



2017  
Race Rules  
And Regulations

Sanctioned by  
American Sportbike Racing Association L.L.C.  
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**Daytona 200  
2017 Race Rules and Regulations  
Daytona international Speedway  
1801 W. International Speedway Boulevard  
Daytona Beach, Florida 32114**

The rules and regulations set forth herein are designed to provide for orderly conduct of racing events. These rules shall govern the conditions of the Daytona 200 event sanctioned by ASRA. By participation in these events, all participants are deemed to have agreed to comply with these rules.

**NO EXPRESSED OR IMPLIED WARRANTIES CONCERNING SAFETY, INCLUDING ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS WHO KNOWINGLY, FREELY AND VOLUNTARILY ASSUME THE RISK OF SERIOUS INJURY OR DEATH.**

**IT IS UNDERSTOOD THAT RACING BY ITS VERY NATURE IS A HAZARDOUS ACTIVITY AND CAN RESULT IN SERIOUS INJURY AND/OR DEATH. USAGE OF THESE RULES DOES NOT GUARANTEE THE WELL BEING OF THE PARTICIPANT. PARTICIPATION IN THIS TYPE OF ACTIVITY IS AT THE PARTICIPANT'S OWN RISK.**

By signing an entry form and license application, every competitor agrees to be subject to the rules of this book and any printed supplements. Since it is impossible to anticipate every possible circumstance, the official responsible for operation of each racing event will rule on any area of dispute that is not clearly covered by these rules by using common sense and fair play. The word of the Referee/Race Director on these gray areas will be considered final.

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# TABLE OF CONTENTS

## SECTION 1 – TERMINOLOGY

## SECTION 2 - RIDER REQUIREMENTS

- Road Race License Requirements

## SECTION 3 - EVENT REGULATIONS

- General Regulations
- Race Procedures
- Daytona 200 Gridding Procedures
- Starting Procedures
- Pit Stop Regulations

## SECTION 4 - FLAGS & COMMUNICATIONS

## SECTION 5 - EQUIPMENT STANDARDS

- Rider Equipment
- Motorcycle Requirements
- Number Display Regulations

## SECTION 6 – CLASS REGULATIONS

## SECTION 7 – PROTESTS

## SECTION 8 – PENALTIES

## SECTION 9 – APPEALS

## SECTION 1 – TERMINOLOGY

- 1.1 Daytona International Speedway – (DIS)** - is the owner and promoter of this event.
- 1.1.1 **Daytona 200** is the title of the event conducted under the following rules.
- 1.1.2 **AMERICAN SPORTBIKE RACING ASSOCIATION L.L.C. - (ASRA)** - The sanctioning body of the event on behalf of the Daytona International Speedway
- 1.2 GCR - GENERAL COMPETITION REGULATIONS**
- 1.2.1 ASRA having promulgated these regulations may modify, add to, delete from, or grant exceptions to these regulations at any time.
- 1.2.2 DIS or ASRA reserve the right to prevent any entrant or entrants from participating in any event including, but not limited to, track days, practices, racing schools and actual competition at the Daytona International Speedway. Likewise, the Referee or Race Director can prevent an entrant from competing.
- 1.2.3 ASRA reserves the right to revoke or suspend a rider's competition license for engaging in any practice, behavior, or action deemed to be detrimental to the sport of motorcycling in general, whether or not related to a specific event or competition.
- 1.2.4 ASRA reserves the right to disqualify or remove a rider from all results and championship standings for engaging in any practice, behavior, or action deemed to be detrimental to the sport of motorcycling in general, whether or not related to a specific event or competition.
- 1.3 RACE DIRECTOR/REFEREE** – The individual responsible for all aspects of a race meet.
- 1.4 CHIEF TECH INSPECTOR** – The individual responsible for inspecting all motorcycles and rider equipment at a race meet.
- 1.5 PIT STEWARD** – The individual responsible for allowing entry to and from the racetrack proper.
- 1.6 STARTER** – The individual responsible for displaying flags to start or end practice, qualifying or races.
- 1.7 GASOLINE** - A petroleum fuel available through normal commercial channels. ASRA reserves the right to require a specified fuel product, or spec fuel, In the event a specific fuel brand is required, all competitors will be given at least 30 days notice of the change in requirements. If a competitor is in doubt as to the legality of their fuel, it is recommended that it be checked by ASRA officials before use in competition.
- 1.7.1 All gasoline must remain as produced without additives except as specified by these rules. Allowable gasolines are those whose characteristics meet the following standards:
- A. Specific gravity must range between .700-.795 at 60 degrees F.
- B. *Dielectric constant of a competitors fuel sample must read within +/- 0.4 of a baseline sample provided by the commercial fuel manufacturer on the Kavlco FT-K01-R Fuel Analyzer. (Meter is calibrated in cyclohexane.)*
- C. A maximum MON of 96 is allowed for this event.
- 1.7.2 Fuel may be checked before, during and after practice, qualifying or final events at the discretion of ASRA officials. Competitors must furnish gasoline manufacturer and product information to ASRA officials whenever a fuel sample is checked.
- A. If field test results of a competitor's fuel are not conclusive, samples

for lab analysis may be taken from a competitor's fuel tank at the discretion of ASRA officials.

B. Should ASRA decide to collect samples for further inspection from the competitors fuel tank, a minimum of 32oz will be required for complete chemical and octane analysis. Failure to provide the minimum sample size will result in penalties up to and including disqualification.

C. Competitor is responsible for the cost of further testing and analysis. I

**1.8 DISPLACEMENT** – Displacement of each cylinder will be calculated by using the geometric formula, which gives the volume of a cylinder, where the diameter is the bore (D), and the height of the swept area, from lowest point to highest point, is the stroke (C).

$$\text{Displacement} = \frac{(D \times D) \times 3.1416 \times C \times \text{No. Of Cylinders}}{4}$$

**1.9 Exhaust Noise Limits** - All machines must be equipped with a muffling device that produces no more than 103db when measured at a point 50 feet from the edge of track surface during on track activity.

1.9.1 Machines that fail to meet the noise requirement for the event will be barred from participation until brought into compliance by the competitor. There will be no financial relief in the event that the machine cannot be brought into compliance.

A. Machines that fail to meet the noise requirement may be pulled off the track as soon and as safely possible, regardless of whether the race or practice session has finished.

**1.10 EVENT** – Any activity that takes place on the property of a facility during the time span ASRA is legally liable for those activities, including but not limited to, track days, practices, racing schools and actual competition.

## SECTION 2 - RIDER REQUIREMENTS

**2.1 AGE REQUIREMENT** - Entrants must be at least 16 years of age.

Applicants below the age of majority in their home state must provide a notarized statement of permission from a legal parent or guardian at each event.

**2.2 LICENSE REQUIREMENT** – All riders participating in qualifying or racing must have a valid Expert Road Racing license and a minimum of one (1) year Expert level road racing experience. ASRA reserves the right to refuse any competitor a competition license or grant exception to these requirements

**2.2.1 To qualify as one year Expert level experience, ASRA will use the standard of seven event weekends and 200 Expert points scored within a single calendar year or ten event weekends and 300 Expert points scored within two consecutive calendar years.**

2.2.2 Licenses and results from the following organizations are acceptable as proof of experience: AMA Professional Road Race, AFM, AHRMA, ASMA, ASRA, CCS, CRA, CMRA, CSBK, CVMA, FIM, USGPRU, LRRS, MotoAmerica, Motoseries, MRA, OMRRA, RACE, SMRI, USBA, WERA and WMRRA.

## SECTION 3 - EVENT REGULATIONS

**3.1 RACE CANCELLATIONS** – ASRA reserves the right to postpone or cancel any scheduled event or class.

3.1.1 In the event the Daytona 200 is cancelled before qualifying, all points and award monies are forfeit.

- 3.1.2 In the event Daytona 200 is cancelled after qualifying, but before the start of the final event:
  - A. Riders who qualified in award positions will be credited with 25% of the award amount for that position.
- 3.1.3 In the event Daytona 200 is cancelled after the final has been started, but before the race reaches official distance:
  - A. Riders who were running in award positions at the time of the cancellation will be credited with 50% of the award amount for that position.

**3.2 WEATHER CONDITIONS** - Events may be run irrespective of weather conditions.

- 3.2.1 No refund or credit of entry fees will be considered as a result of inclement weather.

**3.3 GENERAL REGULATIONS**

- 3.3.1 All participants must assess for themselves, the facility, organization, safety measures, weather conditions, and any other consideration regarding the risk of competition at any given event. Participation after such an assessment indicates an assumption of all risks involved.
  - A. Participants must have a valid credential on their persons at all times. A valid credential is the one assigned that particular individual at registration. Loan of a credential to another party is considered fraudulent use of credentials and will be cause for punitive action, including exclusion and expulsion from the event, up to a \$500.00 fine and one-year suspension.
- 3.3.2 The use of intoxicants or drugs of any nature, which could affect the mental or physical abilities of any participant from his/her normal capabilities when in good mental and physical health, are strictly prohibited. Failure to comply will result in punitive action, including exclusion and expulsion from the event, up to a \$500.00 fine and one year suspension.
- 3.3.3 Each rider is responsible for the behavior and actions of any personnel, either family or crew, who is attached to his/her racing effort. Any punitive actions required for crew behavior will be levied against the rider.
- 3.3.4 It is the responsibility of every competitor to notify race officials of any medical condition that may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the officials or sanctioning body.
- 3.3.5 All riders must possess a current license and sign an official race entry form and release for each event, and no rider may practice or compete without such signature. Participation in any form which results in an unregistered rider participating on the track in a school, practice or a race event, may result in punitive action being levied against all parties involved, including exclusion and expulsion from the event, up to a \$500.00 fine and one year suspension per offense.
- 3.3.6 It is the responsibility of any competitor to notify ASRA within 60 days after an event of any contingency discrepancy, including but not limited to: non-payment, late payment, or payment of an amount other than posted. Failure to notify ASRA within that 60 day period will result in forfeiture of all claims against contingency sponsors for that event.
  - A. ASRA Contingency checks are good for 90 days after the date of issue, after that time unclaimed funds will be allocated to

the general fund. Lost, stolen or damaged checks will not be replaced after 90 days and the funds from those checks will be allocated to the general fund. Replacement checks issued during the 90 period will have a \$50 Stop Payment Fee deducted before re-issue.

- 3.3.7 Physical violence or verbal abuse of any other person within the boundaries of the racetrack facility may result in immediate exclusion and expulsion from the event, suspension, a fine, and possible prosecution through local law enforcement authorities.
- 3.3.8 Dishonored checks or disapproved charge cards may be cause for a fine and immediate suspension from further competition. Fines will be from \$50.00 to \$200.00 and suspensions will be from the date of redemption of the dishonored check/charge card up to 30 days. Check writing/charge card privileges will be withdrawn from chronic offenders or those who prove to be reluctant to quickly redeem any outstanding balances. Any dishonored checks or disapproved charges which are not redeemed within 30 days of notification to the rider will result in loss of all points earned to the date of notification.

### 3.4 RACE PROCEDURES

#### 3.4.1 Entry Procedures

- A. Pre-entry is available to all licensed riders up until two weeks prior to the opening of registration for the event unless an earlier deadline has been announced.
- B. Completed pre-entry forms must be accompanied by US funds check or money order for American competitors - (money orders only for non-US competitors). Provisions are also made for those riders choosing to pay for their entries with approved Credit Cards. Pre-entries may be either mailed or transmitted via fax machine. Fax entries are only available to those who are paying for their entries with a credit card.
- C. Post entry is available to all qualified licensed riders during the hours of registration, which will appear on the event schedule, unless the race is designated a pre-entry only event. Post entries are limited to the amount of grid spaces available. When all available grid spaces are taken, an event will be considered "sold out" and no additional entries will be accepted.
- D. Pre-entries canceled in writing prior to the opening of registration will be in the form of payment equal to 100% of the entry fees, less a \$10.00 administration fee. **No refunds will be processed until a completed request for credit form is received by the office.**
- E. Daytona 200 - Cancellations of any classes during an event by riders who have been through tech inspection and who suffer crash damage, mechanical failures, or personal injuries which prevent their continued participation in the events in which they are entered, must be made in writing prior to the start of qualifying or racing for the event. Provided that the cancellation is not for a "sold out" race, this will result in a refund equal to \$250.00 per canceled post-entry or \$200.00 per canceled pre-entry. If the canceled entry is in a "sold out" race, there is no financial relief. No refunds will be issued at the track. Rider's copy of the entry form must be attached to the Request for Credit form to process the request. **No refunds will be processed until a completed request for credit form is received by the office.** No requests for refund will



be accepted after the conclusion of an event.

(1). Riders who have participated in qualifying sessions are considered to have participated in the event and no relief will be given.

F. Riders who do not claim their entry or make proper cancellation before or during the event will forfeit their complete entry fees.

G. Refund requests will not be accepted after the conclusion of the event in question.

#### 3.4.2 Daytona 200 Qualifying and Gridding Procedures

A. Riders will be gridded based upon timed qualifying sessions, heat races, point standings or by order of entry for that class. A maximum number of riders will be gridded based on track density at each event. ASRA reserve the right to remove riders from the grid whose lap times are higher than 115% of the pole position time.

(1.) Should two riders post equal qualifying times, the rider who posts the time first shall be awarded that qualifying position. The second rider will be placed in the next position on the grid.

(2.) It is the rider who qualifies for starting position.

(a.) Once qualifying is final, the rider may replace the machine as long as the replacement machine is legal for the event.

(b.) Should injury force the replacement of the rider, a qualified team may start a replacement rider at the rear of the field after all qualified entrants are placed on the grid.

B. During timed qualifying for the Daytona 200, it is prohibited for entered machines to leave the hot pit area once the session has started until machines are tested or released by the Referee. Failure to follow this procedure will result in a loss of all lap times recorded previous to the infraction.

(1.) It is prohibited to add fuel to any machine once the qualifying session has started until machines are tested or released by the Referee. Failure to follow this procedure will result in a loss of all lap times recorded previous to the infraction and may result in further penalties at the discretion of the Referee.

(2.) If a rider chooses to replace his machine once a session begins, all previous times will be excluded and the original machine must be removed from the hot pit area before rider can use the replacement machine. Failure to remove the original machine will result in a loss of all lap times recorded in that session.

(3.) A rider may voluntarily give up previously recorded qualifying times to perform modifications listed in 3.4.2.B.(1) or 3.4.2.B.(2) by notifying the Referee and removing the machine from the hot pit area to perform these modifications. There will be no additional penalties for riders who follow this procedure.

C. All qualifying sessions will end with a red flag display notifying riders that official timing has stopped for that session. Rider should proceed to pit road or the impound area under standard red flag procedures.

D. In the case of timing equipment failure during timed qualifying, or the cancellation of qualifying for any reason, riders will be gridded based upon their finish in the 2015 Daytona 200. All riders not in the results will be gridded by order of entry, behind the last rider with results. No Pole Award will be issued if there is timing equipment failure or qualifying is cancelled for any reason.

(1.) If there is a failure of the timing equipment during timed qualifying and the session has not reached 75% of the posted time, the session will be red-flagged and remaining length of the session will be resumed from the time of failure until posted time is completed. **After 75% of the posted time, the session will be considered complete.**

E. Grid sheets will be posted indicating row and position of each rider. It is the responsibility of the rider to notify race officials if there is an error in the grid sheets within 30 minutes of posting. Failure to do so will result in placement on the grid at the discretion of the Race Director/Referee.

#### 3.4.4 Starting Procedures

A. Three calls will be made prior to the start of the countdown for the race. All competitors should report to the designated staging area prior to the final call.

B. The countdown will commence by display of a green flag and a number board, usually beginning with #5. At that display, all riders may proceed on one lap of the circuit, returning to their assigned grid positions. Riders may report to the Pit Steward for direct grid placement and no rider may begin a preview lap once the original countdown board has been replaced. Unless otherwise specified, the #4 display will close the track for preview laps.

C. At a time designated by the Race Director or Referee, the grid will be closed to all competitors. Those who have not reported for direct grid placement nor begun their preview lap MAY be barred from competition in that particular race. Unless otherwise specified by the Race Director or Referee, the display of the #3 board will close the grid and riders reporting after the #3 display will be directed to the rear of the grid. There is no financial relief or official penalty for failure to make a race.

D. When the #2 Countdown board is displayed, the grid must be cleared of all mechanics and team personnel other than the rider. Failure to clear the grid in a timely fashion will result in a penalty to be levied at the discretion of the Race Director.

E. When the #2 Countdown board is displayed, no rider may proceed farther forward in the grid and all riders out of position must line up at the back of the grid behind the last row of riders. This means the last row of the entire grid.

F. It is the responsibility of the rider to report to the correct grid position. Should the countdown reach #1, and a rider be found in the wrong grid position, that rider will be assessed a penalty. Unless otherwise announced, the penalty will be a stop and go on pit road.

G. Should circumstances dictate an abort of the countdown, the assistant starter will lower the display board. The countdown will resume once the problem is solved. Should the delay be short, the countdown will be resumed at the #2 mark. Should the delay prove to be lengthy, the countdown will be restarted at the #5 mark and the riders will be dispatched on one more preview lap. Those riders who may have been previously moved to the rear of the grid may resume their original position on the grid after the second preview lap.

(1.) Should the riders be released and allowed to return to the paddock area, those riders who have been previously barred from the grid may join the field for the restart.

- H. Should an engine stall once the #1 sign has been displayed, the rider should wave to get the attention of the starter or a grid marshal. If possible, the rider will be given time to remove the motorcycle from the grid, and will then be given an opportunity to join the race once the field has left the grid.
- I. As a final notice of an impending start, the #1 board will be turned sideways as a prelude to the waving of the green flag. All machines must be stationary from when the #1 board starts to be turned sideways until the green flag waves. Any movement will be considered an incorrect start and the rider will be assessed a penalty.
- J. The waving of the green flag by the starter starts the race.
- (1.) ASRA reserves the right to substitute starting lights in place of the green flag. Light procedures will be covered in the event regulations if they are used.
- K. A rider is considered to be gridded if the front wheel is no more than 12" behind the designated row, or if the front wheel is no more than 12" in front of the designated row. The left to right position is absolute and may not be changed for any reason.
- (1.) ASRA reserves the right to add staggered starting blocks in place of or in addition to single row markers on the grid. Proper gridding procedures will be covered in the event regulations if starting blocks are used.
- L. Riders who are not properly staged at the green flag will be declared to be improperly gridded. See Item F above.
- M. If the event is stopped with less than two laps completed, a complete restart will be performed, using original grid positions.
- N. Should the event be stopped with more than two laps completed, but less than one-half of the posted race time, the field will be gridded for the restart. The official race time will continue to run during the red flag.
- (1.) Riders will be given credit for the laps completed as they cross the finish line in the lap preceding the lap in which the red flag has been displayed. **The riders will be re-gridded as to the running order of that last complete lap. For the Daytona 200, this means position in the race, not the order on the track.**
- (a.) Any rider(s) deemed to be responsible for the red-flag incident will be placed on the last row of the new grid.
- (2.) The remaining laps will be run, less credit for those completed, in an effort to complete the total distance posted.
- (3.) Should the red flag be displayed in a race that has seen more than 50% of the total posted laps completed, the race may be considered complete.
- (4.) In the case of no restart, any rider(s) deemed to be responsible for the race-ending incident would be placed on the results, at the end of their respective laps, using the method described above for re-gridding.
- (5.) There is no restriction regarding repairs or other service performed on the pit road or grid to entered motorcycles during any red flag delay, except as outlined by the Race Director or any supplemental regulations for a particular event.
- (a.) During the restart, once the #2 Countdown board is displayed, the grid and pit stalls **MUST** be cleared of all mechanics, team personnel and equipment other than the rider and the entered

machine. Failure to clear the grid or pit stall in a timely fashion will result in a penalty to be levied at the discretion of the Race Director up to disqualification and removal from the event at that point.

- (6.) Machines may not be replaced during a red flag delay without permission of the Race Director or Referee.
  - (a.) Should the Race Director or Referee allow a replacement machine, all previous laps will be disallowed and the rider will be required to restart from the rear of the grid.
- (7.) Those riders who may have been previously barred from the grid are still considered ineligible to compete as long as the field is held on the pit road or racing surface.
  - (a.) Should the riders be released and allowed to return to the paddock area, those riders who have been previously barred from the grid may join the field for the restart.
  - (b.) Should a rider return to the paddock area without the entire field being released, that rider will be deemed ineligible to return and will be placed on the results based on number of laps complete previous to leaving the pit road or racing surface.
- (8.) Starts may be divided and started in separate groups or waves. The time interval between waves will be determined by conditions at each racetrack. The green light or flag will be activated separately for each wave. Once the first group has started, if it is necessary to abort the start of the remaining groups, the red flag will be displayed and there will be a restart in accordance with the rules for red flag stops and restarts.
- (9.) In events where dry condition tires are allowed, the Race Director will determine whether a pending race will be designated as a wet start or a dry start, based on a wet track or threatening weather conditions. Wet designated starts may begin with a preview lap, which is not mandatory. Upon completion of the preview lap, all riders may go to pit road for a minimum of ten minutes and will be allowed to change to rain tires. After the allotted time period, the #5 will be displayed, and riders may take a preview lap, returning to their assigned grid positions for the start.
  - (a.) Once an event has been declared wet, tire choice will be up to each competitor for the remainder of that day, and there will be no additional delays allowed regardless of further changes in climactic conditions. The Race Director will have the final decision on this matter and the decision is not protestable.

#### 3.4.5 On Track Regulations

- A. Should a rider leave the course, he/she must reenter at the next safe location with no attempt to shorten the course and gain an advantage over the remaining competitors in that event.
  - (1.) Rider must reenter course under directions of the turn marshals if they are present in the area where the run off occurred.
  - (2.) If turn marshals are not present, the rider must come to a complete stop, then reenter course at the next safe location

from where the run off occurred.

- B. Any rider, who appears to be deliberately blocking another motorcycle attempting to pass, including weaving, will be penalized or disqualified. This is a judgment call by the Referee and is not protestable.
- C. It is expressly prohibited to ride or push a motorcycle counter-race either on the track or pit road, unless directed to do so by an official or safety crew.
- D. Riders who appear to be intentionally initiating or maintaining wheelies during red flag conditions will be fined.
- E. It is expressly prohibited to stop on course (other than the grid area during the start of a race), unless expressly instructed to do so by an official or member of the safety crew.
- F. Intentional or sustained burnouts are prohibited. Riders who engage in such activity will be fined and held liable for any damages incurred.
- G. Riders are required to comply with all instruction given by an official or member of the safety crew, regardless if they are verbal instructions or transmitted to the rider by use of flags as listed in Section 4 of this rule book. Failure to comply constitutes conduct detrimental to the sport and the Race Director/Referee will levy penalties in accordance with Section 8 of this rule book. Any penalties or fines levied as a result of violating the rule will not be subject to protest or appeal.

#### 3.4.6 Paddock and/or Pit Road Regulations

- A. Smoking is prohibited on pit road.
- B. At no time shall anyone less than 18 years of age be allowed on pit road unless the person is a registered entrant in that event. Children are allowed in the paddock area, but at all times must be under the supervision of an adult. Pets are prohibited in the paddock area and on hot pit road. Do not create a menace or nuisance to any other participant by attempting to circumvent this regulation. Proper compliance is the sole judgment of the Referee/Race Director.
- C. Crew members are barred from the racing surface except for those giving assistance during the display of the countdown boards prior to board #2.
  - (1.) Once the race has started, crew members may assist a rider on pit road as outlined in Section 3.4.7. At no time shall a crew member attempt to assist a rider that is on or near the racing surface except for the designated pit road. Failure to comply will result in penalties. The Race Director/Referee will levy penalties in accordance with Section 8 of this rule book. Any penalties or fines levied as a result of violating the rule will not be subject to protest or appeal.
- D. The Referee/Race Director, at any time may further limit the number of participants allowed on pit road.
- E. Participants must have a valid credential on their persons at all times. A valid credential is the one assigned that particular individual at registration. Loan of a credential to another party is considered fraudulent use of credentials and will be cause for punitive action, up to a \$500.00 fine and one-year suspension.
- F. In the instance that pit bikes or other pit vehicles are allowed by the facility, each must display the rider's competition number on the front of the vehicle.

G. Since it is impossible to anticipate every possible circumstance, the official responsible for operation of each racing event will rule on any area of dispute that is not clearly covered by these rules by using common sense and fair play. The word of the Referee/Race Director on these gray areas will be considered final.

3.4.7 Pit Stop Regulations - All teams may be required to stop at least once for a pit stop during green flag conditions.. Therefore, pit road will be closed to all spectators for the duration of the Daytona 200. Only credentialed riders and crew may be on pit road during the event

A. Refueling - Pit road refueling is allowed as long as the following guidelines are met:

(1.) All refueling devices are to be made of non-ferrous metal or other suitable materials to prevent metal-to-metal contact.

(2.) Each team must have a 10lb (or two 5lb) BC-rated chemical fire extinguisher manned and ready with the pin pulled during any refueling procedure on pit road.

(3.) Engine must be stopped.

(4.) Rider must be completely off the machine during any fueling procedure.

(5.) Machine must be held upright by a mechanical device, not by a rider or pit crew member.

(a.) Mechanical lifts must be manually operated devices. No hydraulic or pneumatic lifts allowed.

(6.) No other work can be performed by the rider or pit crew members while refueling is in progress.

B. Pit Equipment - All equipment must remain on or behind the pit wall until the rider has come to a complete stop in the pit stall. The only exception to this rule is a crew member holding a sign or board to assist the rider in locating their pit stall.

(1.) Equipment may not be suspended over the pit stall by any means.

C. Pit Crew - There will be a maximum of seven people allowed over the wall on pit stops, including the riders. All over-the-wall crew members must wear shirts with sleeves, long pants, and closed toed shoes. This includes the person manning the fire bottle.

D. Signaling Crew – Crew members who do not actively work on a machine during a pit stop are exempt from the long pants requirement as long as they are in or on their way to the designated signaling area.

E. Allowable Repairs - Repairs are unlimited (except for frame replacement), as long as machine remains on pit road, either on hot pit side, or behind the pit wall. If a machine is taken into the paddock area, it will not be allowed to rejoin the race unless it meets the criteria set forth in Section 3.4.8.A below.

F. ASRA reserves the right to impose a pit road speed limit. If a speed limit on pit road is established, that speed limit will be in effect from the first pit stall to the last pit stall on pit road. Exceeding the pit road speed limit will result in a stop and go penalty. Failure to report for the stop and go penalty will result in a one lap penalty.

3.4.8 Scoring Procedures

A. Only one machine per team will be scored during competition. The frame shall denote the machine, and the serial number on the frame

shall be the identifying mark used by DIS or ASRA officials to verify the same

- (1.) If a machine is taken into the paddock area and it does not attempt to rejoin the race, it will be credited for laps completed up to that point then placed on the results accordingly.
  - (2.) Should the Race Director or Referee allow a machine or a replacement machine to rejoin the race after entering the paddock, all previous laps will be disallowed and the scoring for that team and machine will restart at 0 laps.
  - (3.) Prior authorization by the Race Director or Referee is required before a replacement machine will be allowed.
- B. To be classified on the results, after starting from the race grid or pit road, the rider and machine must complete one lap and cross the finish line either on the track or on pit road.
- (1) Any rider deemed to be abusing this procedure will be penalized or disqualified. This is a judgment call by the Referee or Race Director and is not protestable.
- C. In the case of a Red flagged race that is considered complete; the final order will come from the last full green flag lap. Any rider(s) deemed to be responsible for the race-ending incident would be placed on the results, at the end of their respective laps, using the method described above for re-gridding.
- D. Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete. For example, should the checkered flag be displayed on lap four of a five-lap race, the race would be considered complete. Should the checkered flag be displayed beyond the published race distance, the results will be determined by positions at the completion of the published race distance. For example, if a five-lap race were run for six laps, the results would be based upon position at the end of lap five.
- (1.) Race distance may only be lengthened by official announcement at the mandatory riders meeting prior to the start of an event.
  - (2.) The Race Director or Referee may shorten events without prior announcement due to, but not limited to, time constraints, changing weather conditions or any other reason deemed necessary. There will be no financial relief for events shortened by the Race Director or the Referee.
- E. In electronically scored events, it is the riders responsibility to properly mount and secure the Electronic Scoring Unit (ESU) to his machine per the regulations in Section 5.4 of this rule book. Failure to comply with these instructions could result in disqualification at the discretion of the Race Director or Referee
- (1.) The rider is responsible for the return of any rented ESU to the designated collection area. Failure to return the ESU to the designated area will result in fines equal to the replacement of the unit plus shipping and handling costs.
- F. Result sheets will be posted indicating finish position of each rider. It is the responsibility of the rider to notify race officials if there is an error in the results within 30 minutes of posting. Failure to do so will result in placement on the results at the discretion of the Referee/Race Director.

## **SECTION 4 - FLAGS AND COMMUNICATIONS**

### **4.1 OPERATIONAL FLAGS:**

- 4.1.1 Green Flag - indicates start of race or clear track conditions.
- 4.1.2 Checkered Flag - indicates end of race or practice session - proceed around the course to the designated track exit. Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete. For example, should the checkered flag be displayed on lap four of a five-lap race, the race would be considered complete. Should the checkered flag be displayed beyond the published race distance, the results will be determined by positions at the completion of the published race distance. For example, if a five-lap race were run for six laps, the results would be based upon position at the end of lap five.
- 4.1.3 Red Flag - indicates race has been stopped. All riders are to signal the other competitors that they are no longer racing, then reduce speed and proceed safely to the pit road. No passing is allowed from the flag stations displaying the red flag to the pit road. Failure to comply will result in fines and/or suspension at the discretion of the Referee. In either case, the action taken regarding assessment or non-assessment of the penalty or choice of penalty may not be protested.
- 4.1.4 Black Flag with Orange Disc – Rider infraction - report to the Pit Steward on the next lap. Failure to respond will result in penalties. Officials are only required to display the flag and bike number once to the field. It is the riders responsibility to respond on the next lap. In all cases, failure to report within three laps or before the conclusion of the race, which ever is shorter, will result in penalties at the Referee/Race Directors discretion. Unless otherwise announced, the rider will be penalized one-lap. The assessment of this penalty is not protestable.

### **4.2 WARNING FLAGS:**

- 4.2.1 Yellow with Red Stripes - Debris or fluid on track surface-exercise caution.
  - A. Debris flag folded into a triangle and held pointing towards the sky indicates rain-exercise caution.
  - B. Debris flag displayed and then pointed directly at a machine indicates a mechanical problem with your equipment. This is the corner station equivalent of a Black Flag. Signal that you are slowing, get off the racing line, then reduce speed and stop at the first safe position, preferably a corner station that can notify you of what the equipment problem is.
- 4.2.2 Yellow flag - Stationary - indicates a potentially hazardous situation on or near the track. Passing is allowed but riders should exercise extreme caution in this area.
- 4.2.3 Yellow flag - Waving - indicates a potentially hazardous situation on or near the racing line or in a crash impact area. No passing is allowed from the flag stations displaying the waving yellow flag until the rider is beyond the incident. Riders who violate this rule may be assessed either a stop and go or a one lap penalty, at the discretion of the Referee. In either case, the action taken regarding assessment or non-assessment of the penalty or choice of penalty may not be protested.
- 4.2.4 White Flag with Red Cross - indicates that a safety or emergency vehicle is on the course - exercise caution. This flag will be displayed stationary at all stations whenever a safety or emergency vehicle is on the course.



This display will be accompanied by a waving yellow at the flag station immediately preceding the vehicle on the racecourse. A standing yellow flag will be displayed one flag station prior to the station covering the vehicle with the waving yellow flag.

- 4.2.5 Black Flag - indicates a mechanical problem with your equipment. Starter will display the flag and bike number, corner stations will use a debris flag display then point at the rider and machine. Signal that you are slowing, get off the racing line, then reduce speed and stop at the first safe position, preferably a corner station that can notify you of what the equipment problem is.
- A. Failure to properly respond to a Black Flag will result in immediate disqualification. Penalties levied as a result of this infraction are not subject to protest or appeal.

#### **4.3 COURTESY FLAGS:**

These courtesy flags are purely for informational purposes and may or may not be used at the Starters discretion. Inadvertent or erroneous display of courtesy flags are not subject to protest or appeal.

4.3.1 White Flag at Starter Position - indicates final lap.

4.3.2 White and Green Flags Crossed at Starter Position - indicates completion of ½ race distance.

### **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, Referee or Race Director may request class suitability inspection as well as revoke approval of any machine at any time during the meet. If a class suitability or technical inspection is requested, it is the riders responsibility to report to the designated inspection area at the time requested or face disqualification from the event. A disqualification from the event for failure to report for inspection is not protestable or appealable

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 M2010 or M2015 (USA)  
BS. 6658 TYPE. A (GREAT - BRITAIN)  
ECE 22 - 04 & ECE 22 - 05 "P" (EUROPE)  
JIS 8133:2000 / JIS 8133:2007 (JAPAN)

**All these listed standards will remain valid as long as the rider can prove a date of manufacture within the last 5 years.**

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, elbow and toe sliders that emit sparks are prohibited.

## **5.2 MOTORCYCLE TECHNICAL REQUIREMENTS**

- 5.2.1 Daytona 200 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 DIS 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 so that any overflow from the catch can will be drawn into the engine.
  - C. Radiator overflow and battery vent tubes must be routed into a separate catch can or the belly pan.
  - D. Final approval of the catch can system rests with the Tech Inspector.
- 5.2.16 All engine, transmission, **dipsticks**, 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. **(Safety clips and/or pins of any type are not acceptable.)** 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 1.7.
- 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.
- 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). 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 2000 to 2005 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 crankcase 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. Repairs to fluid catch pans must be made with a permanent method such as fiberglass. (Tape, caulk, silicone or other non-permanent methods are not permitted.)**

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

- 5.2.24 Onboard cameras must be securely mounted and tethered to the machine. Cameras may not be mounted to the rider or his helmet under any circumstances. **Cameras mounted to the front of the body work must be located at least six inches from the nearest edge of the front number plate, and if mounted to the side the camera must be located on the side opposite the scoring station used during the event.** ASRA/CCS is not responsible for the recovery or return of any onboard camera. Mounting and use of onboard cameras is at the rider's own risk. Final approval of mounting compliance will rest with the Tech Inspector.

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

### **5.3 NUMBER DISPLAY REGULATIONS**

5.3.1 Numbers will be assigned by ASRA.

5.3.2 All Riders will use white display areas or plates.

5.3.3 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 riders left side as the scoring station used will be on riders left at the finish line. 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. If this configuration is chosen, the riders competition number must be also be displayed on each side of the lower fairing as to be visible by safety crew and officials. **These displays must meet the criteria of Section 5.3.5.B.** 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 6" high and 1" wide, of

standard block lettering with no shading, outlining or serifs. Numbers 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 and on the same horizontal plane.

- 5.3.7 The following samples show the type style required to comply with these rules: Excessive italicization is prohibited.

(Verdana Bold /Bold Italic shown below.)

**I 2 3 4 5 6 7 8 9 0 - I 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-**

- 5.4.1 The Daytona 200 event will require each rider to purchase, lease or rent a MyLaps electronic scoring unit (ESU) at the time of registration. In the event a rider chooses to rent an ESU, 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 shipping and handling.
- A. In the event a rented 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 right front fork leg, right front fork tube or right side of fairing where 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 properly.
- B. Should a rider have a hard-wired ESU, the ESU must be attached directly to a power source and be activated regardless of whether the ignition switch is in the on or off position.
- 5.4.3. Final approval of ESU mounting and location will rest with the Tech Inspector or Referee.

### **SECTION 6 – DAYTONA 200 CLASS STRUCTURE**

- 6.1 SPORTBIKE** - Acceptable motorcycles are 4-stroke production machines, sold by the manufacturers and their dealers for street use in North America via normal commercial channels. All machines must have unaltered VIN numbers. These motorcycles must meet the following requirements in addition to the applicable requirements in Section 5.
- 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. ASRA will maintain a list of non-standard approved models and that list will be available at the event from the Race Director/Referee.

- A. ASRA reserves the right to re-factor machines at any time. ASRA 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.) Front forks on Buell motorcycles may be modified by using standard O.E.M. parts to facilitate the mounting of O.E.M. dual front brake calipers.
  - (4.) Rear swing arms on Buell 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.) Buell motorcycles may convert to a dual front disc brake system provided front brake rotors are made of a ferrous material.. Aftermarket brake pads and lines may be installed. Aftermarket front brake rotors may be used but must be made of a ferrous material.
- C. Any fairing may be used provided it is made of plastic, fiberglass or carbon fiber.
- 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 for that specific model machine. Aftermarket air filter units that replace part of the O.E.M. 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.) Aftermarket pistons may be used but must be the same size, compression ratio and weigh no less than OEM pistons.
  - (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.
    - (a.) On machines that incorporate the cylinders into the engine cases, only the gasket surface of the cylinders may be machined. All other areas must remain as produced.
  - (5.) Original equipment transmission gears must be used and must remain as produced.**
  - (6.) Carburetor bodies and/or throttle bodies may not be modified, bored, or polished.
- F. Internal engine modifications on all 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 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 all twin cylinder 4-stroke machines produced prior to the 1999 model year.
  - H. Tire choice is open to the competitor, DOT approved, racing slicks or commercially available wet weather tires are permitted. Competitors are responsible for evaluating the individual product and assess the suitability for this event.
    - (1.) ASRA reserves the right to require spec tires for future events. In the event a specific tire brand and model(s) is required, all competitors will be given at least 60 days notice of the change in requirements.
  - I. Original capacity fuel tanks must be used. Tanks may be modified to accept a female dry brake valve(s) as long as capacity is not increased. Additional or secondary fuel tanks are strictly prohibited.
- 6.1.3 Immediately following each qualifying session, heat race or final race, the top five finishers and other motorcycles chosen at random may be impounded, weighed and inspected to verify compliance.
- A. For the SPORTBIKE class, each machine must weigh no less than **355.0** pounds in the same condition in which they finish the race or qualifying, including all fluids such as oil and fuel. No fluids may be added prior to testing.
- 6.1.4 Weight determinations are not protestable. Failure to meet weight requirement shall result in the following penalties:
- A. Weighing between 0.5 to 1.0 pounds less than the posted class limit will result in the loss of three full positions. (I.E. 1st place would then be relegated to 4th place.)
  - B. Weighing between 1.5 to 2.4 pounds less than the posted class limit will result in the loss of six full positions. (I.E. 1st place would then be relegated to 7th place.)
  - C. Weighing 2.5 or more pounds less than the posted class limit will result in disqualification and the forfeiture of all points and purse money from the event.
- 6.1.5 Displacement limits are absolute and are set as follows:

**SPORTBIKE (Expert)**

- Twin cylinder, liquid cooled, up to 855cc
- Twin cylinder, air cooled, Unlimited displacement
- Three cylinder, liquid cooled, up to 680cc
- Four cylinder, liquid cooled, up to 640cc
- Four cylinder, air cooled, 2 valve, up to 775cc

**SECTION 7 - PROTESTS**

**7.1 PROTEST TYPES** - The basic types of protests are:

- 7.1.1 Scoring and/or Race Operations
- 7.1.2 Class suitability - visual discrepancies
- 7.1.3 Class suitability - internal engine discrepancies
- 7.1.4 Fuel - properties of fuel used in competition

**7.2 SAFETY OR PROCEDURE PROTEST** - Protests will not be accepted regarding safety or procedure violations by another competitor. Those violations will only be acted upon when there is official confirmation that the violation took place.

- 7.3 PROTEST TIME PERIOD** - All protests must be delivered, in writing, to an official within the time limits outlined below. Protests requiring a fee must be accompanied with the appropriate funding in cash or certified check.
- 7.3.1 Protests must be delivered within 30 minute of posting of the race results. Protests will not be considered after the 30-minute period has elapsed and results will be considered final. Once final results are submitted for points updates, no changes can be made to results or points for that event.
- 7.3.2 The official receiving the protest must sign it, and note the time in writing.
- 7.4 PROTEST REQUIREMENT** - Protests among participants are limited to those within the same class.
- 7.5 SCORING PROTEST** - Scoring protests must be made in writing and accompanied by a \$25.00 protest fee. Scoring protests do not need rule book references.
- 7.5.1 Should a scoring protest be upheld, the fee will be returned to the protesting rider.
- 7.5.2 Should a scoring protest be denied, ASRA will retain the fee.
- 7.6 CLASS SUITABILITY PROTEST** - Participants in class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspector, the Referee/Race Director or a representative of either of the riders involved.
- 7.6.1 The written protest must specify the rules or procedures that are in question, to include page number and item number from this rule book.
- 7.6.2 Protests regarding equipment, which does not require any mechanical disassembly, only visual inspection, do not require payment of a fee.
- 7.6.3 Class suitability internal protests require payment of fees as follows:  
 \$50.00 For protests requiring removal of body work, including but not limited to fuel tank, fairing, seat cowling and air box cover.  
 \$150.00 For protests requiring removal of valve covers.  
 \$200.00 For protests requiring the removal of the oil pan (Included in disassembly of cases)  
 \$500.00 For protests requiring removal of cylinder head or cylinders.  
 \$1,000.00 For protests requiring disassembly of cases
- 7.6.4 Should the protest be upheld, the protesting rider will be refunded the protest fee and the protested rider will be removed from all results during the event that the inspected machine was not suitable for and participated in.
- 7.6.5 Should the protest be denied, the protested rider will be awarded the protest fee.
- 7.6.6 At the discretion of the Chief Tech Inspector, either the protested party or ASRA personnel will perform all required disassembly.
- 7.6.7 ASRA personnel or subcontractors will make all required measurements.
- 7.6.8 Official inspections or protests by the Referee or Race Director are exempt from any required fees.
- 7.7 FUEL PROPERTIES** - Competitors may protest the fuel utilized by another competitor by submitting a protest in writing, accompanied by a \$200.00 deposit.
- 7.7.1 Protesting party must agree to reimburse ASRA for the costs of analysis if the fuel is found to be legal. If the fuel is found to be illegal, the \$200.00 deposit will be refunded and the protested party will be fined an amount at least equal to the cost of analysis.
- 7.7.2 A fuel sample will be drawn by ASRA personnel and if necessary, submitted for laboratory analysis. The finding of the ASRA personnel or



laboratory will be considered final.

- 7.8 PROTEST WITHDRAWAL** - Once made a protest may not be withdrawn without permission of the Referee/Race Director. The protesting party must pay any legitimate expense, to which the Referee/Race Director may be put as a result of the protest, and a deposit may be demanded in advance. If the protest is upheld, however, and the machine found to be illegal, such costs must be reimbursed by the protested party.
- 7.9 PROTEST DOCUMENTATION** - It is the responsibility of the protested party to produce documentation regarding specifications of his/her machine for use in determining class suitability. Such documentation must be produced within 60 minutes of notification to the protested party or the protest will be upheld.
- 7.10 NON-ACCEPTABLE PROTESTS** - Protests shall not be accepted on decisions of officials with respect to the interpretation of the rules as they pertain to race procedures. Such decisions include, but are not limited to, the line up of the motorcycles, the start of the race, the control of the motorcycles, the election to stop or delay a race, the position of motorcycles on restarts, and the assessment of lap or stop & go penalties.
- 7.11 FRIVOLOUS PROTESTS** - The Referee/Race Director will not accept any protest determined to be frivolous or malicious.
- 7.12 PROTEST DECISIONS** - The Referee/Race Director will make Decisions regarding any protest.
- 7.12.1 The Referee/Race Director will make a decision regarding the penalty to be levied in the event of an upheld protest.

## **SECTION 8 – PENALTIES**

- 8.1 GENERAL PENALTIES** - Unless penalties are otherwise expressly provided for in this rule book the Referee/Race Director may levy penalties (i.e. one lap, stop & go, etc.) fine, disqualify, or suspend any rider for the remainder of the meet for any violation of the rules of competition, insubordination, or any other conduct detrimental to the meet. In addition, the Referee/Race Director may levy fines ranging from \$25.00 to \$5000.00, and can recommend suspension from future ASRA events. Fined riders are barred from further competition pending payment of the fine, unless there is an appeal in process.
- 8.2 FINES AND SUSPENSIONS** - The following offenses are subject to fines or suspensions as called for in Section 8.1:
- 8.2.1 Abetting or knowingly engaging in any meet in which the result is prearranged.
- 8.2.2 Directly or indirectly, offering or accepting, any form of bribe or compensation to or from any person participating in the meet, with a purpose to pre-arrange the outcome of the competition.
- 8.2.3 Attempting to circumvent the rules by competing on a motorcycle other than the one entered in the meet. Permission to change motorcycle must be obtained from the Referee.
- 8.2.4 Attempting to circumvent the rules by competing on a machine not complying with Section 5-Equipment Standards is subject to fines of not less than \$500.00 and/or suspension at the discretion of the Referee/Race Director.
- 8.2.5 Knowingly competing on a machine not complying with Section 6 - CATEGORIES & CLASS STRUCTURE is subject to fines of not less than \$500.00 and/or suspension at the discretion of the Referee/Race Director.**
- 8.2.6 Failure to return rented Electronic Scoring Unit at the conclusion of an event will result in a fine equal to the replacement cost plus shipping.

A. In the event a rented 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.

**8.3 FALSIFYING DOCUMENT PENALTY** - Penalty for falsifying license applications, entry forms, release forms, loan of license to another party, or participation in fraudulent use of credentials may be suspension of at least one year and possible fines.

**8.4 REFUSING EXAMINATION PENALTY** - Penalty for refusing to allow examination and/or measurement of a machine's components shall be a fine of \$1,000.00 and suspension for at least 30 days. The suspension period will begin the date the fine is paid.

**8.5 FALSIFYING CONTINGENCY PENALTY** - Penalty for falsifying contingency claims or participation in fraudulent contingency claims will be suspension of at least one year and possible fines.

## **SECTION 9 - APPEALS**

**9.1 APPEAL TYPES** - Appeals may be made as to the following:

9.1.1 Decisions in regard to protest.

9.1.2 Penalties imposed.

A. Appeals will not be accepted on penalties that are specifically listed in this rule book.

**9.2 APPEAL TIME TABLE** - For a period of 60 minutes following an appealable decision, the person wishing an appeal must give notice if he/she is exercising his/her right to an appeal.

9.2.1 Appeals must be delivered at the meet, or mailed to ASRA with a US Government postal mark no later than 48 hours from the time of decision on the protest. All appeals must be accompanied with cash or money order in the amount of \$1000.00. Within 14 days of the appeal, the appellant and the ASRA officials involved in the protest decision must file statements and documents pertaining to their position on the matter.

All filings are to be made to ASRA offices.

**9.3 APPEAL BOARD** - The ASRA Director will appoint a three-member appeal board. None of the members shall be employees or officials of ASRA/CCS. The appellant will be given written notice of the location and time of the board hearing, and may appear on their own behalf.

9.3.1 If the appellant chooses to appear on their own behalf, it is the appellant's responsibility to appear at the Appeal Board location. The sanctioning body shall make every effort to schedule the board at or before the next event for that series. Should the time table require the Appeal Board meet before the next event, the sanctioning body shall schedule the meeting within a reasonable distance of the appellant's residence.

**9.4 APPEAL DECISION** - Appeal Board will meet and render a decision before the next points-paying event whenever possible. The decision of the appeal board will be rendered in writing within seven days of the hearing, and is considered the final word on the matter. The decision is binding to all parties.

9.4.1 If the appeal is turned down, the \$1000.00 fee will be forfeited. If the appeal is upheld, the fee will be returned.

**9.5 APPEALED AWARDS** - Should the option to appeal be exercised, those awards which may be affected will be withheld, pending a final decision on the appeal.

