designated by the Promoter or Referee to maintain and prepare the starting area. When notified by the Referee, the rider's two minutes will start and the rider and his mechanic may begin working on the starting area.
- l. At all Hillclimb events other than the All-Star Challenge, the number of rounds per class will be determined by the number of entries registered. The total number of rounds per class will be 2 or 3 as determined below. If there are less than thirty total entries registered, three climbs per class will be scheduled. If thirty or more entries are registered, two climbs per class will be scheduled. A meeting of the Referee, Promoter and rider representative will make this determination prior to the start of the meet. Each round will consist of an Extreme, Unlimited and Pro Sport class.
- m. In case of a tie, second best times will be used to break the tie. If this does not break the tie, third best times will be used. If a third time is not available or does not break the tie, a run off between the tied riders will be run until the tie is broken. Runoffs will only be run at the conclusion of all rounds.

- n. The rider holding the fastest time in any event need not take his next trial until his time has been bettered. The rider may take his next trial at his option, in draw order, during that class ride or at the conclusion of that class. In case of a tie for fastest time between rounds the tiebreaker rule (See above), will be applied, other than the runoff requirement. If this does not break the tie then both riders must make their next round run in draw order.
- o. A rider must be on his machine or in control of it when the bike breaks the top timing light. A rider is considered in control of his machine if he has one or both hands on the handlebars. The Referee will appoint a knowledgeable person to be the assistant referee. The assistant referee will be placed at the finish line (timer) with a radio to the Referee to determine whether the rider was in control and the bike broke the timing light. This person will be introduced at the riders' meeting. Video footage (by placement of device such as GoPro Camera at the top timing light) and or still photography by an approved photographer on the hill (from a vantage point to offer a definitive view) may be used to assist the Referee in the final decision.
- p. A ride will end at the point in which the rider goes around the flag marking the course.
- q. Where a rider loses control of his machine will be the spot marked as the distance reached.

2.12 Flags

- a. A flagman will be stationed at the top of the hill with green and red flags.
- b. Green Flag: Indicates start of race or clear hill conditions.
- c. Red Flag: Indicates race has been stopped and there is an emergency situation.

2.13 Timers

- a. An electric eye must be used at the bottom and top of the hill. A backup system (dual system) is recommended. In the case of a malfunction, any other type of timing device can only be used with the approval of the Referee.
- b. The Professional Hillclimbers Association will furnish timing equipment.
- c. Riders must be informed if the electronic timer is not available or is not working. Hand stopwatches will then be used.
- d. If the timer should fail to work and the rider completes the hill, he may wait until all riders have taken their ride in this round and either be given credit for full footage or take another trial.
- e. Should the motorcycle not trip the timer, the rider is permitted another ride or trial. A rider must break the lower timing light to qualify for any points.
- f. If the timer has been tripped, it will be considered a ride or trial.

2.14 Entries

- a. An Expert Licensed competitor may enter both classes.

- b. Each class entry is considered a separate entry.
- c. All riders must show their competition license at the entrance to the back gate and pay a \$60 entry fee per class. The PHA will issue each rider two (2) Crew Passes per class, excluding VertiCross. Expert licensed riders can get a maximum of four (4) Crew Passes and the Pro Sport licensed riders can get a maximum of two (2). The Rider will be held responsible for the actions of those in possession of the Crew Passes. They must also be responsible for collecting them back from their crew to give to someone else in the event one of their Crew Pass holders cannot attend and someone else comes in their place. Anyone not in possession of Rider Credentials or the Crew Pass will be charged the event gate fee at the back gate.
- d. Riders are authorized two mechanics per class at no charge and each additional mechanic will be charged a \$10 entry fee, payable at sign up. Each mechanic must be in possession of one of the rider's Crew Passes to be admitted through the back gate free.

2.15 All-Star Challenge Meet

- a. One All-Star Challenge Meet will be held annually.
- b. Riders will draw for riding order at registration. All riders will ride the first and second rides.
- c. The rider with the fastest time in the Xtreme and Unlimited classes in round one will be awarded a \$100 bonus for each class.
- d. The rider with the fastest time from the Xtreme and Unlimited classes in round two will be awarded a \$150 bonus for each class.
- e. Championship points will be paid after the first two rides to the finishers in 11th through 22nd places in the Xtreme and Unlimited classes
- f. The top 10 riders by time from the first and second rounds will ride the third round. The run order for the third round is inverted, tenth runs first, fastest runs last.
- g. The rider with the fastest time in the Xtreme and Unlimited classes in round three will be awarded a \$250 bonus for each class.
- h. The rider holding fastest time in the event need not take his next run until his time is bettered. The rider may take his next run at his option, in draw order, during that class ride or the end of the class. If the fastest rider chooses not to take his second or third run, he is not eligible for the fast time bonus in the round he does not run.
- i. Championship points and purse money will be paid to the top ten riders based on the results from all three rounds..

2.16 Official Race Results

- a. No official announcement of race results will be given until all scoring materials are examined and approved by the Head Scorer. Provisional results will then be posted and will become official if no recheck is requested by a rider within 30 minutes after the posting of those results.
- b. If any rechecks are filed within the time limit, a new posting time limit of 30 minutes will be required if changes are made to the previously posted results.

- c. The issuing of official results does not exempt riders who competed in the event from penalties for rules violations determined by AMA Pro Racing investigations following the protest period.
- d. At all Hillclimb events, the race report must be mailed within three days after the meet. The points for that meet will be awarded after the report has been checked by the AMA Pro Racing.

2.17 Championship Points

- a. When the results of National Championship races are declared official, points will be awarded in each class to the top 22 finishers according to the following schedule:

Finish Position	Points		Finish Position	Points
1	25		12	11
2	22		13	10
3	20		14	9
4	19		15	8
5	18		16	7
6	17		17	6
7	16		18	5
8	15		19	4
9	14		20	3
10	13		21	2
11	12		22	1

- a. Points will accumulate for the calendar year.
- b. All Expert Licensed riders must drop their lowest score from one event. In order to accumulate points, the rider must compete in at least two events. A hillclimb champion will be decided in each class based on the total annual series points accumulated. A rider may not drop a race during which he/she did not make an attempt at the hill.
- c. ProSport Licensed riders will not drop a race: all races and points received will be counted toward the championship total.
- d. In the event of a tie in the final points accumulated during the series for any position, the tie will be broken by the rider with the most 1st place finishes, if none then the most 2nd place finishes, then the most 3rd place finishes and so forth until the tie is broken. In the event of two riders having similar finishing records the final tie breaker will be the highest finish in the final event of the season.

Section 3 General Equipment Standards

Section	General Equipment Standards	Page
3.1	Special Technical Requirements	16
3.2	Engines	16
3.3	Transmissions	16
3.4	Sound Requirements	16
3.5	Handlebars and Controls	16
3.6	Brakes	17
3.7	Measurements	17
3.8	Waste Oil Disposal	17
3.9	Numbers and Number Plates	17
3.10	Rider Apparel	18
3.11	Display of AMA Pro Racing and Partner Logos	19
3.12	Rider Responsibility	20

3.1 Special Technical Requirements

- Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform in competition properly.
- In order to maintain compliance, motorcycles will be checked for adherence to rules, at the Referee's discretion. The Referee will have the power to disqualify any motorcycle that does not conform to the Rules and may inspect any part of a motorcycle entered in competition at any AMA Pro Racing sanctioned meet.
- Failure to comply with equipment requirements as prescribed in these competition rules at post-race inspections may result in the immediate disqualification from that day's meet. Disqualification in this case will mean the forfeiture of all awards, prizes, and points earned in all events during that day's meet.

3.2 Engines

- Engines used in Professional Hillclimb meets must be 2-stroke or 4-stroke type only. They must be based on motorcycle production derived engine cases.
- Engine Displacement/Measurement:
 - Displacement = $B^2 (0.7854)HX$ B = Cylinder bore; H = Stroke; X = Number of cylinders; (bore x bore x 0.7854 x stroke x number of cylinders)
 - If bore and stroke in millimeters, divide end product by 1,000 to convert to cubic centimeters.
 - If bore and stroke in inches, multiply end product by 16.387 to convert to cubic centimeters.
- All engines must be normally aspirated. Supercharging and turbo charging are not permitted.
- Only throttle body-type fuel injection is permitted.

3.3 Transmissions

- There will be no limitation on gearing or type of transmission.

3.4 Sound Requirements

- All motorcycles must meet sound limits of 115 decibels measured on the "A" scale at 0.5 meters (20 inches). Test procedure will be prescribed by AMA Pro Racing, in accordance with SAEJ1287.

3.5 Handlebars and Controls

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

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

3.6 Brakes

- All motorcycles must be equipped with an adequate and operating brake.

3.7 Measurement

- There will be engine measurements taken at random during the year by the AMA Pro Racing Referee, not specifically at the All-Star Challenge meet.

3.8 Waste Oil Disposal

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

3.9 Numbers and Number Plates

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

i. Xtreme class	Yellow plates, black numbers
ii. Unlimited class	White plates, black numbers
iii. Pro Sport class	White plates, red numbers
- Front numbers must be a minimum of 4 inches high and 1/2 inch wide. Numbers must be block style and done in a professional manner. Acceptable font styles are listed in Appendix D. Excessive condensing or stretching of the numbers is not permitted. Current class champions are permitted to have specially-sized number ones.



- Only numbers and AMA Pro Racing decals can appear on number plates. Series sponsor advertising may be permitted with AMA Pro Racing approval.
- Any rider not conforming to the rules pertaining to number plates will be disqualified.

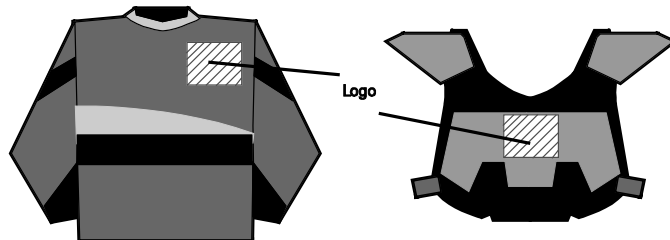
- h. Decals required by sponsors for advertising on competition motorcycles must be approved by AMA Pro Racing. They may not exceed 12 square inches, except in the case of motorcycle manufacturer brand names and only one decal is permitted per product.

3.10 Rider Apparel

- a. Helmet
 - i. Riders must wear helmets at all times when riding on course.
 - ii. Helmets must be of the full face type.
 - iii. The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval.

BSI:	6658 Type A
USA:	Snell M2005 / Snell M2010
(The current Snell M2005 helmet standard will remain valid until the end of 2011)	
United Nations:	Regulation ECE 22.05 P'
Japan:	JIS 8133:2000 / JIS 8133:2007
(The current JIS 8133:2000 standard will remain valid until the end of 2011)	
 - iv. It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device such as the Hats Off device. An approved list of emergency helmet devices is available from AMA Pro Racing.
 - v. Face shields or goggles must be shatter resistant. Face shield or goggles must be worn at the start of each event.
- b. Boots must be at least eight inches high.
- c. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.
- d. Jerseys must be long sleeve. Short sleeves or ¾ sleeves not permitted.
- e. Jerseys must be made of durable material that will protect the rider.
- f. Jerseys must have the riders' assigned number on the back.
- g. The numbers must be displayed horizontally across the rider's back.
- h. The number on the back must have a minimum size of 8 inches high and stroke of 1 inch wide.
- i. Acceptable number styles are located in Appendix D.
- j. Numbers must be printed in a contrasting color from the jersey color surrounding the placement of the numbers.
- k. The number may be outlined. However, the color of the outlining must be in contrast to the jersey color as well as the number color. For example, a white jersey with orange numbers could use a black outline.
- l. Mylar numbers (silver, gold or other) are not permitted, as they do not meet the requirement of the numbers being of contrasting colors.

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



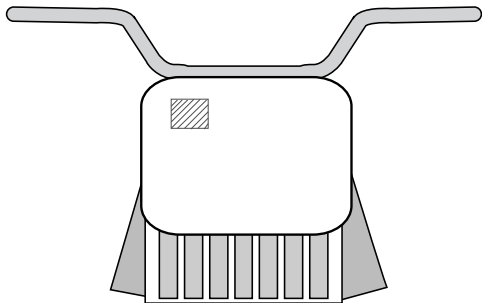
- p. If the rider uses a chest/back protector, the logo must be located in the center front on the chest/back protector. This is in addition to the logo located on the jersey.
- q. The minimum size of the logo is 3 inches wide by 1¾ inch high.
- r. The logos are available for download from AMA Pro Racing.
- s. Pants must be full length and made of a material that will help protect the rider.
- t. Riders must present a clean and neat appearance.
- u. Neck protection, approved by the referee, is mandatory for all riders in all classes

3.11 Display of AMA Pro Racing and Partner Logos

- a. All riders are required to have approved logos in place whenever they are competing in any part of an AMA Pro Racing sanctioned event. 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.



- b. Front Number Plate
 - i. The striped area on the front number plate is reserved for the current AMA Pro Racing logo. At minimum, the front number plate sticker must be 3 inches wide and 1 3/4 inch high. The approved front number plate design will contain the current AMA Pro Racing logo.



- c. All number plate stickers and adhesive apparel patches will be available at AMA Pro Racing Tech Inspection at each event.
- d. If a 3rd party produces number plates and/or jerseys prior to events, they may request logo files for Logo above by sending a written request to AMA Pro Racing. The request for artwork by a 3rd party should include the rider's name.
- e. Disclaimer for use of AMA Pro Racing registered Trademarks. AMA Pro Racing and the other logos and trademarks shown herein are licensed trademarks of AMA Pro Racing. Participants are to use the approved logos on number plates and apparel only when participating in AMA Pro Racing events. Any further use of the marks outside of this capacity is not permitted without prior written consent from AMA Pro Racing. 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 not permitted without a license from, or the express, written permission of AMA Pro Racing.

3.12 Rider Responsibility

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

Section 4 Xtreme Hillclimb Equipment Standards

Section	Xtreme Hillclimb	Page
4.1	Engines	22
4.2	Fuel	22
4.3	Tires and Chains	22
4.4	Fenders	22

4.1 Engines

- a. Displacement capacities:
 - i. All motors except push-rod twin cylinder four strokes - 451 - 700cc
 - ii. Push-rod twin cycles four strokes only - 451 - 750cc
- b. Cylinder, bore and stroke may be modified to achieve the displacement limit.

4.2 Fuel

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

4.3 Tires and Chains

- a. Any type of tire is permitted.
- b. Rubber paddle tires made of solid rubber (no steel reinforcement other than standard bead) will be permitted for both classes.
- c. Tractor bands, diggers or shovel pads are not permitted.
- d. Rubber paddle tires with chains or bolts are permitted.
- e. Chain must be no larger than #80 or 7/8 (.875) inch high or bolts with a maximum diameter of 3/8 (.375) inch and a length of 1 inch out of the tire.
- f. No welding of added objects is permitted.
- g. Conveyor chain with brackets is not permitted.

4.4 Fenders

- a. All bikes must have a metal rear fender. Fender must be a minimum of 6 inches in width and a minimum of 1/8" in thickness. Fender must extend to the centerline of the rear wheel axle.

Section 4 Unlimited Hillclimb Equipment Standards

Section	Unlimited Hillclimb	Page
5.1	Engines	24
5.2	Fuel	24
5.3	Tires and Chains	24
5.4	Fenders	24

5.1 Engines

- a. Displacement capacities:
 - i. All motors except push-rod twin cylinder four strokes - 701cc - Unlimited cc
 - ii. Push-rod twin cycles four strokes only - 751cc - Unlimited cc
- b. Cylinder, bore and stroke may be modified to achieve the displacement limit.

5.2 Fuel

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

5.3 Tires and Chains

- a. Any type of tire is permitted.
- b. Rubber paddle tires made of solid rubber (no steel reinforcement other than standard bead) will be permitted for both classes.
- c. Tractor bands, diggers or shovel pads are not permitted.
- d. Rubber paddle tires with chains or bolts are permitted.
- e. Chain must be no larger than #80 or 7/8 (.875) inch high or bolts with a maximum diameter of 3/8 (.375) inch and a length of 1 inch out of the tire.
- f. No welding of added objects is permitted.
- g. Conveyor chain with brackets is not permitted.

5.4 Fenders

- a. All bikes must have a metal rear fender. Fender must be a minimum of 6 inches in width and a minimum of 1/8" in thickness. Fender must extend to the centerline of the rear wheel axle.

Section 6 Pro Sport Hillclimb Equipment Standards

Section	Pro Sport Hillclimb	Page
6.1	Approval of Motorcycles	26
6.2	Engines	26
6.3	Fuel	26
6.4	Tires	26
6.5	Frame	26
6.6	Swingarm	26
6.7	Fuel Tanks and Bodywork	26

6.1 Approval of Motorcycles

- a. Only motorcycles on the Hillclimb approved equipment list may be used in competition.
- b. Pro Sport Hillclimb competition is restricted to motorcycles (engines and frames) available in the US through retail dealers.

6.2 Engines

- a. 400cc-450cc four stroke, single-cylinder engines only.
- b. Bore and stroke must remain the same as the originally approved model.
- c. There is no overbore allowance.

6.3 Fuel

- a. Fuel must be petroleum-based gasoline or E85 flex fuel, which is readily available to the general public at retail outlets.

6.4 Tires

- a. Rubber paddle tires without chains or bolts are mandatory.

6.5 Frames

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

6.6 Swingarm

- a. Swing arms may be modified or replaced.

6.7 Fuel Tanks and Bodywork

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

Appendix A

Offenses, Penalties, Protests and Appeals

Section	Offenses, Penalties, Protests and Appeals	Page
A1	General Information	27
A2	General Offenses and Penalties	28
A3	Equipment Offenses and Penalties	30
A4	Protests	30
A5	Appeals	31

A1 General Information

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

A2 General Offenses and Penalties

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

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

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

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

- g. Failing to ride in an event after entering without giving proper notice of non-participation.
- h. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start or completion of any portion of an AMA Pro Racing event.
- i. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.
- j. A physical or verbal attack on an AMA Pro Racing official. This offense is not limited to the date or location of AMA Pro racing events. There will be no maximum fine or suspension period for this offense.
- k. Engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during, or after an AMA Pro Racing event. There will be no maximum fine or suspension period for this offense.
- l. Refusal to submit a machine for inspection. Any team/rider refusing to immediately surrender their machine to AMA Pro Racing, or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
- m. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track; and in so doing gaining an advantage.
- n. Receiving any form of prohibited outside assistance.
- o. Failing to immediately respect and comply with operational or warning flags/lights or other signals from AMA Pro Racing.
- p. Failure to attend riders' briefings.
- q. Riding at any time in such a manner as to endanger 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 AMA Pro Racing, a rider who is judged to have intentionally caused a red flag may be excluded from restarting the race in question.
- u. Failure on the part of a manufacturer/distributor to fulfill the requirements of approval.
- v. Any other act or actions deemed by AMA Pro Racing to be detrimental to the sport of motorcycle racing.

A3 Equipment Offenses and Penalties

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

A3.1 Equipment offenses are divided into two categories:

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

A3.2 Impounding of Motorcycles and Components

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

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

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

A4 Protests

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

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

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

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

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

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

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

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

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

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

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

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

A5 Appeals

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

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

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

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

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

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

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

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

Appendix B AMA Pro Racing Substance Abuse Policy

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 a Substance Abuse Policy, which is a supplement to AMA Pro Racing's Rules for Competition and which is binding upon all riders, in the same manner and to the same extent as AMA Pro Racing Rules for Competition. Persons applying for any AMA Pro Racing license must agree to the following:

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

All licensed riders are provided a copy of the AMA Pro Racing Substance Abuse Policy with the issuance of their rider license.

Appendix C 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

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

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

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

Field - All of the riders that make up a race

Grid - Starting area of a race

Hill - The actual racing surface and runoff areas along with any other area where the riding of competition motorcycles or ATVs is permitted.

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

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

Race - Competition in which two or more riders compete

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

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

Appendix D Number Fonts

1234567890 Eras Demi ITC

1234567890 Impact

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