



American Sportbike Racing Association & Championship Cup Series



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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 its 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, 2012

CCS Pre-Entry Fees:

\$80.00 first entry
\$55.00 second entry

CCS Post-Entry Fees:

\$85.00 first entry
\$60.00 each additional

CCS Daytona Pre-Entry:

\$135.00 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 - \$200.00 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, OMRRA, RACE, SMRA, USGPRU, WERA, WSMC & WMRA.)

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
XCEL Trackdays
Email: xcel@roadracesw.com

Chris Peris Riding School
Phone: 702-285-8179
Email: chris@perisrs.com

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

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

Absolute Cycle/Ace Race School
Email: SalesAtAbsolute@aol.com
Phone: 1-877-382-9800

California Superbike School
(After passing CCS written test at track)
(800) 530-3350

Champion Sport Bike Club
215-536-9508

Cornerspeed Racing School
704-332-3147

Ed Bargy Racing School
770-345-6474

Fishtail Riding School
Phone 603-662-7369

Longhorn Motorcycle School
281-216-1619

Lone Star Track Days
713-253-2966

Mid-America Motoplex Riders School
402-203-3409

Milestone Racing School
Email: Milestoneracing@yahoo.com

Motorcycle Xcitement Racing School
Phone: 301-933-2599

Racing Connection
Phone: 407.518.RACE (7223)

Ridesmart Motorcycle Schools
Phone: 512-689-9875

RPM/Wizard Racing
Info@rpmtrackschool.com

Skip Barber Superbike School
Phone: 888-757-4620

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

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 Ginger 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.

Amateurs Invited to Compete in Michelin Pro Series Events!

In response to diminishing grids in the ASRA sanctioned Michelin Pro Superbike class, ASRA has made the decision to eliminate the redundant 600cc class and move forward with a new format for the 2011 season.

Beginning at Roebing Road Raceway on March 12-13, the Michelin Pro Series will consist of three main classes: SuperStock for the 1000cc machine, SportBike for the 600cc machines and ThunderBike for the performance factored twin cylinder machines.

In response to a recommendation from the 2010 Rules and Competition Committee, these classes will now be separated into Expert and Amateur status competition and will share the

track during the 20 to 24 mile long sprint races. While sharing the same track time, the riders will only be competing against other riders with the same status, just as they do in CCS Sportsman events. Each group will be competing for separate contingency and points while working for the Michelin Pro Series National Championship over the eight race series.

The Michelin Pro Series will continue to set the starting grids based on qualifying or timed practice whenever possible, along with races that are 25% to 50% longer than the standard CCS sprint, giving added value to all participants looking for an upgrade from the standard CCS Program.

2011 ASRA Pro Series Amateur Contingency

(5 to 9 Starters)

1st	\$ 225
2nd	\$ 125
3rd	\$ 100

(10 to 15 Starters)

1st	\$ 300	4th	\$ 100
2nd	\$ 200	5th	\$ 75
3rd	\$ 125		

(16 to 20 Starters)

1st	\$ 325	5th	\$ 100
2nd	\$ 225	6th	\$ 90
3rd	\$ 150	7th	\$ 80
4th	\$ 125	8th	\$ 70

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 rider 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 over come 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!

2011 Contingency Program Continues Growth

The 2011 season sees CCS continue one of the most productive contingency programs available anywhere. In 2010, our riders were offered almost \$10,000,000.00 in cash and product coupons from over 20 companies. 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 sponsor's products. Tires, sprockets, bodywork, brakes, they are all piec-

es 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
Bridgestone Tires
Chickenhawk Tire Warmers
Continental Tires
Dragon Racing Fuels
Ducati Milwaukee
Ducati Motorcycles
Dunlop Tires
EBC Brakes
Full Spectrum Power
Honda Motorcycles
Hotbodies Racing Bodywork
Michelin Tires
Pirelli Tires
Pit Bull Stands
Sharkskin Racing Bodies
Silkolene Oil
Starlane GPS Laptimers
Street and Competition
Suzuki Motorcycles
Traxxion Dynamics
Vortex Products
VP Race Fuel
Woodcraft
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:

Snell M2005 and M2010 (USA), BS. 6658 TYPE. A (GREAT - BRITAIN) or 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 contingency program.

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 providing the design does not pose a safety risk to any competitor. Final approval of unit rests with the Tech Inspector.

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.

A. All fairings must be made of plastic, fiberglass or carbon fiber.

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. Nitrous 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 later 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 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 the machine is leaned (cornering) without interference caused by rider extremities or machine parts.

(1.) If the tail section profile does not allow the machine to comply with Section 5.3.5.B, a single number display on the top of the tail section may be installed and orientated to be read from the rear of the machine. It is the rider's responsibility to have the number display correct before coming to Tech Inspection.

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" or 4" numbers may be used on the rear plates as long as the number is clearly visible at speed. 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 non-compliant number display will rest with the Race Director or Referee.

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 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 to 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: BMW HP2, Ducati/Bimota/BMW Supermono/Woods Rotax are excluded from the Lightweight class.

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 855cc

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 Divisions)

Twin cylinder, liquid cooled, non-desmodromic valves, up to 1150cc

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.

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 re-sized 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-LIGHT 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, non-desmodromic valves, 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

NOTE: BMW HP2 machines are excluded from Lightweight class.

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 855cc

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-desmo valves, up to 800cc
Four cylinder, liquid cooled, up to 565cc
Four cylinder, air cooled, 2 valve, up to 750cc

NOTE: BMW HP2 machines are excluded from Lightweight class.

MIDDLEWEIGHT GRAND PRIX (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement
Two stroke, liquid cooled, pre-1985 model year, up to 750cc
Two stroke, liquid cooled, street 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
Twin cylinder, 4 valve per cylinder, up to 855cc
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 and 250 GP machines are exempt from production and street use requirements. 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:

- Frame, cylinder head(s) and engine cases must be from the same production model motorcycle. Single cylinder motorcycles may use any frame and engine.
 - 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.
 - Reducing engine size of machines from stock displacement to meet Thunder class displacement limits is not allowed.
 - Fairings that meet the requirements of Section 5 may be used.
 - Liquid cooling is not allowed unless original equipment on the model being used.
 - Original type of induction system must be retained. If a machine originally came 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-desmodromic 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

6.6 SUPERTWINS - SuperTwins are, 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, 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

FORMULA 40 (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

Contact Information:

ASRA Championship Series

Championship Cup Series

PO.Box 121278

Fort Worth TX, 76121

Phone: 817-246-1127

Fax: 817-246-2977

Monday to Thursday 9 to 5 Central Time

www.ccsracing.us

www.asraracing.com

2011 ASRA Information

In 2006, the American Sportbike Racing Association took over for the old Formula USA Series and for 2010 the ASRA Pro Series will continue its legacy with some minor changes and 8 events for the new season.

The biggest change to the ASRA Pro Series is removal by dyno testing as part of the criteria. All four of the ASRA Pro Series classes have minimum weight limits for each machine. And Thunderbike has a minimum weight for bike and rider based on engine configuration.

The ASRA Pro Series premier class is SportBike. With machines based on 600cc fours and 850ccs twins, this class features the closest, fastest racing around. This is the class that will run as the Loudon Classic in June, America's Oldest Motorcycle Road Race. All machines in the SportBike class are required to meet the minimum weight of 360lbs as they come off the track after the race.

The ThunderBike class, the crowd favorite, returns with the biggest change. For 2011, the weight limit is 570 pounds (tested weight of bike and rider) for twins and triples over 700cc. There is no weight limit for twins and triples under 700cc. Four cylinder machines will be required to meet 650 pounds (tested weight of bike and rider).

The largest displacement class is the Superstock class. With the displacement limit at 1000cc for four cylinder machines or 1200cc for twins, a 390lb weight minimum, this class adds some real rockets to the program.

The 2011 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 and Road America. The 2011 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 has been combined into the regular Team Challenge classes, but with the mandatory pit stop, the balance of competition remains regardless of how many riders are on the team. Once again at all ASRA Team Challenge events the amount of contingency will depend on entry fees and the number of teams who start the race.

We thank you and look forward to seeing you at an ASRA event near you in 2010.

2011 ASRA Contingency Information

Continuing with a program started last season, the ASRA events will pay contingency money for each event.

The greatest feature of this ASRA 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 and Michelin Pro Series stickers displayed on both sides of the machine used in the eligible class. That's it, that's all you have to do.

ASRA Contingency Requirements:

All machines must display an approved ASRA and Michelin Pro Series sticker on both sides of the machine. A completed ASRA 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 Contingency Restrictions: ASRA Contingency rewards are scheduled to be processed and mailed out within 45 days of the event, so if you have not received your award by 60 days after the event, contact the ASRA/CCS office at 817-246-1127 or e-mail Eric Kelcher at contingency@ccsracing.us. Inquiries made later than 75 days past the event will not be accepted.

2011 ASRA Pro Series Contingency

(5 to 9 Starters)

1st	\$ 225
2nd	\$ 125
3rd	\$ 100

(10 to 15 Starters)

1st	\$ 300	4th	\$ 100
2nd	\$ 200	5th	\$ 75
3rd	\$ 125		

(16 to 20 Starters)

1st	\$ 325	5th	\$ 100
2nd	\$ 225	6th	\$ 90
3rd	\$ 150	7th	\$ 80
4th	\$ 125	8th	\$ 70

(21 or more Starters)

1st	\$ 400	6th	\$ 115
2nd	\$ 250	7th	\$ 110
3rd	\$ 175	8th	\$ 105
4th	\$ 150	9th	\$ 100
5th	\$ 125	10th	\$ 95

ASRA Team Challenge Contingency

Overall Bonus up to 15 entries

1st	\$ 250
2nd	\$ 150
3rd	\$ 100

Overall Bonus 16 to 20 entries

1st	\$ 350
2nd	\$ 250
3rd	\$ 150

Overall Bonus Over 21 entries

1st	\$ 500
2nd	\$ 300
3rd	\$ 200

Bonus Paid Per Class

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

* Percent of Bonus based on 50% of entry fees for the starting field.



2011 CCS/ASRA Schedule

Michelin Pro Series

Mar 12-13	Roebing Road
Apr 22-24	Heartland Park-Topeka
May 28-30	Summit Point Circuit
June 17-19	New Hampshire MS
July 23-24	Blackhawk Farms
Aug 12-14	New Jersey MP
Sept 24-25	Virginia Intl
Oct 14-16	Daytona Intl Speedway

Michelin Team Challenge Series

Mar 12	Roebing Road
Apr 10	Carolina MP
Apr 22	Heartland Park-Topeka
May 13	NJMP Thunderbolt
June 19	Virginia Intl
July 23	Blackhawk Farms
Aug 28	Summit Point Circuit
Oct 14	Daytona Intl Speedway

2011 CCS Sanctioned Events

Race of Champions XXVIII

Oct 14-15-16 Daytona Intl Speedway

Atlantic Roadracing Championship

May 14-15	NJMP Thunderbolt% *
May 28-30	Summit Point Circuit
June 17-19	NH Motor Speedway>
July 15-17	NJMP Thunderbolt%
Aug 12-14	NJMP Thunderbolt%
Aug 27-28	Summit Point Raceway
Sept 9-11	NJMP Thunderbolt% *

Florida Roadracing Championship

Feb 12-13	Homestead<*
Mar 12-13	Roebing Road
Apr 2-3	Jennings GP<
Apr 30-May 1	Homestead<
May 29-30	Palm Beach Intl <
June 25-26	Homestead <
July 9-10	Roebing Road
July 30-31	Palm Beach Intl <
Oct 1-2	Jennings GP<
Dec 3-4	Homestead<*

Mid-Atlantic Roadracing Championship

Mar 12-13	Roebing Road *
Apr 9	Carolina MP**
Apr 10	Carolina MP**
May 13-15	NJMP Thunderbolt %
May 28-30	Summit Point Circuit
June 18-19	Virginia Intl
July 2	Summit Point**
July 3	Summit Point**
Aug 12-14	NJMP Thunderbolt%
Aug 27-28	Summit Point
Sept 24-25	Virginia Intl*

Mid-West Roadracing Championship

Apr 22-23	Heartland Park**
Apr 24	Heartland Park**
May 21-22	Blackhawk Farms
July 23	Blackhawk Farms**
July 24	Blackhawk Farms**
Aug 20-21	Blackhawk Farms
Sep 24	Blackhawk Farms**
Sep 25	Blackhawk Farms**

Loudon Road Race Series >

Apr 16-17	NH Motor Speedway>
May 14-15	NH Motor Speedway>
June 17-19	NH Motor Speedway>
July 23-24	NH Motor Speedway>
Aug 20-21	NH Motor Speedway>
Sept 3-4	NH Motor Speedway>
Oct 15-16	NH Motor Speedway>

Southeast Roadracing Championship

Mar 12-13	Roebing Road*
Apr 2-3	Jennings GP<
Apr 9	Carolina MP**
Apr 10	Carolina MP**
June 18-19	Virginia Intl
July 9-10	Roebing Road
Sep 24-25	Virginia Intl
Oct 1-2	Jennings GP<*

Southwest Roadracing Championship

Feb 26-27	Firebird Intl Raceway
Mar 26-27	Firebird Intl Raceway
Apr 16-17	Firebird Intl Raceway
May 21-22	Inde Mtrspts Ranch
Sep 17-18	Inde Mtrspts Ranch
Oct 22-23	Firebird Intl Raceway
Nov 5-6	Firebird Intl Raceway

All Dates Are Subject to Change

* = Double Points

** = Twin Sprint

< = Hosted by CCS Florida

> = Hosted by LRRS

= Hosted by Road Race SW

^ = Hosted by MCRA

% = Hosted by NJRRS

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

WWW.NHMS.com

WWW.RoadraceSW.com

WWW.MCRARacing.com

Daytona Pro Practice

Oct 13 Daytona Intl Speedway

Hosted by Team Hammer Advanced Schools (For details see www.team-hammer.com/school.)

Revised 12/03/10

2011 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 2011 Competition #, and circle either Amateur or Expert. Print your personal information including your zip code. 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: Heartland Park-Topeka in April, Blackhawk Farms in July and September and Carolina 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. All ASRA classes are \$90.00 pre-entry.

Practice pre-entry is \$125 per rider for those events with an ASRA/CCS practice before the event.

All ASRAPro Series Sprint classes are \$90.00 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, (including the CVN # from the back of the card) 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.

2011 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 2011)

- ASRA Pro Series License Requirements: Rider must have held a valid Amateur, Novice, Expert or Professional road race license within the last 5 years with any of the following organizations (AMA Professional, AFM, AHRMA, ASM, ASMA, CCS, CMA, CRA, CMRA, FIM, HRC, MRA, OMRRA, RACE, WERA, WMRRA or WSMC) (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: \$150.00 if purchased prior to 7/1/11, \$110.00 if purchased between 7/1/11 through 8/31/11, & \$75.00 if purchased between 9/1/11 through 12/31/11.

CCS License fees are: \$120.00 if purchased prior to 7/1/11, \$85.00 if purchased between 7/1/11 through 8/31/11, & \$55.00 if purchased between 9/1/11 through 12/31/11

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



2011 ASRA/CCS License Application



Social Security #: Birth Date: / / Age:

Name:

Address:

City: State: Zip:

Phone #: Day Phone #:

E-mail Address:

Do You Have: a Personal Transponder ? Yes () No () Transponder #

Personal Medical Insurance? Yes () No () Company: _____ Policy Number: _____

Championship Cup Series: I wish to be licensed as: Amateur or Expert 2010 CCS #

Choices for your CCS Competition Number: 1. 2. 3.

I am an experienced racer licensed by: _____ Years of experience: _____

I am applying for a license based upon training at an approved school completed within the last 12 months as listed below:

Name of School: _____ Date & Track: _____

ASRA Pro Series: I wish to be licensed for ASRA competition: (Check box to apply. Applicant must be 16 years old.)

Choices for your ASRA Competition Number: 1. 2. 3.

CREDIT CARD INFO: -MASTER CARD -VISA -DISCOVER EXP DATE:

CARD NUMBER: CVN#

CARD ISSUED TO:

READ THIS RELEASE

RELEASE AND ASSUMPTION OF RISK: I, hereby release, and agree to hold harmless the Championship Cup Series, ASRA Championship Series, American Sportbike Racing Association L.L.C., HD Promotions, Grand Prix and Production Racers Organization Inc., Loudon Road Race Series, Road Race Southwest Inc., Heartland Park Raceway LLC, United States Grand Prix Riders Union, New Jersey Motorsports Park LLC., Mid-Atlantic Road Race Club, Midwest Cafe Racing Association, Learning Curves Road Race School, Frank Kinsey Racing School, Visionsports Racing School, Longevity Racing School, the promoters, the owners and lessees of the premises, the participants, and the officers, directors, officials, representatives, agents and employees of all of them, of and from all liability, loss, claims and demands that may accrue from any loss, damage or injury (including death, loss of limbs and permanent disablement) to my person or property, in any way resulting from, or arising in connection with this event, and whether arising while engaged in competition or in practice or preparation therefore, or while upon, entering or departing from said premises, from any cause whatsoever, I know the risk and danger to myself and property while upon said premises or while participating or assisting in this event, so voluntarily and in reliance, upon my own judgment and ability, I thereby assume all risk for loss, damage or injury (including death, loss of limbs and permanent disablement) to myself and my property from any cause whatsoever.

AGREEMENT: By my signature below, I hereby agree to the terms of the above release and further agree to abide by the 2011 Championship Cup Series and ASRA Road Race Rules and Regulations and any Special Regulations in all participation with this license. I hereby agree to allow my likeness to be used for promotional purposes by the Championship Cup Series, the ASRA Championship Series and their affiliates without any further compensation to myself. I certify that the above information regarding my age, identity, and experience is true and freely given for the purpose of obtaining a competition license:

APPLICANT SIGNATURE: _____ **Date** _____

Please add \$10 to my license fee for a 12-month subscription to Roadracing World magazine

DO NOT FAX THIS APPLICATION - MAIL TO: CCS / ASRA -PO Box 121278 - Fort Worth, TX 76121

Received: / / Amount: \$ Cash Check Credit Clerk Initials:

ASRA Pro # Assigned CCS # Assigned Region



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 its 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 50 plus events sanctioned by CCS to the Michelin Pro Series sanctioned by ASRA, 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, New Jersey Motorsports Park and Blackhawk Farms Raceway from their 4+ race series run by CCS or its 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 ASRA/CCS sponsored contingency program in three Michelin Pro Series classes (Separate Expert and Amateur divisions) up for grabs at each of the Michelin Pro Series races. (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, (fees ranging from \$150 to \$200), 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!