



American Sportbike Racing Association & Championship Cup Series Presented by MotoSport.com

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Championship Cup Series Racing and You

Thank you for your interest in the Championship Cup Series. We have been promoting and producing motorcycle road races since 1984 and have become the most professional motorcycle road racing organization in the United States. By working with our officials in the field and our nearly 4000 licensed riders, we strive to constantly improve our rules, procedures, programs and events.

The CCS program was designed to be attractive to the new racer as well as the seasoned veteran who has reached Expert or Professional status.

We also recognize that not

everyone can afford to travel to all four corners of the nation to compete for a championship. With that in mind, we have divided the country into geographical regions, and award class championships in each regional series and promote two track specific championships. Within the 60 plus events organized by the CCS home office and it's affiliates, you are sure to find a race series you can compete in. Not only does each of these weekends pay points to one or more CCS Class Championship or Track Championship Series, but we trophy finishers back to 3rd place in every class! (4th and 5th

place awards are available for a small fee.)

Then, at the end of every season, we invite all CCS competitors to our annual Race of Champions, where you get to compete for the 40 National Championships up for grabs. Griding for this Grand Finale is based on your performance in each CCS Championship Series, so the better you finish in your Series, the better your grid position is for the National Championship Race. And of course, the winner of each class is declared the Championship Cup Series National Champion for the year!

What Does It Cost?

Most CCS races are two day events held on a weekend (Saturday/Sunday) and the fees are as follows:

CCS License Fee:

\$120.00 per Season
\$85.00 after July 1st.
\$55.00 after September 1st.
All competition licenses expire January 1, 2010

CCS Pre-Entry Fees:

\$80.00 first entry

\$55.00 second entry
\$80.00 each Unlimited GP class regardless.

CCS Post-Entry Fees:

\$85.00 first entry
\$60.00 each additional
\$85.00 each Unlimited GP class regardless

CCS Daytona Pre-Entry:

\$130.00 first entry
\$90.00 each additional

CCS Daytona Post-Entry:

\$100.00 each class

Typical Gate Passes:

\$35 Three day pass
\$25 Two day pass
\$15 One day
Daytona gate fees are higher.

New License Clinic:

\$175.00 for CCS Licensing clinic at select events.

CCS Competition License Requirements

To apply for a CCS Competition License, you must be at least 12 years of age. (You must be at least 16 years old to compete at Daytona.)

If you are below the age of majority in your home state, you must provide a notarized statement of permission from a legal parent or guardian along with your license application. (You must always have a parent or legal guardian present when competing if you are below the age of majority in your home state.)

In addition, you must provide proof of prior road racing experience within the last 5 years, or a certificate of completion of an approved Rider's School dated less than 12 months before you apply. Licenses from the following organizations are accepted as proof of experience: (AMA Pro, AFM, AHRMA, ASMA, CMA, CRA, CMRA, FIM, MRA, OMRR, RACE, SMRA, USGPRU, WERA, WSMC & WMRR.)

If you are using prior experience or a current license as basis for approval, you will be licensed with CCS in the same status as you currently hold with your other racing organization.

Unless you are or have been licensed with another racing organization, you must attend a school that has been approved by the Championship Cup Series. Some of the schools listed below are conducted at CCS Regional events on Saturday during a race weekend. Included is both on-track and classroom instruction. Successful completion of the school allows you to buy a CCS license and sign up to race in Sunday's program. If you choose to wait, we will continue to accept these schools within 12 months of certification

Here is a list of the tracks and the contact person(s) for each venue's school.

**Blackhawk Farms Raceway
Road America
Virginia Intl Raceway**
Learning Curves Road Racing School
414-327-0140

Summit Point Raceway
Mid-Atlantic Road Race Club
<http://marrc.nova.org>
301-331-3984

Firebird International Raceway
John Jewett
480-206-5021

Gateway International Raceway
Mid West Cafe Racer Association
www.mcraracing.com/license.htm

**Mid-America Motorplex
Motorsports Park-Hastings**
Track Addix
1-866-928-7225

**Homestead Miami Speedway
Palm Beach International Raceway
Jennings GP**
Frank Kinsey Racing School
321-267-4787

John Long's Longevity Racing School
305-325-0775

**New Hampshire Motor Speedway
Homestead Miami Speedway**
Penguin Road Racing School
978-297-1800

The following schools run at various facilities. Contact them for a complete list of locations, dates and times

Team Hammer Advanced Riding School 951-245-6414

Champion Sport Bike Club
215-536-9508

Cornerspeed Racing School
704-332-3147

Ed Bargy Racing School
770-345-6474

Longhorn Motorcycle School
281-216-1619

Lone Star Track Days
713-253-2966

Mid-America Motoplex Riders School
402-203-3409

Motorcycle Xcitement Racing School
Phone: 301-933-2599

Ridesmart Motorcycle Schools
Phone: 512-689-9875

RPM/Wizard Racing
Info@rpmtrackschool.com

Star Motorcycle School
(After passing CCS written test at track)
805-658-6333

Team Chicago (Grattan)
(After passing CCS written test at track)
773-725-2115

Team Pro-Motion
215-675-6677

VisionSports Racing School
262-902-9105

If you have attended a school that is not listed above, you may still be issued a license upon successful completion of an open book written test. Call us at 817-246-1127 and ask for Eric for more information.

All riders who are accepted for competition based upon their rider school completion, will be licensed as Amateurs. Once sufficient points have been earned, or your ability and experience has been displayed, your status will be upgraded to Expert.

All CCS licenses are valid from the date of issue to January 1st of the following year, and are honored at all CCS sanctioned events.

Your entry fees include standard practice, excess medical insurance, and the races entered. Refund policies vary, so please check with the promoter before entering.

Unlimited GP Classes Pay Cash Contingency At CCS Events!

That's right, there is additional contingency at every CCS event in the Amateur and Expert Unlimited GP classes. One of the things riders always ask us for is an opportunity to make some money in this sport, so here's your chance.

The run-what-you-brung format of Unlimited GP makes for some of the best races of the weekend, as riders turn the adrenaline up a notch and compete for their share of the additional CCS contingency in the final sprint of the weekend.

While the winner takes home the lion's share of the award for his efforts, every

one of the Top Five finishers receives a portion of the contingency paid by CCS. If there is more than 15 riders, that payout goes to the Top Ten finishers. That means every racer in the Unlimited GP field has at least a shot at bringing home some money. Why not come out and get your share?

Less Than 15 Riders

1st	\$ 200
2nd	\$ 150
3rd	\$ 125
4th	\$ 100
5th	\$ 90

15 Riders or More

1st	\$ 200
2nd	\$ 150
3rd	\$ 125
4th	\$ 100
5th	\$ 90
6th	\$ 85
7th	\$ 80
8th	\$ 75
9th	\$ 70
10th	\$ 65

CCS GT Classes Offer More Seat Time For Racers

So you're just getting started in road racing and want to know how to get more "bang" for your buck. The answer is the CCS GT series.

These classes are run-what-you-brung races divided into three displacement categories, (GTL-GTU-GTO) and they run for 25 minutes. (The average sprint race takes 10-12 minutes.) This gives you the most racing for the money by giving you nearly twice the racing time

that you find in a traditional 14-16 mile sprint race.

Some riders prefer the longer distance because it forces them to use more strategy than an all-out sprint, some just like riding as long as they can at 100%, but most riders just like the fact they have time to improve their skill and the opportunity to overcome any "mistake" they may make during the longer event.

One thing to keep in mind is that in a timed race is that the clock does not stop under a red-flag, so the nicer you and your fellow competitors ride, the more laps you get to cover. So race hard, race smart and enjoy the extra racing mileage of the CCS GT Series!

2009 Contingency Program Continues Growth

The 2009 season sees CCS continue one of the most productive contingency programs available anywhere. In 2008, our riders were offered almost \$10,000,000.00 in cash and product coupons from 21 companies, not to mention \$130,000.00 in contingency offered by CCS itself. That is an amazing \$130,000 per event contingency offered by CCS and it's sponsors. And to really spice things up, Twin Sprint Weekends offer \$200,000 in awards over a single race weekend!

This program helps you get some of your investment back just by filling out a simple form each race weekend. It's fast, it's painless, and it will get you every bit of money that is available to each CCS licensed rider for using our spon-

sor's products. Tires, sprockets, bodywork, brakes, they are all pieces you will need sooner or later, so why not use the ones that will pay you for using their product. That means racing becomes more affordable for you and these great companies get the exposure and recognition for their race-proven products. For more specific product and payout information, just go to our website (www.ccsracing.us) and follow the contingency link to all the information you need to make the right product decisions for you.

We are proud to extend our Contingency Program into the next season. With help from our sponsors, it will continue to be just as successful as ever.

CCS Thanks These Fine Sponsors:

AGV Sport Apparel
Aprilia Motorcycles
Bridgestone Tires
Buell Motorcycles
Ducati Motorcycles
Dunlop Tires
EBC Brakes
Factory Pro Tuning
Honda Motorcycles
Hotbodies Racing Bodywork
Kawasaki Motorcycles
Michelin Tires
MotoSport.com
Pirelli Tires
Pit Bull Stands
Powerstands Cycle Stands
Sharkskinz Racing Bodies
Silkolene Oil
Starlane GPS Laptimers
Suzuki Motorcycles
Vesrah Brakes
Vortex Products
VP Race Fuel
Yamaha Motorcycles

CCS Racing Technical Requirements and Class Structure

SECTION 5 - EQUIPMENT STANDARDS

Before any motorcycle will be allowed on the track, the machine must meet certain minimum standards and be inspected and approved by the Technical Inspector. The primary emphasis of this inspection is race worthiness of the equipment used. Application of a Tech Inspection Approval Sticker does not imply compliance with Section 6 Class requirements or that the machine is safe for competition. The burden of complying with the rules regarding class suitability and minimum equipment standards rests with the entrant and it is his/her responsibility to seek approval of the Tech Inspector of any areas of question regarding suitability. The Tech Inspector may request class suitability inspection as well as revoke approval of any machine at any time during the meet. 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 with safety.

Motorcycles and Rider Equipment must be brought to Tech in a race-ready condition. The only exception is that enough body work must be removed for the drain plugs to be visible to the Tech Inspector. In cases where securing by other approved means is applicable, the Tech Inspector will have final approval.

The following is a set of minimum standards that will be in effect at all events for both riders and motorcycles:

5.1 RIDER EQUIPMENT

5.1.1 Undamaged full-face helmet with face shield and bearing a stamp of approval from one of the following international standards:

D. O. T. FMVSS – 218 (USA) Snell M2000 and M2005 (USA)
BS. 6658 TYPE. A (GREAT - BRITAIN) ECE 22 - 04 & ECE 22 - 05 "P"
(EUROPE)

A. It is required that all riders put their competition number on the chin bar or side of their helmets to aid in identification should the rider be involved in a multi-bike incident.

5.1.2 Leather footwear at least 8 in height. Slip-on footwear is not recommended.

5.1.3 Gloves with leather protecting the palms and fingers.

5.1.4 Suits or pants and jacket of leather or Kevlar. Separate pants and jackets must be joined with snaps or zipper(s) to create the equivalent of a one-piece suit.

5.1.5 Knee and toe sliders that emit sparks are prohibited.

5.2 MOTORCYCLE TECHNICAL REQUIREMENTS

5.2.1 CCS and/or ASRA stickers must be clearly displayed on each side of the motorcycle. Stickers are available at Tech Inspection at no charge to competitors.

A. Failure to properly display the required stickers will render the machine ineligible for CCS and/or ASRA purse money.

5.2.2 Neat and Clean. Motorcycles that are dirty or show potentially dangerous body work damage will not be approved.

5.2.3 Tires must be in good condition and must be mounted on wheels at least 15 inches in diameter.

A. Where permitted by the class rules, wheels made of carbon fiber designed for racing and road use are allowed, providing all wheels are DOT or BS. approved and tested to JWL standards for fatigue and impact strength. It is the responsibility of the competitor to provide proof of certification to officials upon request.

5.2.4 All machines must have operational front and rear brakes.

A. Brake discs made of aluminum, or carbon fiber, are not permitted.

B. Brake disc carriers made of carbon fiber are not permitted.

C. Aftermarket brake cooling ducts or wind deflectors may be made of metal.

5.2.5 All machines must have an operational handlebar mounted kill switch or button.

This switch must be easily identifiable by color or emblem for use by safety crew members.

5.2.6 All machines must have a self-closing throttle.

5.2.7 All turn signals, luggage racks, and mirrors must be removed.

5.2.8 All lenses and instrument faces must be taped or removed.

5.2.9 Center and side stands must be removed.

5.2.10 Rear fender or seat must extend to the rear of a line drawn vertically at the rear axle.

5.2.11 Fairings must be mounted in at least three locations. The front wheel must be clearly visible from both sides except for the portion covered by the fender. The rider must be visible from the side and above, while in a normal riding position, and transparent material may not be used to allow for such visibility.

5.2.12 No streamlining may be attached to the rider.

5.2.13 All oil, fuel, and coolant carrying hoses or lines must be secured at all connecting points by clips, clamps, safety wire, or other approved means.

5.2.14 Oil coolers must be securely mounted in a protected area. All connections must be safety wired or otherwise secured by acceptable means.

5.2.15 On 4 stroke machines, crankcase ventilation must be routed into a heat resistant catch can of at least 350cc capacity or the air box.

A. If ventilation is routed into the air box, any drains from the air box must be sealed.

B. If ventilation is routed to a catch can, the overflow tube from the catch can must be routed into the intake area of the carburetors so that any overflow from the catch can will be drawn into the engine.

C. Radiator overflow and battery vent tubes may be routed into a separate catch can that need not be vented into the intake area.

D. Final approval of the catch can system rests with the Tech Inspector.

5.2.16 All engine, transmission, and final drive unit drain plugs and filler caps must be visibly safety wired. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wire or other acceptable means. Fuel and radiator caps are exempt. On all machines, enough body work must be removed before coming to tech inspection so the Inspector can see them.

5.2.17 Kick-starters, if retained, must be secured at two points.

5.2.18 Cooling system must not contain ethylene glycol.

5.2.19 All fuel must be gasoline as described in Section 1.

5.2.20 Valve stem caps with rubber o-rings installed are required on both wheels.

5.2.21 Supercharging is not allowed. Turbo charging is allowed only if the original equipment system is used.

A. Nitros Oxide systems are strictly prohibited in all classes.

5.2.22 The following motorcycles must have case guards installed on both sides of the engine: Suzuki GSXR (all models), Suzuki GSF (all models), Suzuki GSX (all models), Yamaha FZR600 & YZF (all models except R-1). Case guards may be in the form of strengthened side covers. This list is subject to change and is at the discretion of the Tech Inspector. Frame sliders are not acceptable as engine case guards.

A. Case guard or reinforced cover required on the left side only for Yamaha YZF-R1 and 2000 and newer model Suzuki GSXR's with OEM style body work. (No openings on the lower right side of fairing.)

5.2.23 All 4-stroke machines must be equipped with a fluid catch pan of sufficient size and heat-resistant material to contain the contents of the crankcases in the event of an engine or crankcase failure. Minimum capacity of the fluid catch pan is to be 3 quarts.

A. Enlargement and/or modification of an OEM fairing lower is permitted to attain the necessary fluid retention

B. Machines not equipped with a lower OEM fairing may install a fairing in order to comply with this rule as long as it meets the minimum requirements in Section 5.2.11 of the rules.

C. A maximum of two holes, 1" or smaller in diameter, may be drilled in the fluid catch pan. These holes are to be plugged during dry conditions, and may be opened only when the event is declared "wet" by the Referee/Race Director. (Tape is not an acceptable plug for these wet weather drain holes.)

D. All fluid catch pans must be mounted in a safe and workman-like manner. (Zip-ties and duct tape do not qualify as safe and workman-like mounting.)

E. Final approval of the catch pan system rests with the Tech Inspector.

5.2.24 Final approval of machines compliance will rest with the Tech Inspector.

5.3 NUMBER DISPLAY REGULATIONS

5.3.1 Numbers will be assigned by CCS or ASRA.

5.3.2 Expert CCS Sprint Riders will use white display areas or plates. Amateur CCS Sprint Riders will use yellow display areas or plates.

5.3.3 All ASRA Expert riders will use white display areas or plates. All ASRA Amateur riders will use yellow display areas.

5.3.4 Number plates, or number display areas, will be a minimum of 10 by 12 with radiused corners.

5.3.5 Painted displays or separate plates.

A. Front display may be painted only if the front section of the fairing is of adequate size and display is clearly legible. Otherwise, a 10 by 12 plate must be mounted. The front display area must be unbroken by air intakes, and only one number display will be allowed.

(1.) If the rider chooses to position the front number display to the side of the air intake, that number display MUST be on the same side as the scoring station used during each event. (i.e. if you are competing at Summit Point, the front display must be on riders right. If you are competing at Roebing Road, the front display must be on riders left.) It is the riders responsibility to have the number display on the correct side before coming to Tech Inspection.

B. Side displays may be painted on rear body work only if that body work presents a basically flat surface of adequate area. Otherwise, a 10 by 12 plate must be mounted. The side plate must be mounted on the seat or tail section and to the rear of the rider. Mounting must be high enough to insure that the number is clearly visible when he machine is leaned (cornering) without interference caused by rider extremities or machine parts.

5.3.6 Numbers must be black and approximately 8" high and 1" wide, of standard block lettering with no shading, outlining or serifs. Number must be spaced approximately 1" from each other as well as the edge of the plate or display area. 6" numbers may be used on the rear plates. All numbers on any display must be the same size.

5.3.7 The following samples show the type style required to comply with these rules:

1 2 3 4 5 6 7 8 9 0

5.3.8 Number plates must be free from any stickers or sponsorship logos except as required by specific class rules.

5.3.9 Final approval of number display will rest with the Race Director.

5.4 Electronic Scoring Unit Regulations-When applicable. Not all events or affiliates will offer this benefit, so check with local officials regarding the applicable standards for mounting and usage.

5.4.1 CCS or ASRA will issue an individual electronic scoring unit (ESU) to each participant at the time of registration. The unit then becomes the riders responsibility until returned at the conclusion of the riders final race or the conclusion of the event, whichever comes first. Failure to return unit will result in a fine equal to the replacement cost plus \$100.

A. In the event an ESU is lost due to a crash at an event, the rider will only be charged

for exact replacement cost as long as the rider notifies the Race Director or Referee before leaving the facility.

5.4.2 All machines must have the ESU properly mounted before going to technical inspection. Machines without the ESU properly installed will not be given a tech sticker and cannot enter the racecourse until gaining approval. The ESU is considered to be properly mounted if it is securely fastened to the rear tail section perpendicular to the rear axle and the signal can be read by the ground antenna.

A. There can be no solid metal or carbon fiber between the mounted ESU and the ground antenna. In all cases where motorcycle chassis or body work design places solid metal or carbon fiber between the ESU and the ground antenna, it is the riders responsibility to provide an adequate or alternate mounting location that allows the ESU to function. In all cases, it is prohibited to mount the ESU forward of the rider.

5.4.3 If a rider has entered multiple machines in the event, it is the riders responsibility to transfer the ESU between machines and assure that it is securely fastened. Failure to comply with this rule could result in disqualification at the discretion of the Race Director or Referee.

A. At events where electronic scoring is used, the ESU must be mounted on the machine during all practice, qualifying and race sessions. Failure to have the ESU in place could result in disqualification at the discretion of the Race Director or Referee. Penalties levied as a result of this infraction are not subject to protest or appeal.

5.4.4 Final approval of ESU mounting and location will rest with the Tech Inspector or Referee.

SECTION 6 – CCS AND ASRA CATEGORIES & CLASS STRUCTURE

CCS CLASSES - Machines are classified for competition as SuperSport, SuperBike, SuperTwins, Grand Prix, ThunderBike, Formula 40 and GT.

6.1 SuperSport - SuperSport motorcycles are production machines sold by manufacturers and their dealers for street use in North America via normal commercial channels. All machines must have unaltered VIN numbers. Proof of compliance rests with the competitor entering the machine.

6.1.1 Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. CCS will maintain a list of non-standard approved models and that list will be available at each event from the Race Director.

A. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

6.1.2 All motorcycles must meet the following requirements in addition to the applicable requirements in Section 5.

A. Original equipment wheels, brake calipers, forks, frame, engine, fuel induction system, and swing arm must be used.

(1) 18" wheels may be replaced with 17" wheels of the same width.

(2) 16" wheels may be replaced with 17" wheels of the same width.

(3) Rear swing arms on OEM Belt drive motorcycles may be replaced to convert final drive assembly from belt to chain drive.

B. Aftermarket brake rotors may be used but must be the same dimensions as the originals and must be made of a ferrous material. Non-current motorcycles may use brake rotors up to the same size as those that come as original equipment on the current model machine.

(1.) Aftermarket brake cooling ducts or wind deflectors are prohibited in SuperSport

C. Any fairing may be used provided it is made of plastic, fiberglass or carbon fiber and it meets the requirements in Section 5..

D. Original equipment air box must remain as produced. Air filters must be used but may be Aftermarket units. Aftermarket air filters are restricted to units available via normal commercial channels and designed mount in the stock location for that specific model machine. Aftermarket air filter units that replace part of the OEM. air box are required to maintain the original size and number of air inlet openings as the stock unit.

E. Engine modifications include the following:

(1.) Pistons which are no larger than 1mm over stock size may be used but must be same compression ratio as the OEM piston.

(2.) Original equipment cylinders must be used.

(3.) Original equipment head, valves, and cams must remain as produced, with the exception of machining the gasket surface of the cylinder head.

(4.) Original equipment cases, crankshaft, and connecting rods must remain as produced.

(5.) Original equipment transmission gears must be used.

(6.) Carburetor bodies and/or throttle bodies may not be modified, bored, or polished.

F. Internal engine modifications on all single cylinder machines, 4-stroke twin cylinder machines with less than 4 valves per cylinder produced prior to the 1999 model year., and all twin cylinder machines produced prior to the 1994 model year are unlimited, provided class displacement limits are not exceeded.

G. Aftermarket carburetors may be used on single cylinder machines, all 4-stroke twin cylinder machines with less than 4 valves per cylinder, and all twin cylinder 4-stroke machines produced prior to the 1994 model year. 6.1.2. D. is waived for single cylinder and all twin cylinder 4-stroke machines produced prior to the 1999 model year.

H. Tires must be DOT approved.

(1.) If the Race Director declares a "Wet" event, commercially available rain tires may be used in place of DOT approved tires for the remainder of that race day.

6.1.3 - Displacement limits are absolute and are set as follows:

LIGHTWEIGHT SUPERSPORT (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Twin cylinder, liquid cooled 2-stroke, up to 450cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, liquid cooled, non-desmodromic valves, up to 800cc

Twin cylinder, air cooled, up to 1210cc

Four cylinder, liquid cooled, up to 450cc

Four cylinder, air cooled, 2 valve, up to 675cc

Four cylinder, liquid cooled, pre-1987 model year, up to 565cc

Harley-Davidson Sportsters of unlimited displacement

NOTE: Ducati/Bimota/BMW Supermono/Woods Rotax are excluded.

MIDDLEWEIGHT SUPERSPORT (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Two stroke, liquid cooled, up to 515cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, liquid cooled, up to 850cc

Twin cylinder, air cooled, Unlimited displacement

Three cylinder, up to 980cc

Four cylinder, liquid cooled, up to 640cc

Four cylinder, air cooled, 2 valve, up to 775cc

HEAVYWEIGHT SUPERSPORT (Amateur & Expert)

Twin cylinder, liquid cooled, up to 1000cc

Four cylinder, liquid cooled, up to 775cc

All other engine configurations, Unlimited displacement

UNLIMITED SUPERSPORT (Amateur & Expert Divisions)

Unlimited Displacement

6.2 SuperBike - SuperBikes are based upon production models, sold by manufacturer and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers. CCS reserves the right to declare unusual or limited production machines eligible for SuperBike competition. All machines must meet the standards of Section 5 as well as the following. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

6.2.1. All machines must meet the equipment standards of Section 5, as well as the following:

A. Frame and engine cases must be from a production, street use motorcycle, except for single cylinder motorcycles, which may use any frame or engine. Note: Two stroke GP type machines such as TZ 125 and RS 125, etc. are excluded from CCS SuperBike.

B. The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated.

C. Reducing engine size of machines from stock displacement to meet lower class displacement limits is not allowed. (i.e. a bike that is a Heavyweight in origin cannot be resized for Middleweight competition.)

D. Any fairing may be used if it meets the requirements of Section 5.

E. Liquid cooling is not allowed unless original equipment on the model being used.

6.2.2- SuperBike Class displacement limits are absolute and are set as follows:

ULTRA-LIGHTWEIGHT SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, unlimited displacement, unlimited frame

Two stroke, liquid cooled, up to 375cc

Two stroke, air cooled, unlimited displacement

Twin cylinder, air cooled, non-desmodromic valves up to 900cc

Twin cylinder, air cooled, desmodromic valves, up to 805cc

Twin cylinder, liquid cooled, up to 650cc

Twin cylinder, liquid cooled, pre-1999 model year, up to 800cc

Three cylinder, air cooled, non-fuel injected, up to 900cc

Four cylinder, liquid cooled, pre-1987 model year, up to 570cc

Four cylinder, liquid cooled, 1987 to 1992 model year, up to 500cc

Four cylinder, air cooled, up to 750cc

Harley-Davidson Sportsters of unlimited displacement

LIGHTWEIGHT SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Two stroke, liquid cooled, up to 450cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, air cooled, up to 1210cc

Twin cylinder, liquid cooled, non-desmodromic valves, up to 800cc

Four cylinder, liquid cooled, up to 565cc

Four cylinder, air cooled, 2 valve, up to 750cc

Harley-Davidson Sportsters of unlimited displacement

MIDDLEWEIGHT SUPERBIKE (Amateur & Expert Divisions)

- Single cylinder, Unlimited displacement
- Two stroke, liquid cooled, up to 515cc
- Two stroke, air cooled, Unlimited displacement
- Twin cylinder, air-cooled, Unlimited displacement
- Twin cylinder, less than 4 valves per cylinder, Unlimited displacement
- Twin cylinder, 4 valve per cylinder, up to 850cc
- Three cylinder, up to 980cc
- Four cylinder, liquid cooled, up to 660cc
- Four cylinder, air cooled, 2 valve, up to 1200cc

HEAVYWEIGHT SUPERBIKE (Amateur & Expert Divisions)

- Twin cylinder, liquid cooled, 4 valve per cylinder, up to 1150cc
- Four cylinder, liquid cooled, up to 820cc
- All other engine configurations, Unlimited displacement

UNLIMITED SUPERBIKE (Amateur & Expert Divisions)

- All engine configurations, Unlimited displacement

6.3 GRAND PRIX - Grand Prix machines are unrestricted in all areas as long as they meet the standards of Section 5.

6.3.1 Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis. CCS will maintain a list of non-standard approved models and that list will be available at each event from the Race Director. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

6.3.2 Grand Prix displacement limits are absolute and are set as follows:

125 GRAND PRIX

- Two stroke, single cylinder, up to 125cc
- Four stroke, single cylinder, up to 250cc

LIGHTWEIGHT GRAND PRIX (Amateur & Expert Divisions)

- Single cylinder, Unlimited displacement
- Two stroke, liquid cooled, up to 450cc
- Two stroke, air cooled, Unlimited displacement
- Twin cylinder, air cooled, up to 1210cc
- Twin cylinder, liquid cooled, non-desmodromic valves, up to 800cc
- Four cylinder, liquid cooled, up to 565cc
- Four cylinder, air cooled, 2 valve, up to 750cc

MIDDLEWEIGHT GRAND PRIX (Amateur & Expert)

- Single cylinder, Unlimited displacement
- Two stroke, liquid cooled, pre-1985 model year, up to 750cc
- Two stroke, liquid cooled, street production models, up to 515cc
- Two stroke, air cooled, Unlimited displacement
- Twin cylinder, air-cooled, Unlimited displacement
- Twin cylinder, 2 or 3 valves per cylinder, Unlimited displacement
- Twin cylinder, 4 valve per cylinder, up to 850cc
- Three cylinder, up to 1000cc
- Four cylinder, liquid cooled, up to 650cc
- Four cylinder, air cooled, 2 valve, up to 1200cc

UNLIMITED GRAND PRIX (Amateur & Expert Divisions)

- Unlimited Displacement

6.4 THUNDERBIKE - Thunderbike machines, except single cylinder machines, are based upon production models, sold by manufacturers and their dealers in North America for street use. Proof of compliance rests with the competitor entering the motorcycle. Single cylinder machines are exempt from production and street use requirements. Single cylinder 2 stroke GP road race machines are not allowed in this class. All machines must have unaltered VIN numbers. NOTE: BMW HP2 and Buell XBRR machines are excluded from this class.

6.4.1 Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. CCS will maintain a list of non-standard approved models and that list will be available at each event from the Race Director/Referee.

A. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

6.4.2. All machines must meet the equipment standards of Section 5, as well as the following:

- A. Frame, cylinder head(s) and engine cases must be from the same production model motorcycle. Single cylinder motorcycles may use any frame and engine.
- B. The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated. Single cylinder motorcycles are excluded from this restriction.
- C. Reducing engine size of machines from stock displacement to meet Thunderbike class displacement limits is not allowed.
- D. Fairings that meet the requirements of Section 5 may be used.
- E. Liquid cooling is not allowed unless original equipment on the model being used.

F. Original type of induction system must be retained. If a machine originally was sold with fuel injection, then it must remain fuel injected. If the machine originally came with carburetors, then it must use carburetors, however they need not be the original type or size.

6.4.3- CCS Thunderbike Class displacement limits are absolute and are set as follows:

THUNDERBIKE (Amateur and Expert)

- Single cylinder, Unlimited displacement
- Two stroke, Unlimited displacement
- Twin cylinder, air cooled, push-rod, Unlimited displacement
- Twin cylinder, liquid cooled, 3 or less valves per cylinder, Unlimited displacement
- Twin cylinder, liquid cooled, 4 valve per cylinder, up to 750cc
- Twin cylinder, liquid cooled, non-desmo valves, 4 valve per cylinder, up to 800cc
- Three cylinder, air cooled, non-fuel injected, up to 1200cc
- Four cylinder, air-cooled, up to 1200cc
- Four cylinder, liquid cooled, 1990 to 1992 model year, up to 650cc
- Four cylinder, liquid cooled (oil or water), pre-1990 model year, up to 860cc
- All air-cooled, 2-valve, unlimited displacement

6.5 GT - GT machines are unrestricted in all areas as long as they meet the standards of Section 5. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification. Class displacement limits are absolute and are set as follows:

GTO - (Amateur & Expert Divisions)

- Unlimited Displacement

GTU - (Amateur & Expert Divisions)

- Displacement as per Middleweight SuperBike

GTL - (Amateur & Expert Divisions)

- Displacement as per Lightweight SuperBike

Note: Purpose built road race machinery such as Yamaha's TZ 250, Honda's RS 250, etc. are excluded from GT Lights. 125cc two-stroke GP machines are eligible for GTL.

6.6 SUPERTWINS - SuperTwins are four stroke, two cylinder motorcycles, which meet the standards of Section 5, free from all other restrictions. SuperTwins are unlimited in displacement. (Amateur & Expert Divisions)

6.7 FORMULA FORTY - All participants in Formula 40 must be at least 40 years of age. (Amateur & Expert Divisions)

6.7.1 All machines legal for Lightweight SuperSport, Lightweight SuperBike, 125 Grand Prix or Thunderbike are legal for Lightweight Formula 40.

6.7.2 All Formula 40 machines must meet the requirements of Lightweight Grand Prix or Heavyweight Superbike.

LIGHTWEIGHT FORMULA 40 (Amateur & Expert Divisions)

- Single cylinder, Unlimited displacement
 - Two stroke, Unlimited displacement
 - Twin cylinder, air cooled, Unlimited displacement
 - Twin cylinder, liquid cooled, 3 or less valves per cylinder, Unlimited displacement
 - Twin cylinder, liquid cooled, 4 valve per cylinder, up to 750cc
 - Three cylinder, non-fuel injected, up to 1200cc
 - Four cylinder, 3 or more valves per cylinder, air-cooled, up to 1200cc
 - Four cylinder, 2-valve, air-cooled, Unlimited displacement
 - Four cylinder, liquid cooled, up to 565cc
 - Four cylinder, liquid cooled, 1990 to 1992 model year, up to 650cc
 - Four cylinder, liquid cooled (oil or water), pre-1990 model year, up to 860cc
- Note: Purpose built road race machinery such as Yamaha's TZ 250, Honda's RS 250, etc. are excluded from Lightweight Formula 40. 125cc two-stroke GP machines are eligible for Lightweight Formula 40.

FORMULA 40 (Amateur & Expert Divisions)

- Displacement as per Heavyweight SuperBike

2009 ASRA Information

In 2006, the American Sportbike Racing Association took over for the old Formula USA Series and for 2009 the ASRA Pro Series will continue its legacy with some minor changes and an increase to 10 events for the new season.

Returning with no rules changes for 2009 is Factory Pro SportBike. With a 350 pound minimum weight limit and a maximum of 105 horsepower for 2008, limits easily attained by current machines legal for this class, the competition will be hot and heavy for the title in this ASRA Pro class

Also returning to the ASRA Pro series is the popular SuperBike class. This class features machines up to 660cc and 330lb weight restrictions.

The ThunderBike class, the crowd favorite, returns with the biggest change. For 2009, the ratio is 5.6 pounds per horsepower (tested weight of bike and rider, divided by tested

horsepower) for twins and triples over 700cc. The ratio is 4.6 pounds per horsepower (tested weight of bike and rider, divided by tested horsepower) for twins and triples under 700cc. Four cylinder machines will be required to meet 6.6 pounds per horsepower (tested weight of bike and rider, divided by tested horsepower).

The largest displacement class is the Superstock class. With the displacement limit at 1000cc for four cylinder machines or 1200cc for twins, a 380lb weight minimum and a maximum of 160 horsepower as measured on the Factory Pro Eddy-Current Dyno, this class adds some real rockets to the program.

The 2009 ASRA Contingency is listed below, these figures are based on participation so the more riders run, the higher the reward for each class.

Let's not forget the Team Challenge, continuing in the ASRA line-up for it's

eighth season. Once again the Team Challenge contingency awards will be set on number of entries, with a bonus for overall, and the schedule will vary from the ASRA Sprint schedule with overlaps at Daytona, Heartland Park-Topeka and Road America. The 2009 Team Challenge schedule is listed on the next page. Entry fees for Team Challenge will be \$175 pre-entry and \$200 per post-entry.

The A&J Recognition Solo Challenge will run again in 2009 in conjunction with the ASRA Team Challenge events and just like it's counter-part, the amount of contingency will depend on entry fees paid by the riders who start the race.

We thank you and look forward to seeing you at an ASRA event near you in 2009.

2009 ASRA/CCS Contingency Information

Continuing with a program started last season, the Championship Cup Series present by MotoSport.com events promoted by the Fort Worth office and all ASRA events will pay contingency money at each event.

The greatest feature of this ASRA/CCS contingency is how easy it is to qualify for the reward. Simply fill out your contingency form and have the technical inspector verify you have the correct ASRA or CCS stickers displayed on both sides of the machine used in the eligible class. That's it, that's all you have to do.

ASRA/CCS Contingency

Requirements:

All machines must display an approved ASRA or CCS sticker on both sides of the machine. A completed ASRA or CCS contingency form must be presented, with the motorcycle, at tech inspection for official verification. All forms must be presented at tech inspection with the motorcycle before racing starts.

ASRA/CCS Contingency Restrictions:

Contingency rewards are processed and mailed out within 30 days of the event, so if you have not received your award by 45 days after the event, contact the ASRA/CCS office at 817-246-1127 or e-mail Eric Kelcher at eric.kelcher@ccs-racing.us. Inquiries made later that 60 days past the event will not be accepted.

2009 CCS Unlimited GP Contingency (up to 14 Starters)

1st	\$ 200	2nd	\$ 150
3rd	\$ 125	4th	\$ 100
	5th	\$ 90	

(15 or more Starters)

1st	\$ 200	6th	\$ 85
2nd	\$ 150	7th	\$ 80
3rd	\$ 125	8th	\$ 75
4th	\$ 100	9th	\$ 70
5th	\$ 90	10th	\$ 65

2009 ASRA Pro Series Contingency

(up to 15 Starters - \$1100)

1st	\$ 500	2nd	\$ 225
3rd	\$ 150	4th	\$ 125
	5th	\$ 100	

(16 to 20 Starters - \$1525)

1st	\$ 525	6th	\$ 75
2nd	\$ 250	7th	\$ 75
3rd	\$ 150	8th	\$ 75
4th	\$ 125	9th	\$ 75
5th	\$ 100	10th	\$ 75

(21 to 25 Starters - \$1775)

1st	\$ 550	6th	\$ 100
2nd	\$ 275	7th	\$ 100
3rd	\$ 175	8th	\$ 100
4th	\$ 150	9th	\$ 100
5th	\$ 125	10th	\$ 100

(26 to 30 Starters - \$2050)

1st	\$ 600	6th	\$ 125
2nd	\$ 300	7th	\$ 125
3rd	\$ 200	8th	\$ 125
4th	\$ 175	9th	\$ 125
5th	\$ 150	10th	\$ 125

(31 to 35 Starters - \$2325)

1st	\$ 650	6th	\$ 125
2nd	\$ 325	7th	\$ 125
3rd	\$ 225	8th	\$ 125
4th	\$ 200	9th	\$ 125
5th	\$ 150	10th	\$ 125

(36 or more Starters - \$2600)

1st	\$ 700	6th	\$ 150
2nd	\$ 350	7th	\$ 150
3rd	\$ 250	8th	\$ 150
4th	\$ 225	9th	\$ 150
5th	\$ 175	10th	\$ 150

ASRA Team Challenge Contingency

Overall Bonus	Per Class
1st \$ 250	1st 50% *
2nd \$ 150	2nd 30% *
3rd \$ 100	3rd 20%*

* Percent of Contingency based on 50% of starting field entries in class

A&J Recognition Solo Challenge Contingency

1st	50% *
2nd	30% *
3rd	20%*

* Percent of Contingency based on 50% of starting field entries in class

2008 Tentative CCS/ASRA Schedule

ASRA Pro Series

Feb 28-Mar 1	Daytona Intl Speedway
Apr 25-26	Heartland Park-Topeka
May 1-2-3	Rd America
May 23-24-25	Summit Point Circuit
June 12-13-14	New Hampshire MS
July 10-11-12	Heartland Park-Topeka
July 24-25-26	New Jersey MP
Aug 15-16	Barber MP
Sept 19-20	Virginia Intl
Oct 16-18	Daytona Intl Speedway

ASRA Team Challenge Series

A&J Recognition Solo Challenge Series

Feb 28	Daytona Intl Speedway
Apr 19	Carolina MP
May 1	Rd America
May 31	Blackhawk Farms
June 21	Virginia Intl
July 10	Heartland Park-Topeka
Aug 30	Summit Point Circuit
Oct 16	Daytona Intl Speedway

2009 CCS Sanctioned Events Presented by MotoSport.com

Race of Champions XXVI

Oct 16-17-18	Daytona Intl Speedway
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Florida Roadracing Championship

Feb 7-8	Homestead<*
Feb 27-Mar 1	Daytona Intl Speedway
Mar 14-15	Palm Beach Intl<
Apr 4-5	Jennings GP<
May 2-3	Palm Beach Intl <
May 24-25	Palm Beach Intl <
June 27-28	Homestead <
July 25-26	Palm Beach Intl <
Aug 22-23	Palm Beach Intl <
Oct 3-4	Palm Beach Intl <
Dec 5-6	Homestead<*

HRRS Roadracing Championship

Apr 25-26	Heartland Park-Topeka** @
May 23-24	Heartland Park-Topeka @
July 11-12	Heartland Park-Topeka** @
Sept 12-13	Heartland Park-Topeka* @

MCRA Roadracing Championship

Jun 6-7	Gateway International ^
Aug 15-16	Gateway International ^

Mid-West Roadracing Championship

Apr 25	Heartland Park** @
Apr 26	Heartland Park** @
May 1-2	Rd America**
May 2-3	Rd America**
May 30-31	Blackhawk Farms
Jun 6-7	Gateway International^
July 10-11	Heartland Park ** @
July 11-12	Heartland Park** @
July 25-26	Blackhawk Farms
Aug 22-23	Blackhawk Farms
Sept 11-12-13	Mid-Ohio (AMA RRGC)
Sep 26-27	Blackhawk Farms*

Loudon Road Race Series >

Apr 25-26	NH Motor Speedway>
May 9-10	NH Motor Speedway>
May 30-31	NH Motor Speedway>
June 12-13-14	NH Motor Speedway>
July 18-19	NH Motor Speedway>
Aug 22-23	NH Motor Speedway>
Sept 5-6	NH Motor Speedway>
Oct 3-4	NH Motor Speedway>

Mid-Atlantic Roadracing Championship

Apr 18	Carolina MP**
Apr 19	Carolina MP**
May 23-24-25	Summit Point Circuit
June 20-21	Virginia Intl
July 4	Summit Point Circuit**
July 5	Summit Point Circuit**
July 24-25	New Jersey MP**
July 25-26	New Jersey MP**
Aug 15	Barber MP**
Aug 16	Barber MP**
Aug 28-29-30	Summit Point
Sep 19-20	Virginia Intl*

Heart of America Roadracing Championship

Apr 25	Heartland Park** @
Apr 26	Heartland Park** @
May 23-24	Heartland Park-Topeka @
Jun 6-7	Gateway International ^
July 10-11	Heartland Park ** @
July 11-12	Heartland Park** @
Aug 15-16	Gateway International ^
Sept 12-13	Heartland Park-Topeka* @

Southeast Roadracing Championship

Feb 27-Mar 1	Daytona Intl Speedway*
Apr 4-5	Jennings GP <
Apr 18	Carolina MP**
Apr 19	Carolina MP**
June 20-21	Virginia Intl
Aug 15	Barber MP**
Aug 16	Barber MP**
Sep 19-20	Virginia Intl*

Southwest Roadracing Championship

Jan 24-25	Firebird East #
Feb 28 - Mar 1	Firebird East #
Mar 21-22	Firebird West #
Apr 18-19	Firebird East #
May 16-17	Firebird East #
Sep 12-13	Firebird Main #
Oct 3-4	Firebird West #
Nov 14-15	Firebird Main #

CCS-South Road Racing Championship + TBA

All Dates Are Subject to Change

* = Double Points ** = Twin Sprint

< = Hosted by CCS Florida ^ = Hosted by MCRA
= Hosted by Road Race SW > = Hosted by LRRS
+ = Hosted by CCS-South @ = Hosted by HRRS

Contact affiliates or visit their websites for entry information to these events.

WWW.LRRSRacing.com
WWW.RoadraceSW.com

WWW.CCS-South.com
WWW.MCRARacing.com

Revised 12/2/08

2009 ASRA/CCS Pre-Entry Instructions

Please print all information- clearly, carefully, and legibly. If we cannot decipher your information with some degree of confidence, we will return the entry for clarification.

1. Rider Information Section: Fill in the last 6 digits of your Social Security #, your 2009 Competition #, and circle either Amateur or Expert. Print your personal information. Give us the emergency contact information we need.

2. Class Section: To enter a class, print the brand of motorcycle (Yamaha, Kawasaki, Aprilia, Etc.) in the BRAND column next to each class that you are entering, then print the displacement in the CC column.

3; Race 1 or Race 2 Selection: These boxes are only used for CCS Twin Sprint entries. At press time these events are: Carolina Motorsports Park, Heartland Park-Topeka, Road America, Summit Point in July, New Jersey Motorsports Park and Barber Motorsports Park. If you do not check these boxes, we will automatically enter you in Race 1 only.

4. Fees: Pre-Entry fees are \$80.00 for the first CCS class entered, \$55.00 for each additional CCS class entered. Unlimited GP is \$80 pre-entry and does not count as you first class. All ASRA classes are \$100.00 pre-entry.

Practice pre-entry is \$100 for those events with a ASRA/CCS practice before the event. Additional motorcycles that fit into other displacement categories will be \$75 each. (i.e. If your first bike is a 600 and you wish to practice on your 1000, it is an additional fee. Two 600's would not be an additional charge since they would share the same session.)

Daytona Pre-Entry fees are \$130.00 for the first CCS class entered, \$90.00 for each additional CCS class entered. All ASRA classes are \$100.00 pre-entry.

Checks on US banks should be for the full amount calculated as above. Canadian or other international riders must remit by either charge card or cashiers check or money order in US funds. All checks or money orders should be payable to CCS or ASRA.

Master Card/Visa/Discover: Please fill in the blanks on the front of the form. Check off the correct card type (Master Card, Visa, or Discover). We must have the expiration date, complete card number and name as printed on the card. Declined charges will result in a return of the entry form without processing to the rider. Declined charges void original delivery date; entry will be processed as of the date payment is made on resubmitted pre-entries. All pre-entry fees will be charged immediately upon receipt, no exceptions.

5. Mail entries: Either fill out the charge card information or enclose your check or money order and mail to:

ASRA/CCS P.O. Box 121278 Fort Worth, Texas 76121

Fed Ex or UPS Overnight Address:
ASRA/CCS 9928 Peregrine Trail Fort Worth, Texas 76108

6. Fax entries: You may fax your entries if you adhere to the following instructions!

Fax entry is for charge cards only and must include complete charge card information. Declined charges will result in a return of the entry form without processing to the rider. Declined charges void original delivery date; entry will be processed as of the date payment is made on resubmitted pre-entries. All pre-entry fees will be charged immediately upon receipt, no exceptions. Send your completed form via fax to 817-246-2977. (24-hour line).

Pre-entries close two weeks before the event.

All cancellations must be received in writing by ASRA/CCS prior to the opening of registration at the event.

The cut-off for the Spring Daytona event is February 13th, 2009.

2009 ASRA/CCS Competition License Instructions

Incomplete, illegible, or incorrect applications will be returned.

Please fill out the license application exactly as called for in the following instructions:

1. Please print the information in the blank spaces provided. It is important that you print clearly and precisely as most of the errors are not "typo" problems, but the results of our inability to read the forms. Do not abbreviate city names.

2. Make sure we have complete personal information including name, address, social security number, day and night time phone numbers, e-mail address, birth date, and age. (Applicants under the age of 18 must have a signed notarized release form from their parent or legal guardian on file with CCS / ASRA before a competition license will be issued.) Applicant must be a minimum of 16 years old to apply for an ASRA Pro Series license. Applicant must be a minimum of 12 years old to apply for a Championship Cup Series license and those who are between the ages of 12 and 16 may have their license restricted to use in certain classes..

3. Applications cannot be processed without a social security number or equivalent. The insurance information is required.

4. Give us the correct information for the type of License for which you are applying. Please check Amateur or Expert, and then fill out the CCS required information. If you are applying for an ASRA Pro license, please check the appropriate box. (ASRA Pro License includes your CCS License for 2009.)

- ThunderBike Requirements: Rider must have held a valid Amateur, Novice, Expert or Professional road race license within the last 5 years.

- SportBike / SuperBike / Superstock Requirements: Rider must currently be eligible for an Expert or Professional class license with any of the following organizations (AMA Professional, AFM, AHRMA, ASM, ASMA, CCS, CMA, CRA, CMRA, FIM, HRC, MRA, OMRRA, RACE, WERA, WMRRR or WSMC)

If your Expert experience is not with CCS or one of its affiliates, please include proof of experience. (Photocopy of your previous Expert license or a confirmation letter from the sanctioning body who issued the license including the date of issue.)

5. Please give us three choices for your competition number. We will assign you the first number available in the computer.

6. Combined CCS/ASRA License fees are: \$170.00 if purchased prior to 7/1/09, \$125.00 if purchased between 7/1/09 through 8/31/09, & \$80.00 if purchased between 9/1/09 through 12/31/09.

CCS License fees are: \$120.00 if purchased prior to 7/1/09, \$85.00 if purchased between 7/1/09 through 8/31/09, & \$55.00 if purchased between 9/1/09 through 12/31/09

7. Read the Release and Assumption of Risk section and the Agreement, and then sign on the signature line.

8. Please include a copy of your license or riders school certificate if you have not been licensed with CCS or ASRA in the past 3 years. We cannot process your application without this proof of experience.

9. Enclose your check or money order made out to ASRA for the correct fee (or fill in credit card info) and mail it to:

ASRA/CCS
PO Box 121278
Fort Worth, Texas 76121

PLEASE DO NOT FAX THIS APPLICATION WE MUST HAVE A SIGNED ORIGINAL TO PROCESS YOUR APPLICATION



ASRA Championship Series
Championship Cup Series
PO.Box 121278
Fort Worth TX, 76121

Join The Only Organization That Takes You From Start to Finish!

Where else can you go from New Racers School to Professional Racer without changing organizations? Only the Championship Cup Series and it's national series partner, the American Sportbike Racing Association, can offer you a program that will be with you every step of the way. From a new racers school at one of 60 plus events sanctioned by CCS to the new ASRA Championship Series, we've got you covered.

For the first time racer, CCS offers 20 different classes for everything from a 125cc Grand Prix machine to Unlimited Grand Prix machinery, not to mention everything else in between. These first time racers, called Amateurs, compete against each other for trophies and points towards the Series and Class

Championships at each event. There is even a special award for Track Championships in each class at Summit Point Motorsports Park, Heartland Park-Topeka and Blackhawk Farms Raceway from their 4+ race series run by CCS or it's affiliates at those facilities. For the experienced rider, whether you're an Expert or a Pro, CCS offers 20 classes for you to hone your skills in. Not only are there classes for every machine imaginable, but there is a CCS sponsored contingency program in two Unlimited GP (Separate Expert and Amateur classes) up for grabs at each CCS race. (Requirements at CCS affiliates may vary, check with the main office for more information.)
If you're just getting started, check

out the CCS New Racers Licensing Clinics offered on the Friday or Saturday program during most of the Regional Championship Series events. Just prepare your machine by the Technical requirements found inside this mailer, and come to the track. Then after you sign up and pass the New Racers Licensing Clinic, for only \$175, you can get your license and sign up for your Sunday races. How much easier can it be?

Just look inside this mailer and you will find all the information needed to get started in the most exciting sport on the planet, motorcycle road racing! So don't waste any more time, get started racing at the next CCS race in your area. You won't regret it!