



MOTOAMERICA AMA ROAD RACING SERIES
FIM NORTH AMERICA CHAMPIONSHIP

2025 REGULATIONS

SUPERBIKE • SUPERSPORT • TALENT CUP • STOCK 1000 • TWINS • BAGGERS • Super Hooligan

VERSION 6-5-2025





MOTOAMERICA AMA FIM NORTH AMERICA ROAD RACING CHAMPIONSHIP REGULATIONS

This book (hereinafter collectively referred to as the "Regulations") has been printed on 1-1-2025. Successive editions can be printed for supplementing and/or amending. The new editions will be dated and issued to all relevant Bodies.

**THIS BOOK PREVAILS OVER ALL OTHER AMA AND FIM NORTH AMERICA ROAD RACE
RULE BOOKS.**

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Articles amended as of 1-1-2025 are in bold type.

Articles amended after 1-1-2025 are in red type.

2025 REVISIONS	
Version	Modified Regulations
01-01-2025	Annual update, Technical Regulations are referenced and part of these regulations but are printed in a separate document.
06-05-2025	1.4.1b MotoAmerica Rider representative no longer serves part of the FIMNA Penalty Stewards Panel
06-05-2025	118.2 End of session is determined by official timekeeping.

MOTOAMERICA AMA ROAD RACING SERIES FIM NORTH AMERICA CHAMPIONSHIP 2025 Calendar

<https://www.motoamerica.com/calendar/>

MAR 06-08	Daytona International Speedway
MAR 28-30	Circuit of the Americas (Talent Cup)
APR 04-06	Barber Motorsports Park
May 02-04	Michelin Raceway Road Atlanta
May 30/JUN 01	Road America
JUN 27-29	The Ridge Motorsports Park
JUL 11-13	WeatherTech Raceway Laguna Seca
JUL 25-27	Mid-Ohio (Talent Cup with AMA VMD)
AUG 01-03	Virginia International Raceway
AUG 15-17	Mid-Ohio
SEP 12-14	Circuit of the Americas
SEP 26-28	New Jersey Motorsports Park

AMENDMENTS TO THE MOTOAMERICA AMA ROAD RACING REGULATIONS

The AMA, through the MotoAmerica Permanent Bureau, may at any time amend any or all provisions of the Regulations.

Any subsequent changes that take place after the printed versions are completed will be made electronically, and the online versions will then be the prevailing versions.

The Permanent Bureau consists of:

- a. One (1) Representative of the Krave Group LLC
- b. One (1) Representative of MotoAmerica
- c. One (1) Representative of FIM North America (FIMNA) or the American Motorcyclist Association (AMA)

The Permanent Bureau shall meet regularly to discuss and decide on all issues pertinent to the respective interests of the members. The meetings shall be conducted as needed but at a minimum every quarter.

The Permanent Bureau may include AMA staff, MotoAmerica Administrative staff, MotoAmerica Technical staff, Manufacturer representatives, Team representatives, or riders in meetings as necessary in a non-voting status to serve as subject area experts.

The format of the Permanent Bureau meetings must be mutually agreed on by the members.

A decision of the Permanent Bureau must be unanimous. There shall be a secretary to document the decisions and to distribute the decisions to the stakeholders.

The meetings of the MotoAmerica Permanent Bureau shall take place no later than fourteen (14) days following the request of any representative. Participants requesting a modification to the regulations should email permanentbureau@motoamerica.com.

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For 2025, Article 2.0 Technical Regulations are part of these regulations but will not be printed with this document. The Technical Regulations are available and are printed as a separate document. The AMA direct link is: [2025 FIMNA AMA MotoAmerica Technical Regulations](#)

A. GENERAL UNDERTAKINGS AND CONDITIONS

All riders, team personnel, officials, promoters/organizers, and all the persons involved in any capacity whatsoever participating in the MotoAmerica AMA Road Racing Series, an FIM North America Championship (hereinafter collectively referred to as "Championship") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

- 1.0 SPORTING REGULATIONS
- 2.0 TECHNICAL REGULATIONS
- 3.0 DISCIPLINARY AND ARBITRATION CODE
- 4.0 CIRCUIT STANDARDS
- 5.0 MEDICAL CODE
- 6.0 AMA CODE OF CONDUCT POLICIES
- 7.0 ANTIDOPING CODE
- 8.0 FIM ENVIRONMENTAL CODE

These Regulations, Codes, and Standards may be supplemented and amended from time to time (hereinafter collectively referred to as the "Regulations").

All the persons mentioned above may be penalized under the provisions of the Regulations.

It is the responsibility of the team to ensure that all people concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider or any other person having charge of an entered motorcycle during any part of the event concerning the observance of the regulations is joint and several with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the paddock, pits, pit lane, or track, must always wear an appropriate pass during the event.

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1.0 SPORTING REGULATIONS

1.1 INTRODUCTION

The MotoAmerica/AMA Road Race Series will organize a series of motorcycle races counting toward a FIM North America Championship for riders and manufacturers.

1.2 EVENTS

- a. Each event shall be deemed to commence at the scheduled time for technical and sporting checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time, at which technical or sporting verifications have been concluded, whichever is the latest.
- b. Race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the Race Direction and FIM North America Stewards during that period.
- c. Events must be staged on race circuits that MotoAmerica, FIM North America, and the AMA have approved.
- d. Events must not include any other races except for races approved by MotoAmerica, FIM North America, and the AMA.
- e. Any activity involving four (4) wheels racing vehicular use of the track during the event, including "demonstrations", displays, or other activity must receive prior approval from AMA and MotoAmerica.
- f. MotoAmerica and the AMA will nominate organizers.
- g. The Organizer is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.
- h. MotoAmerica shall require or arrange for the provision of each organizer to provide proof of insurance for third-party liability at each event. This insurance must cover MotoAmerica's liability and that of all participants, manufacturers, competitors, sponsors, teams, service companies, and officials in case of damage or injury.
 1. The insurance policy shall also cover any possible liability of FIM North America, the AMA, and the organizer to third parties.
 2. A copy of the policy shall be made available to the organizer, MotoAmerica, and the AMA not later than 20 days before the event.
 3. The coverage provided for each event shall be a minimum of USD 5,000,000.
 4. The validity of the insurance will come into effect three (3) days before the first race and will terminate one (1) day after the last race day.
 5. In the case that the Organizer subscribes to his own Third-Party Liability Insurance in full conformity with the above specification of the present (Article 1.2/h./1.-.4). The organizer must send the certificate of insurance duly filled in, signed, and stamped by an authorized representative of the insurance company, to MotoAmerica and to the AMA.
- i. This original declaration (form to be provided by MotoAmerica) shall be sent to the AMA by mail or courier at least 20 days before the event.
- j. At least 30 days before the Event, the Organizers of the event must submit the following information to the AMA and MotoAmerica:
 1. The location at the circuit where the rider information center and the official notice board can be found.

2. The name and address of the company providing the third-party liability insurance coverage and the policy number.
3. The name, address, and telephone number of the circuit Medical Representative.
4. MotoAmerica must publish the above information and Supplementary Regulations. This information must be available to all teams with an entry for the event.

1.3 THE PADDOCK

- a. The Paddock, pit boxes and all other facilities should be available to teams at least on the day prior to a race. This is subject to the MotoAmerica event schedule as notified in the Team Handbook.
- b. Access should be available for teams arriving to set up between the hours of 8:00 a.m. and 8:30 p.m. This is subject to the MotoAmerica event schedule.
- c. At all times that the Paddock is occupied there must be 24-hour attendance at the gates providing vehicular access to the circuit and paddock.
- d. When the paddock is occupied, there must be an adequate medical and fire- fighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, AMA, MotoAmerica, etc. At minimum medical and fire services must be available from 8:00 a.m. to 6:00 p.m. on the day prior to the “move-in” day, and from one (1) hour before on-track activity begins and two (2) hours after on-track activity ceases.
- e. Full security must be supplied to the paddock area from at least 12:00 a.m. of the day prior to the event until 11:59 p.m. of the last day of the event.

1.4 OFFICIALS

- a. All the following Officials must be present and available at the time necessary to ensure smooth and efficient running of the event.
- b. All communications between the individual event officials must be made via the relevant permanent officials.

1.4.1 Permanent Officials

All permanent officials shall be appointed by the Permanent Bureau for the Championship. Permanent Officials are required to hold an FIM or FIMNA Officials License.

The following officials will be appointed to perform supervisory and executive roles. Except in illness or force majeure cases, these officials are expected to be present at each event.

a. Race Director

The Race Director is responsible for:

- Ensuring proper observance of the regulations.
- Communications between the Event Management Committee and the FIM North America Stewards.
- The control of practices, qualifying, and races.
- The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- All versions of the starting procedures.
- Directing the use of medical cars/fast intervention vehicles.

- Immediate approval and signature with time of provisional results (practices, qualifying, warm-ups, starting grids, and races) and presentation of reports to the Event Management Committee.
- b. MotoAmerica Representative
- The MotoAmerica representative is a member of Race Direction and is responsible for the timetable and, if necessary, for making any proposal to Race Direction to modify the timetable in accordance with the Sporting Regulations.
- c. Rider Representative
- The Rider representative is responsible for:**
- Assisting riders with interpreting and clarifying sporting and technical regulations
 - Accepting rider input regarding safety issues
 - Accepting, evaluating, and making recommendations regarding rider concerns and requested exceptions.
 - Coordinating with the MotoAmerica CMO regarding rider fit/unfit status.
- d. FIM North America Safety Officer
- The FIM North America Safety Officer is a member of Race Direction and is responsible for supervising all aspects of safety.
- e. Technical Director
- The Technical Director is responsible for:
- Ensuring that technical regulations are correctly enforced.
 - Supervising/scrutineering protests of a technical nature

1.4.2 Individual Event Officials Appointed by FIM North America

The following Event Officials are required to hold an FIM or FIMNA Officials License.

- a. FIM North America Chief Steward
- The FIM North America Chief Steward is responsible for ensuring that the event is conducted according to the regulations. The FIMNA Chief Steward serves as the chairman of the FIM North America Stewards Panel, responsible for issuing penalties and adjudicating protests.
- b. FIM North America Stewards
- The FIM North America Stewards are members of the FIM North America Stewards Panel responsible for issuing penalties and adjudicating protests.
- c. FIM North America Appeal Steward and FMNR Appeal Steward
- The FIM North America Appeal Steward and FMNR Appeal Steward (with FIM Sporting Steward license) are responsible for adjudicating appeals.
- d. FIM North America Safety Officer
1. The FIM North America Safety Officer is appointed in coordination with MotoAmerica and is a permanent official. The FIM North America Safety Officer is responsible for:
 - Ensuring that the circuit is suitably prepared for and maintained during the event.

- Ensure that all legal requirements for running the event have been successfully completed.
 - Ensuring that all officials and services are in place. The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, medical services, moto-taxi, recovery and intervention vehicles, flags, etc.) alongside the circuit no later than 30 minutes before all on-track activity.
2. The FIM North America Safety Officer, the Race Director, and the Medical Officer will make the final inspection of the circuit to ensure that regulations are being followed 30 minutes before the beginning of the day's first practice sessions and warm-up.
- During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the FIM North America Safety Officer.

1.4.3 Individual event officials appointed by the series or organizer.

a. Secretaries

Secretaries are responsible for providing secretarial support for the Race Direction and the FIM North America Stewards. They are also responsible for affecting communications between various officials.

b. Other officials

Marshals, technical scrutineers, security personnel, medical staff, etc. required for the efficient running of the event.

1.4.4 The Race Direction

The Race Direction shall be appointed for the Championship by the Permanent Bureau.

1.5 MOTOAMERICA EVENT MANAGEMENT

a. The management of the event will be carried out by the MotoAmerica Event Management Committee (EMC) which will be comprised of the following delegates:

- The MotoAmerica Race Director (who will chair the meetings)
- Circuit representative
- The delegate(s) appointed by MotoAmerica.
- The MotoAmerica Technical Director
- The FIM North America Safety Officer
- The FIM North America Chief Steward

b. The duties of the members of the Event Management Committee are:

- To ensure the smooth and efficient running of the event.
- To make recommendations to the Race Direction concerning any matter that is in contradiction to the regulations.
- To report to the Race Direction any infringements of the regulations.
- To receive reports from the various Officials concerning scrutineering, practice, and races.
- To make recommendations to the organizer to improve the smooth and efficient running of the event.

c. The Event Management Committee will meet at any time required during the event, but at least:

- Prior to the first practice session
 - At the end of each day during an event
 - At the end of the event
- d. The quorum for a meeting of the Event Management Committee is three (3) persons.
 - e. All the Members have one vote. Decisions are based on a simple majority. In the case of a tie, then the MotoAmerica Race Director will exercise a casting vote.
 - f. The Race Director may invite the participation of officials or other people to assist in the meetings. However, these invited people will have no right to vote.
 - g. The duties of the Event Management Committee are:
 - To receive reports from the various Officials concerning scrutineering, practice, and races.
 - To make recommendations to the Organizer to improve the smooth and efficient running of the event.

1.6 MOTOAMERICA RACE DIRECTION

- a. The Race Direction will comprise the following persons:
 - The Race Director (who will chair the meetings)
 - The FIM North America Safety Officer
 - The MotoAmerica Representative
- b. The quorum for a meeting of the Race Direction is two (2) persons.
- c. Each member has one vote, and decisions are based on a simple majority.
- d. The Race Direction will meet at any time required during the event.
- e. The duties of the Race Direction are:
 - To make decisions as provided in the regulations.
 - Race Direction may change the conduct and/or format of a race and/or a practice session based on safety considerations provided that such a decision is necessary to resolve a situation not foreseen in the regulations. In such exceptional cases, such a decision may prevail over specific provisions of the regulations.
 - Provided that it is necessary to resolve a situation not foreseen in the regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to consider the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the regulations.

1.7 FIM NORTH AMERICA STEWARDS PANEL

- a. The FIM North America Stewards Panel shall be composed of the following delegates:
 - FIM North America Chief Steward
 - FIM North America Steward
- b. Members of the FIMNA Stewards Panel shall hold an FIM Sporting Steward license.

- c. All Stewards officiating at more than four events in any year shall be approved by the Permanent Bureau.
- d. The FIM North America Chief Steward will chair the meetings.
- e. The quorum for a meeting of the FIM North America Stewards Panel is two (2) persons.
- f. Each member has one (1) vote. Decisions are based on a simple majority. In the case of a tie, the Chairman will exercise a casting vote.
- g. The FIM North America Stewards have no executive role in the running of the events, will meet at any time required during the event, and are responsible for:
 - Imposing penalties for any infringements of the regulations.
 - Adjudicating any protest relating to infringements of the regulations.
 - All decisions of the FIM North America Stewards must be communicated in writing to all affected parties.

1.7.1 FIM NORTH AMERICA APPEAL STEWARDS PANEL

- a. The FIM North America Appeal Stewards Panel will be composed of the following delegates:
 - FIM North America Appeal Steward
 - FMNR Appeal Steward
- b. The FIM North America Appeal Stewards shall hold an FIM Sporting Stewards license.
- c. The FIM North America Appeal Stewards have no executive role in the running of the events and are responsible for:
 - Adjudicating on any appeal against the decisions of the FIMNA Stewards Panel.
 - All decisions of the FIM North America Appeal Stewards must be communicated in writing to the Race Direction and all affected parties.

1.8 THE CALENDAR

- a. The calendar of races counting for the Championships will be, in principle, published by no later than 31st October of the preceding year.
- b. The MotoAmerica Rules Commission reserves the right to amend the calendar or change the number of races per event due to force majeure.

1.9 CLASSES

Class	License required
Superbike	Superbike
Superbike Cup	Superbike Cup
STK 1000	Stock 1000
Supersport	Supersport
Twins	Twins
Talent Cup	Talent Cup
King of the Baggers	Baggers
Super Hooligan	Super Hooligan

Technical Regulations governing the six classes are provided under Chapter 2.0 of the regulations.

1.10 LICENSE REQUIREMENT AND ELIGIBLE COMPETITORS

- a. United States riders must have a license issued by the AMA, as defined in Article 1.9.
- b. Non-United States riders must be in possession of an FIM International or FIM Continental Union license and the appropriate start permission from their own federation to include personal accident insurance and repatriation. The AMA, MotoAmerica or the organizer will not be held responsible for repatriation.
- c. Non- United States riders may be issued an AMA license if they provide a release from their own federation, and they meet the minimum requirements.

License Type	Minimum Age	Maximum Age
Superbike	18 years	55 years
Superbike Cup	18 years	55 years
Supersport	16 years	55 years
Stock 1000	17 years	55 years
Twins Cup	15 years	55 years
Talent Cup	14 years	21 years
King of the Baggers	18 years	55 years
Super Hooligan	16 years	55 years

- d. The limit for the minimum age starts on the date of the rider's birthday.
- e. The limit for maximum age is the date of license issued.
- f. Each license will be valid until the end of the calendar year.
- g. An exception may be requested on an annual basis for riders (except the Superbike License) above 55 years of age who will be required to provide evidence of medical fitness.

1.11 ENTRIES

- a. The registration form and the entry fees are posted on the website:
 1. www.motoamericaregistration.com
 2. Riders shall not take part in more than three (3) classes on the same day.
 3. The withdrawal of entry from an event must be communicated to MotoAmerica no later than seven (7) days before the event takes place. The communication must be written and sent through e-mail to registration@motoamerica.com. Riders failing to communicate this circumstance may be penalized.
 4. AMA and MotoAmerica have the right not to accept or to reject an entry.
- b. A compulsory rider/entrant briefing will be held for all riders participating in the MotoAmerica AMA Championship prior to the first official practice session of each event. An entrant or representative may represent more than one (1) rider.
 1. An additional compulsory riders briefing may be held for all new riders who will be participating in the event.
 2. Failure to attend the briefings in full may result in disqualification from the event or penalty.
 3. A waiver can be granted to a rider by Race Direction.

- c. A rider shall be deemed to have taken part in the event when the rider participates in, at least, one practice session.
- d. A rider shall be deemed to have started a race when the rider participates in, at least, the first lap of the race.

1.12 STARTING NUMBERS

- a. Each rider accepted for any class in the MotoAmerica Series will be allocated a specific starting number that will be valid for the entire Championship. AMA and MotoAmerica reserve the right to assign the number to a rider or team. In general, the starting number will be based on the results of the rider in the previous year's Championship. Requests will be taken into consideration.
- b. The number one (1) is reserved for the rider that finished in the first position in the previous year's championship.

1.13 SCHEDULE

The schedule for the event should be posted no later than 30 days prior to the event at www.motoamericaregistration.com.

1.14 TECHNICAL CONTROL AND MEDICAL CONTROL

- a. All motorcycles should be checked by the technical stewards on the day preceding the event up to one (1) hour before the first practice session of the event according to the published schedule. At the discretion of the Technical Director, machines and protective clothing may be checked earlier than the schedule if the machines are ready.
- b. Teams may present for technical control one (1) motorcycle per rider for all classes, which will be specially identified by the technical controllers.
- c. Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or any medical controls will not be allowed to take part in the event.
- d. The procedure for technical control is described in the Technical Regulations, articles 2.0 thru 2.17. The procedure for medical control and doping control is described in articles 5.0 and 6.0.

1.15 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- a. Instructions may be given by the Race Director to teams and/or riders by means of special circulars in accordance with the regulations. Circulars must be posted on the official notice board and available to each team representative. Circulars that are posted on the official notice board and/or delivered to the team representative will be deemed as proof of delivery.
- b. All classifications and results of practice and the race, as well as all decisions issued by the officials, must be posted on the official notice board. Posting on the official notice board will be deemed as proof of delivery and official publication.
- c. Any official communication from the Race Direction or the Permanent Officials to a team or rider must be communicated in writing, by timekeeping displays or radio. Similarly, any communication from a team or rider to the Race Direction or the Permanent Officials must also be made in writing.
- d. MotoAmerica Race Control communicates schedule, track, rider, and motorcycle status information on the frequency published in the supplementary regulations and/or timing screens throughout each race event. It is mandatory that each team possesses either a radio or scanner to monitor MotoAmerica Race Control. The radios must not be capable of broadcasting on the control frequency. Every team is required to bring an example of their equipment to tech inspection prior to the first

on-track activity, once a year, a log will be maintained to monitor rule compliance. All teams must have at least one crewmember monitor this “listen only” communications channel during all practice, qualifying, and race sessions. Teams must also monitor timing screens similarly. Failure to comply may result in a penalty or fine by the FIMNA Stewards.

1.16 FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders.

1.16.1 Flags and lights used to provide information:

a. Green Flag

The track is clear. This flag must be waved at each flag marshal post for the first lap of each practice and warm-up session also during the sighting lap and warm-up lap of a race. The green flag must be shown waved at the flag marshal post immediately after an incident that necessitated the use of one or more yellow flags. When the pit-lane exit is open, the green flag must be waved at the pit-lane exit.

b. Yellow and Red Striped Flag

The adhesion on this section of the track could be affected by any reason other than rain. This flag must be shown waved at the flag marshal post.

c. White Flag with diagonal red cross (stroke width of the cross between 10 and 13 cm)

Indicates drops of rain on this section of the track including rain affecting the track surface. This flag must be waved at the flag marshal post.

d. White Flag

Indicates the final lap of a race, waved at the finish line.

e. Checkered Black / White Flag

This flag will be waved at the finish line to indicate the finish of the race or practice session. **The official end of a practice or qualifying session is the elapsed time of the session.**

f. Checkered Black / White Flag and Blue Flag

The checkered black/white flag(s) will be waved together with the blue flag at the finish line when a rider(s) closely precedes the leader during the final lap before the finish line. These riders must complete their final lap and take the checkered flag to be considered a race finisher. (See Article 1.29.a.3)

g. Green Light

If used this light must be switched on at the pit lane exit to signal the start of each practice and warm-up sessions, the start of the sighting lap(s) and the start of the warm-up lap.

1.16.2 Flags which convey information and instructions:

a. Yellow Flag

1. Waved at designated rows of the starting grid, this flag indicates that the start of the race is delayed.
2. A standing yellow flag at the flag marshal post indicates that there is a danger ahead beside the track.
3. A waving yellow flag at the flag marshal post indicates that there is a hazard wholly or partly blocking the track, or other high-risk situation.

4. For any yellow flag, riders must slow and proceed with caution during any session other than a race. Any Infringement of this rule will result in the cancellation of the lap time during which the infraction occurred.
 5. For any yellow flag, during a race, overtaking is forbidden from the first yellow flag up until the point where the green flag is waved. In the case of any infringement of this rule, the following will apply:
 - If immediately after having overtaken, the rider realizes that he made an infraction, he must raise his hand and let past the rider(s) that he has overtaken. In this case, there will be no action taken by the FIMNA Stewards, no penalty will be imposed.
 - The rider must go back the number of positions decided by the FIMNA Stewards. The rider must indicate that he is voluntarily giving up the position(s) as opposed to being passed and the indication must be clear to the FIMNA Stewards. The FIMNA Steward's decision will be final.
 - A board will be displayed for the rider on the finish line during a maximum of three (3) laps. If the rider does not go back after the board has been presented three (3) times, he may be further penalized by FIMNA Stewards (such as penalty points, fine or suspension).
 - If the position change is not possible during the race, the number of positions re will be a position change applied to the results as decided by the FIMNA Stewards.
 6. During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, qualifying, warm-ups and races.
- b. Red Flag and Red Lights
1. When the practice or race is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.
 2. When the pit-lane exit is closed, this flag will be waved at the pit lane exit and the light will be switched on. Riders are not allowed to exit the pit lane. Any infringement of this rule may be penalized by FIMNA Stewards.
 3. The red flag will be shown motionless on the starting grid at the end of the warm-up lap. This will indicate that you must stop in your grid position and cannot pass the official holding the red flag.
 4. The red flag may also be used to indicate the track is closed.
 5. The red lights will be switched on at the start line for between two (2) and five (5) seconds to start each race. When the red light has extinguished, the race has begun.
- c. Blue Flag
1. This flag indicates to a rider that he is about to be overtaken and will be waved at the flag marshal post. During the qualifying sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped and must allow the following rider(s) to pass at the earliest opportunity. Overtaking within a group of lapped riders is forbidden under the blue flag.
 2. Any Infringement of this rule may be penalized by the FIMNA Stewards.

d. **Black Flag**

1. This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal posts together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart when this flag results in a penalty.
2. This flag can also be presented to a rider for a reason other than a penalty (e.g. to rectify a non-dangerous technical problem such as a transponder issue).
3. Any infringement of this rule may be penalized by the FIMNA Stewards.

e. **Black Flag with orange disk (40 cm)**

1. This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal posts together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.
2. Any infringement of this rule may be penalized by the FIMNA Stewards.

1.16.3 Flag dimension

The flag dimensions should be 80 cm vertically and 100 cm horizontally. The flag dimensions will be checked the day before the first practice session.

1.16.4 Flag Marshals posts

The location will be assigned during the circuit homologation.

1.16.5 Marshal's uniforms

It is strongly recommended the marshals' uniforms be in white or orange and raincoats be transparent.

1.17 SAFETY CARS

The safety cars should be equipped with flashing lights.

1.18 PRACTICE AND QUALIFYING

1.18.1 Practice, Testing, and Race Restrictions

a. Superbike and Supersport

No practice or testing activity may take place at a circuit hosting a championship event in the thirty (30) days preceding the first official practice day at that venue.

Excepting the top ten (10) riders, participation in AMA-sanctioned race events may take place at a circuit hosting a championship event up to seven (7) days preceding the first official practice day at that venue. (Example: A MotoAmerica event is scheduled to take place April 3/4/5, 2020. The first day of the event is Friday, April 3, accordingly no AMA-sanctioned race activity would be permitted after 23:59 on Thursday, March 26.)

Participation in non-AMA-sanctioned race events may only take place up to thirty (30) days preceding the first official practice day at that venue. (Example: A MotoAmerica event is scheduled to take place April 3/4/5, 2020. The first day of the event is Friday, April 3, accordingly no non-AMA-sanctioned activity would be permitted after 23:59 on Wednesday, March 3.)

Endurance race participation is not restricted to the top ten (10) riders. Endurance races are defined as races scheduled to be four (4) hours or more. The top ten (10) riders may ONLY participate in races outside of thirty (30) days preceding the first official practice day at the venue. Participants can petition the permanent bureau, and exceptions could be made for participants competing in an Endurance

championship full-time. The rider (s) must have demonstrated participation in all previous endurance races within that series schedule.

In all cases, the championship points position for the first race of the season refers to the previous year championship points standings and all subsequent race eligibility will be determined by current year point standings. Being listed in the championship points standing as a top 10 rider in any of the categories listed above applies to all categories listed above. Riders returning from an FIM, or other international series may be deemed ineligible in addition to the top ten (10) in championship points standing based on previous performance at the discretion of the Permanent Bureau.

Riders found to be in violation may be fined, subject to grid penalties and/or subject to suspension from participation in part or whole of a MotoAmerica Championship event. Riders who are found to be in violation of this policy a second time may be subject to a penalty as decided by the FIMNA Stewards or the MotoAmerica Permanent Bureau, including but not limited to suspension for the remainder of the season.

b. King of the Baggers

Riders may nominate one MotoAmerica circuit that they wish to test but may not test within thirty (30) days of a MotoAmerica event. Except for the nominated circuit, no practice or testing activity may take place at ANY circuit found on the MotoAmerica calendar from thirty (30) days before the first race of the season until the completion of the event on the calendar.

Excepting the top ten (10) riders, participation in AMA-sanctioned race events may take place at a circuit hosting a championship event up to seven (7) days preceding the first official practice day at that venue. (Example: A MotoAmerica event is scheduled to take place April 3/4/5, 2020. The first day of the event is Friday, April 3, accordingly no AMA-sanctioned race activity would be permitted after 23:59 on Thursday, March 26.)

Participation in non-AMA-sanctioned race events may only take place up to thirty (30) days preceding the first official practice day at that venue. Participation in non-AMA-sanctioned race events is further restricted to only the venue nominated as a test track by the rider per Article 1.18.1b. (Example: A MotoAmerica event is scheduled to take place April 3/4/5, 2020. The first day of the event is Friday, April 3, accordingly no non-AMA-sanctioned activity would be permitted after 23:59 on Wednesday, March 3.)

Endurance race participation is not restricted excepting the top ten riders. Endurance races are defined as races scheduled to be four (4) hours or more. The top ten (10) riders may ONLY participate in races outside of thirty (30) days preceding the first official practice day at the venue. Participants can petition the permanent bureau, and exceptions could be made for participants competing in an Endurance championship full-time. The rider (s) must have demonstrated participation in all previous endurance races within that series schedule.

In all cases, the championship points position for the first race of the season refers to the previous year championship points standings and all subsequent race eligibility will be determined by current year point standings. Being listed in the championship points standing as a top 10 rider in any of the categories listed above applies to all categories listed above. Riders returning from an FIM, or other international series may be deemed ineligible in addition to the top ten (10) in championship points standing based on previous performance at the discretion of the Permanent Bureau.

Riders found to be in violation may be fined, subject to grid penalties and/or subject to suspension from participation in part or whole of a MotoAmerica Championship event. Riders who are found to violate this policy a second time may be subject to a penalty as decided by the FIMNA Stewards or the MotoAmerica Permanent Bureau, including but not limited to suspension for the remainder of the season.

c. Superbike Cup, Stock 1000, Talent Cup, Twins and Super Hooligan

Riders participating in Superbike Cup, Stock 1000, Talent Cup, Twins, and Super Hooligan may participate in any publicly listed practice until four (4) days prior to the first official practice day at the venue. (Example: Practice or test may take place on Monday if the first official practice day is Friday.)

Riders participating in Superbike Cup, Stock 1000, Talent Cup, Twins, and Super Hooligan may participate in an AMA-sanctioned race until four (4) days prior to the first official practice day at the venue. (Example: Practice or test may take place on Monday if the first official practice day is Friday.)

Endurance race participation is not restricted excepting the top ten riders. Endurance races are defined as races scheduled to be four (4) hours or more. The top ten (10) riders may ONLY participate in races outside of thirty (30) days preceding the first official practice day at the venue. Participants can petition the permanent bureau, and exceptions could be made for participants competing in an Endurance championship full-time. The rider (s) must have demonstrated participation in all previous endurance races within that series schedule.

In all cases, the championship points position for the first race of the season refers to the previous year's championship points standings and all subsequent race eligibility will be determined by current year point standings. Being listed in the championship points standing as a top 10 rider in any of the categories listed above applies to all categories listed above. Riders returning from an FIM, or other international series may be deemed ineligible in addition to the top ten (10) in championship points standing based on previous performance at the discretion of the Permanent Bureau.

Riders found to be in violation may be fined, subject to grid penalties and/or subject to suspension from participation in part or whole of a MotoAmerica Championship event. Riders who are found to be in violation of this policy a second time may be subject to a penalty as decided by the FIMNA Stewards or the MotoAmerica Permanent Bureau, including but not limited to suspension for the remainder of the season.

d. Practice Restriction Exceptions:

1. Official practice sessions organized by MotoAmerica.
2. Any activity allowed by Race Direction.
3. Non-permanent riders are not subject to the practice and testing restrictions noted above.
 - A non-permanent rider is defined as: A rider that is not a MotoAmerica season entrant. In addition, the rider has not participated in more than three (3) events at any time during the season. Should a rider participate in additional events after taking advantage of the non-permanent rider status, the rider shall be subject to penalties for each non-compliant occasion at the discretion of the FIMNA Penalty Stewards.
4. Riders acting as coaches for an approved school on a motorcycle of different displacement from their competition motorcycle and deemed to not be a competitive advantage. Requests must be submitted in writing prior to on-track activity and approved by the MotoAmerica Permanent Bureau. **No more than three requests will be approved per season.**
5. Teams may apply for testing exemptions in writing to MotoAmerica for consideration. The test must be open to all licensed riders and be publicly listed as a MotoAmerica Approved Test. Requests should be made 90 days prior to the planned test.
6. Exceptions to this rule may be granted, with the approval of the MotoAmerica Permanent Bureau, due to reasons of force majeure. For example, when a team

recruits a qualified rider to replace an injured rider, the qualified rider could possibly have practiced unwittingly at a circuit included in the Championships.

- e. Riders found to be in violation may be fined, subject to grid penalties and/or subject to suspension from participation in part or whole of a MotoAmerica Championship event. Riders who are found to be in violation of this policy a second time may be subject to a penalty as decided by the FIMNA Stewards or the MotoAmerica Permanent Bureau, including but not limited to suspension for the remainder of the season.

1.18.2 Practice sessions (warm-up inclusive)

- a. Practice sessions may be conducted as practice or qualifying practice and in all cases, are timed.
- b. Riders will commence practice from the pit lane when the green light and/or the green flag is displayed at the exit of the pit lane.
- c. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.
- d. The end of practice will be indicated by the waving of a checkered flag, at which time the pit exit will be closed. **The end of a practice session is determined by the end of the allotted time for the session as shown by official timekeeping.** A rider's time will continue to be recorded until he passes the official checkered flag at the finish line after the allotted time has elapsed. After the checkered flag riders may complete the lap to the pit entry.
- e. If practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all flag marshal's posts. All riders must return at a safe and controlled pace to the pit lane. If practice is restarted, the time remaining will be shown on the count-down device.
- f. After practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Race Director or the FIM North America Safety Officer in response to a localized change in conditions.
- g. Refueling is allowed in the pit lane.
 - 1. Riders must be off the bike during refueling.
 - 2. The ignition must be off, and the motorcycle must be on a rear stand before refueling is permitted to start.
 - 3. A crew member must be standing by with a fire extinguisher with the pin pulled and the nozzle aimed at the motorcycle.
 - 4. No electrical devices such as battery chargers, fans, or tire warmers may be plugged in during any refueling operations.
- h. Warm-up sessions are only available to riders who have qualified for the race and will not be used to qualify a rider for a race.

1.18.3 Motorcycle use

- a. During the event, a rider may only use a motorcycle that has been presented for technical control. (see Technical Regulations for more detail).
- b. Riders may use the primary motorcycle presented for technical control at any time during the event. Riders are allowed one (1) complete spare motorcycle. Only one (1) motorcycle may be presented for preliminary technical checks, and it will be the only motorcycle allowed on the track and in the pit box during the practices, qualifying, and races. If the Technical Director declares the primary motorcycle unrepairable, the spare motorcycle may then be presented for scrutineering before the next session.

1.18.4 Lap Times

All laps for all sessions will be timed. A new class lap record for a circuit can be established by a rider in any official session, including practices, qualifying, races, and warm up. A new class race lap record for a circuit can only be established by a rider during a race. For all sessions, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.

1.18.5 Qualifying Results

The results will be based on the fastest time recorded by the riders in qualifying practice and qualifying sessions. In the case where all qualifying sessions have been cancelled, the results will be based on the fastest time recorded by the riders in all practices. In the event of a tie, riders' second and subsequent best times will be considered.

1.18.6 Qualification for the Race

a. Talent Cup, Twins, and Stock 1000

To qualify for the race, a rider must achieve a time at least equal to 110% of the time recorded by the fastest rider in the same qualifying session. Any rider who fails to achieve a qualifying time may be permitted to take part in the race provided that in any of the free practice sessions, he has achieved a time at least equal to 110% of the fastest rider in the same session. Any decision to permit a rider to take part in a race depends on the space available, as determined by Race Direction. Provisional starts may be applied for and approved by Race Direction.

b. King of the Baggers

To qualify for the race, a rider must achieve a time at least equal to 115% of the time recorded by the fifth-place rider in the same qualifying session. Any rider who fails to achieve a qualifying time may be permitted to take part in the race provided that in any of the free practice sessions he has achieved a time at least equal to 115% of the fifth-place rider in the same session. Any decision made to permit a rider to take part in a race is dependent on the space available as determined by Race Direction. Provisional starts may be applied for and approved by Race Direction.

c. Super Hooligan

To qualify for the race, a rider must achieve a time at least equal to 112% of the time recorded by the fastest rider in the same qualifying session. Any rider who fails to achieve a qualifying time may be permitted to take part in the race provided that in any of the free practice sessions he has achieved a time at least equal to 112% of the fastest rider in the same session. Any decision made to permit a rider to take part in a race is dependent on the space available as determined by Race Direction. Provisional starts may be applied for and approved by Race Direction.

d. Superbike Cup

Superbike Cup riders are required to participate in the Stock 1000 practice sessions and the Stock 1000 race. To qualify for the Superbike Cup race, a rider must follow the process described in MotoAmerica Competitor Bulletin 05-2025.

e. Superbike and Supersport

To qualify for the Superbike and Supersport races a rider must achieve a time at least equal to 108% of the time recorded by the fastest rider in the same qualifying session. Any rider who fails to achieve a qualifying time may take part in the race if he has achieved a time at least equal to 108% of the fastest rider in any of the practice sessions, dependent on space available as determined by Race Direction. Provisional starts may be applied for and must be approved by Race Direction.

f. Provisional Starts

Provisional starts may be applied for and must be approved by Race Direction. Provisional start applications should be made as soon as possible after the posting of the Qualifying Results but no later than one (1) hour after the posting of the Qualifying

Results. Premier entries and riders currently in the top 10 (for the first race of the season in the top 10 of the previous season) may apply and be approved outside of the one (1) hour restriction.

1.19 GRID POSITIONS

- a. The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.
- b. For all classes, the grid will be arranged in the "in echelon" 3-3-3 configuration. Each line will be offset. There will be approximately nine (9) meters between each row.
- c. In the event of a tie, riders' second and subsequent best times will be considered.
- d. The final grid will be published after the warm-up session for that class has been completed.

1.19.1 Grid positions (Except Superbike Cup)

- a. Grid positions will be based on the fastest time recorded by the riders in the combined qualifying practices. In the case where all qualifying practices have been canceled, the grid position will be based on the fastest time recorded by the riders in all free practices.
- b. Riders that have been given a provisional start by Race Direction will go to the back of the grid regardless of lap times. In the case that multiple riders are given a provisional start their position will be determined by lap time at the back of the grid.

1.19.2 Grid positions for Superbike Cup

- a. Grid position process for Superbike Cup is described in MotoAmerica Bulletin 05-2025.

1.20 RACES

- a. Race Classes

Class	Min Distance	Max Distance
Superbike	40 miles	60 miles
Supersport	35 miles	55 miles
Twins/Stock 1000	20 miles	40 miles
Talent Cup	20 miles	40 miles
King of the Baggers	15 miles	30 miles
Super Hooligans	15 miles	30 miles

- b. Race distance will be determined by the AMA and MotoAmerica after publication of the calendar. Races declared wet may be reduced by a certain number of laps (at the discretion of Race Direction).
- c. The length of a race may only be varied by Race Direction.
- d. A visible countdown board will be shown at the finish line to indicate the number of remaining laps in the race.

1.21 BEHAVIOR DURING PRACTICE AND RACE

- a. Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule may be penalized.
- b. Riders must ride in a responsible manner that does not cause danger to other competitors or participants, or gain an unfair advantage, either on the track or in the pit

lane. Any infringement of this rule may be penalized.

- c. Riders must not tour the track. Touring is defined as riding in a manner not compatible with general safety. This includes being on the racing line and not attempting to produce a fast lap time. A penalty may be imposed on any rider found to be touring. If marshals report that a rider is touring and this is corroborated by video or comparing consecutive sector times, then automatic penalties will apply as follows:
 1. During practice or qualifying:
 - First offence: official warning
 - Second offence: fastest qualifying session time disallowed
 - Third offence and subsequent offenses: next fastest qualifying session times disallowed in sequence.
 2. During a race:
 - exclusion
 - ride through
 - time penalty and/or fine, depending on the circumstances.
 3. Persistent acts of touring will be deemed more serious and will be penalized accordingly.
- d. Riders consistently lapping at 120% of the leader in any session or race may be black-flagged at the discretion of Race direction.
- e. Riders should use only the track and the pit lane. However, if a rider accidentally leaves the track, then he may rejoin it at the place indicated by the officials or at a place which does not provide an advantage. Any infringement of this rule during the practices or warm-up will be penalized by the cancellation of the lap time concerned and during the race, by a drop of position(s) decided by the FIMNA Stewards. A board will be displayed for the rider on the finish line during a maximum of three (3) laps. If the rider does not go back after the board has been presented three (3) times, he will be penalized at the discretion of the FIMNA Stewards.
- f. Any repairs or adjustments along the racetrack must be made by the rider working alone with no outside assistance. The marshals may assist the rider to the extent of helping him to lift the motorcycle and hold it while any repairs or adjustments are made. The marshal may then assist him to re-start the motorcycle.
- g. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- h. If the rider encounters a problem with the motorcycle, which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his motorcycle in a safe place as indicated by the marshals.
- i. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- j. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- k. Riders are not allowed to transport another person on their motorcycle or to be transported by another rider on his motorcycle (exception: Another rider or by another rider after the checkered flag or red flag).
- l. Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an official.
- m. No signal of any kind may pass between a moving motorcycle and the rider's team, or

anyone connected with the motorcycle's team, entrant, or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship promoter.

- n. Riders may be required to carry "on-board" cameras on their motorcycle. The cameras and associated equipment must be carried during the entirety of the practice or race sessions.
 - 1. Riders required to carry "on-board" cameras will receive an adjustment to the minimum weight equal to the weight of the camera and any mounting equipment.
 - 2. Teams must give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment.
 - 3. The video recorded on the cameras is the sole property of MotoAmerica and must not be downloaded or copied.
- o. A speed limit of 60 km/h (approximately 37 mph) will be always enforced in the pit lane during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 Km/h crossed out is placed.
 - 1. Any rider found to have exceeded the limit during the practice will be subject to a fine of 150 USD. There shall be increased fines for multiple offenses or for exceeding 100 Km/h.
 - 2. There may be additional penalties including but not limited to grid penalties for riders deemed to have gained an advantage by speeding in the pit lane.
 - 3. Any rider who exceeds the pit lane speed limit during a race will be issued a ride through penalty.
 - 4. The Race Direction must communicate the offense to the pit of the rider after having received the information from the official in charge.
- p. Stopping on the track during any session is forbidden except for a practice start outlined in article 1.21/q.
- q. Practice Starts:
 - 1. During the practice and warm-up sessions, practice starts are permitted.
 - 2. When it is safe to do so, at the pit lane exit before joining the track.
 - 3. After passing the checkered flag at the end of practice and warm-up sessions, when it is safe to do so. The rider must be off the racing line in the designated Practice Start Zone(s) and following the procedure, as communicated to teams prior to the first practice session.
 - 4. Any rider found to have infringed this rule may be subject to an instant fine of 150 USD. Further penalties may be applied.
- r. Rider Celebrations:
 - 1. The race or championship winner should be the only rider to stop anywhere on the circuit. If the race or championship winner rider wishes to parade a flag, he must ride to the side of the racing surface to collect the flag and then rejoin the circuit when it is safe to do so.
 - 2. The rider may celebrate by stopping on the track when safe, but it is forbidden to stop on the start finish straight immediately after the checkered flag for any celebrations of any kind.
 - 3. The celebration must be completed within three (3) minutes of the completion of

the race. Riders planning a longer celebration must contact MotoAmerica for approval.

4. Burnouts are not permitted, unless specifically allowed by a MotoAmerica bulletin.
5. Riders must wear a safety helmet while riding on track until they stop on the pit lane/parc ferme.
6. Riders may not use a handheld camera or other recording device of any kind during post-race celebrations.
- s. After the checkered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc fermé.
- t. Riders may not remove their hands from the handlebars for the purposes of aiding aerodynamics during any session including races.
- u. Any rider or team whose motorcycle spills oil on the track causing interruption of practice, qualifying, warm-up or race may be penalized with one (1) of the following penalties:
 - fine
 - disqualification
 - withdrawal of Championship points
 - suspension or any other penalty at the discretion of the FIMNA Stewards.
- v. Any motorcycle that enters the paddock or the cold side of the pit lane during a race will be considered to have withdrawn from the race and may NOT re-enter the race.
- w. All riders and team members must always conduct themselves in an appropriate, morally correct manner to advance the positive goodwill and image of the AMA, FIM North America, and MotoAmerica.
- x. Autograph session attendance, if requested is compulsory, failure to attend for premier riders may result in a grid penalty.
- y. All riders and team members must follow policies and procedures presented in the Teams Handbook and Entrant Agreement.

1.22 START PROCEDURE

1.22.1 Normal start procedure (Super Hooligan will use a Quick Start Procedure)

a. Approximately twenty (20) minutes before the start of a Superbike race or approximately fifteen (15) minutes before the start of all other races:

1. Pit lane exit opens for sighting laps.
2. Count-down boards of five (5), four (4), three (3), two (2), and one (1) minute are shown at the pit exit.
3. Green light on and/or green flag waved at the pit lane exit.
 - Riders may complete more than one (1) sighting lap by passing through the pit lane.
 - Riders may make adjustments or refuel in pit lane.
4. Only riders who have completed at least one (1) sighting lap and started the warm-up lap from the grid will be permitted to start the race from their position published on the final grid.
5. Under no circumstances may they push their motorcycle onto the grid from the pit lane.

b. Fifteen (15) minutes before the start of Superbike races or Ten (10) minutes before the start of all other races:

1. Pit lane exit closes, red light on and/or red flag waved at the pit lane exit.
2. Riders who did not make it out of pit lane before closure may start the warm-up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit.
3. Riders starting the warm-up lap from the pit lane must start the race from the back of the grid.
- c. When riders reach the grid after the sighting lap(s) they must take up their positions and may be attended to by up to five (5) persons, one (1) of whom may hold an umbrella. All riders must remove their helmets, except in the case of a restarted or wet race. Officials may display panels or cones, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.
- d. Following participation in the sighting lap, if a rider does not join the grid due to mechanical issues or otherwise, they may elect to repair their motorcycle.
 1. Repairs can only be made in the hot pit.
 2. Under no circumstances may they push their motorcycle onto the grid from the pit lane or ride counter course to proceed to the grid. In this case, riders must start the warm-up lap from pit exit and start the race from the back of the grid.
- e. The Race Director may choose at this time to declare the race as "wet" or "dry". The starter will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a wet/dry board.
 1. If no board is displayed the race will automatically be declared "dry".
- f. Riders on the grid may, at this stage, make adjustments to the motorcycle or change tires to suit the track conditions.
 1. Trolleys are allowed on the grid.
 2. Two (2) air blowers are allowed on the grid.
 3. Tire warmers may be used on the grid.
 4. Riders may use a generator to power tire warmers and air blowers on the grid.
 5. Only one (1) generator per motorcycle may be used.
 6. The generator must be of the "hand carried" type and have a maximum output capacity of two (2) kilowatts. The noise limit of the generator is 65 dB/A.
 7. Starter motors may also be used on the grid.
 8. Generators and starter motors should be located at the rear of the motorcycles.
 9. Refueling or changing a fuel tank on the grid is forbidden.
- g. **Five (5) minutes before the start of the warm-up lap:**
 1. Five (5) minute board is displayed on the grid.
- h. **Three (3) minutes before the start of the warm-up lap:**
 1. Three (3) minute board is displayed on the grid.
 2. Immediate removal of tire warmers from motorcycles on the grid.
 3. Generators, trolleys and air blowers must be disconnected and removed from the grid as quickly as possible.
 4. All persons except two (2) mechanics per motorcycle, one (1) person holding the umbrella for each rider, television crew of the host broadcaster and essential officials must leave the grid.
 5. Riders must put their helmets on.
 6. No person (except essential officials) is allowed to enter the grid area at this point.

7. All adjustments must be completed by the display of the three (3) minute board.
 8. After this board is displayed, riders who still wish to make adjustments must push their motorcycle to the pit lane where accessible.
 9. If pit lane is not accessible from the grid the machine will be moved to a safe area. If the machine cannot be brought back to pit lane the team will be withdrawn from the race at the one (1) minute board.
 10. Such riders and their motorcycles must be clear of the grid and in the pit lane before the display of the one (1) minute board, where they may continue to make adjustments. Such riders will start the warm-up lap from the pit lane and may start the race from the back of the grid.
 11. Working on the machine on the grid after the three (3) minute board is presented may result in a penalty.
- i. One (1) minute before the start of the warm-up lap:**
1. One (1) minute board will be displayed on the grid.
 2. All team personnel will leave the grid.
 3. The mechanics will, as quickly as possible, assist the rider to start the machine and will then vacate the grid.
- j. Thirty (30) seconds before the start of the warm-up lap:**
1. Thirty (30) second board is displayed on the grid.
 2. All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted.
 3. Any rider who is unable to start his motorcycle must remove it to the pit lane, where accessible, under the control of the grid marshals.
 4. Any rider moved to pit lane may take further attempts to start it.
 5. Such riders may start the warm-up lap from the pit lane and must start the race from the back of the grid.
 6. If pit lane is not accessible from the grid the machine will be moved to a safe area and the rider will be withdrawn from the race.
- k. Approximately two (2) minutes before the start of the race:**
1. Green flag waved to start warm-up lap.
 2. In the interest of safety, should a rider stall his motorcycle, he may be assisted to restart by an official. If, after a reasonable period, the engine does not start then the rider will be pushed into the pit lane, where accessible, so his mechanics may provide assistance.
 3. The riders will make one (1) lap, at unrestricted speed, followed by a safety car. The safety car will overtake slow riders.
 4. As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm-up lap. Thirty (30) seconds later the pit lane is closed, and a marshal will display a red flag and/or red light.
- l. On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running.**
1. If two (2) or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

- m. An official will stand at the front of the grid holding a red flag motionless.
- n. Any rider who arrives after the safety car has taken up its position at the back of the grid, must enter the pit lane and unless directed otherwise will start the race from pit out.
 - 1. Any rider who encounters a problem with his motorcycle on the warm-up lap may return to the pit lane and make repairs in the pit lane only.
 - 2. Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.
 - 3. As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered an official at the rear of the grid will wave a green flag. The Starter will then instruct the official at the front of the grid, displaying the red flag, to clear the grid.
- o. Start of the race:**
 - 1. A red light will be displayed for between two (2) and five (5) seconds.
 - 2. The red light will go out to start the race.
 - If the red lights' device is fed by a normal power (electricity) supply, it should also be connected to a U.P.S. (Uninterruptable Power System) to provide power to the starting lights' device in the event the primary electric power fails at the moment of the start.
- p. Any rider who anticipates the start or is in a starting box other than his assigned starting box will be issued a time penalty after the race as described in article 1.25.
 - 1. The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start (jump-start) is defined by the motorcycle moving forward at the time the red lights are turned off indicating an advantage gained. FIMNA Stewards will be the sole judge of whether the motorcycle was moving forward at the time the red lights were turned off, this decision is considered a statement of fact and is final with no appeal available. In the case of minor movement and if the motorcycle stops while the red lights are on, the FIMNA Stewards will be the sole judge if the subsequent start was from a position that provided an advantage gained and decide if a penalty will be imposed. The team will be informed of such a penalty as soon as possible, the notification of a jump start on the timing monitor is an official notification to the team. A board will be displayed to the rider.
 - 2. If, after the start of the race, a rider stalls his motorcycle, then he may be assisted by being pushed along the track until the engine starts by an official. If, after a reasonable period, the engine does not start, then the rider will, where accessible, be pushed into the pit lane where his mechanics may assist.
- q. After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened.
 - 1. Any riders still in the pit lane may then start the race.
 - 2. Riders still in pit lane may not start the race after the lead rider has crossed the finish line to complete the first racing lap.
- r. Should there be a problem that might compromise safety for the start of the warm-up lap or the race the Starter will invoke either the "Start Delayed" procedure or the "Extended Start Delayed" procedure.

1.22.2 "Start Delayed" procedure.

- a. A red flag is waved from the starter's rostrum, and the red light stays on:
 1. The "Start Delayed" board is displayed from the Starter's rostrum and marshals will wave a yellow flag at designated rows of the starting grid.
 2. Riders must stay in their grid position with helmets on, engines may be switched off.
 3. If a machine caused the start delay it will be removed to the pit lane or a safe location, where accessible, regardless of what work is needed to restart the machine. If it can be restarted the rider may start the warm-up lap and will start the race from the back of the grid. Even if the machine is started before the warm-lap, the rider may not start in the assigned grid position.
 4. Only essential officials may be allowed on the grid, no media, guests, umbrella-holders, or other team personnel will be permitted, except for camera crew(s) authorized by the organizers.
 5. A board will be displayed from the rostrum to notify the riders at which point the start procedure will re-commence, either at the five (5), three (3), one (1) minute or the thirty (30) second board.
 6. If it is deemed not possible to restart immediately, riders will be notified by grid officials and allowed two (2) mechanics per rider to move the machine to the pit lane. If it is not possible to push the machine, riders may be instructed to ride the machine to the pit lane.
- b. Approximately two (2) minutes before the start of the race:
 1. Green flag waved to start the warm-up lap.
 2. In the interest of safety, should a rider stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider, where accessible, be pushed into the pit lane where his mechanics may assist.
- c. The race distance will be reduced by one (1) lap if the Start Delayed signal is after the warm-up lap only. Any person who, due to his behavior on the grid is responsible for a "Start Delayed" may be further penalized.

1.22.3 Quick Start Procedure

A quick start procedure may be used at the discretion of Race Direction. A quick start procedure will always be used for a restart of a race.

- a. The pit lane exit will be opened for Sixty (60) Seconds.
- b. Any rider that does not exit pit lane during the open period will be required to start the warm-up lap from pit lane and start the race from the back of the grid.
- c. Riders will make one (1) lap at unrestricted speed to the starting grid, followed by a Safety Car.
- d. All riders will arrive back on the starting grid, and stop, with engines running, no adjustments may be made. Any rider encountering difficulties on the sighting lap must enter the pit lane.
- e. Upon arrival back at the starting grid each rider may be directed to their grid position by ONE mechanic only (without tools) and the normal start procedure will be followed from 1.22.1 (j) as described above with the start signal given in the normal manner.
- f. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car.
- g. Any rider arriving behind the Safety Car must go into the pit lane. Such riders will have to start the warm-up lap from the pit lane.

1.22.4 Re-Started Race Procedure

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If the race is to be re-started, minor repairs may be carried out. The following procedure will take place:

- a. The quick start procedure will be used.
- b. Upon arrival in the pit lane, riders may make adjustments to their motorcycle, refueling is permitted in the pit lane. (Prior to the start of the race, teams should ensure that all necessary equipment is in the pit lane service area in a safe position). Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. Dry/Wet), or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
- c. When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane and the race distance.
 1. The duration between the announcement and the actual opening of the pit exit will be a minimum of five (5) minutes.
 2. The time remaining to the opening of the pit exit will be displayed on timing screens and on the starting grid countdown clock.
 3. The rider should avail himself of his new grid position from the classification displayed on the timing screen or from officials.

1.22.5 Accelerated Start Procedure

The start procedure may be accelerated by the Race Direction. This will be notified to teams on the timing monitor and by the display of the boards indicating the time remaining to the closure of the pit lane exit and to the start of the warm-up lap. This will be used in principle when there are time restraints due to television coverage or the circuit has limitations on time.

1.23 “WET” AND “DRY” RACE PROCEDURES

All races will be categorized as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically declared dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

1.23.1 Dry Races

A race classified as dry will be interrupted by the Race Director if he considers that climatic conditions affecting the surface of the track make it likely that riders will wish to change tires.

1.23.2 Wet Races

- a. A race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons except for extraordinary events. Riders who wish to change tires or make adjustments must enter the pits and do so during the actual race.
- b. In all cases where the first race is stopped for climatic reasons, then the restart will, automatically, be a "wet" race.

1.23.3 Wet Conditions Familiarization

- a. If all the official practices, the race day warm-up (and any previous races for the class during the event) are dry and the race is declared wet prior to the starting procedure:
 1. Race Direction will institute a seven (7) minute session where riders will be allowed to go through the front straight.
 2. There will be a checkered flag to end the session and simultaneously a Seven (7)

minute call made for pit lane opening for a quick start. Refer to 1.22.3 (Quick Start Procedure).

- b. If all the official practices, the race day warm-up (and any previous races for the class during the event) are dry and the race is declared wet during the grid procedure:
 1. "Wet Familiarization" board will be displayed.
 2. Riders will return to the pit lane and a countdown of a minimum of seven (7) minutes will be given to the start of the wet familiarization.
 3. Race Direction will institute a seven (7) minute session where riders will be allowed to go through the front straight.
 4. There will be a checkered flag to end the session and simultaneously a Seven (7) minute call made for pit lane opening for a quick start. Refer to 1.22.3 (Quick Start Procedure).

1.24 RIDE THROUGH PROCEDURE

- a. During the race, the rider will be requested to ride through the pit lane, stopping is not permitted. He may then rejoin the race.
- b. The rider must respect the speed limit (article 1.21/o) in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the rider will be shown the black flag and will be disqualified.
- c. In the case of a race interrupted prior to the penalty being complied with, and if there is a second part, the rider will be required to ride through after the start of the second part of the race.
- d. A yellow board (100cm horizontal x 80 cm vertical) displaying the rider's number (black color) will be shown at the finish line and the information will also be displayed on the time keeping monitors.
- e. Failure by the relevant rider to ride through, having been shown the board five (5) times, will result in that rider being shown the black flag.
- f. In the case where the organization has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of twenty (20) seconds.

1.25 TIME PENALTY PROCEDURE

- a. Any rider who anticipates the start will be penalized by the FIMNA Stewards. The rider will be notified by an Official board as soon as practical. The board will be displayed for three laps. The team will also be notified of the infraction and pending penalty. The notification of a jump start on the timing monitor is an official notification to the team.
- b. The standard minimum penalty is a time penalty of five (5) seconds which will be immediately added to the rider's total time. This will affect the rider's total time and will be reflected in the results after the race. However, other penalties may be imposed for an infraction that is deemed to have provided a significant advantage or for repeated offences during the season at the discretion of the FIMNA Stewards.
- c. In the case of a race interrupted, and if there is a second part, the time penalty will be added to the results used to calculate the grid position for the start of the second part of the race.

1.26 PIT STOPS DURING A RACE

- a. Machines may enter the pit lane (but must not cross the line into the rider's paddock area) during the race.

- b. Any machine that enters the paddock, the garage or cold side of the pit lane will be considered to have withdrawn from the race and may not re-enter the race or take part in any re-started race.
- c. Refueling is strictly prohibited. Any infringement of this rule will be penalized with a disqualification.

1.27 INTERRUPTION OF A RACE

If the Race Direction decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and the red lights will be switched on around the circuit. Riders must immediately slow down and return to the pit lane.

- a. Any machine that enters the paddock, the garage or cold side of the pit lane will be considered to have withdrawn from the race and may not re-enter the race.
- b. If the results calculated show that two-thirds of the race distance rounded down to the nearest whole number of laps have been completed by the leader of the race, then the race will be deemed to have been completed and full Championship points will be awarded.
- c. **The results will be based on the order of the last crossing of an official timing loop prior to the showing of the red flag.**
- d. If a rider crashes between the last crossing of the finish line and the red flag, the following applies:
 - 1. Riders found to have not experienced a disadvantage during a crash, mechanical, or other event as determined by Race Direction, after applying the scoring protocol in section 1.27.c, the rider should have a time adjustment applied by the FIMNA Stewards.
 - 2. Race Direction may apply a time adjustment, a position adjustment, or a penalty if deemed necessary.
 - 3. The decision will be based on video footage, sector crossing data, or an official's observation and will be a matter of fact, final, and not subject to appeal.
- e. Exception: If the race is interrupted after the checkered flag, the following procedure will apply:
 - 1. For all the riders to whom the checkered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
 - 2. For all the riders to whom the checkered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
 - 3. The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- f. If less than 2/3 distance is complete, follow procedures in 1.28 to restart the race.
- g. **If more than 2/3 distance is complete, the race is deemed complete, and the final race classification will be according to the position and the number of laps of each rider at the time they crossed the last official timing loop prior to the showing of the red flag.**

1.28 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

- 1.28.1** If a race must be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Race Director will announce a time to begin, which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.

1.28.2 The results of the first race must be available to teams before the second part of a race can be started.

1.28.3 The Race Director will decide and announce whether the Normal Start procedure (1.22.1) or the Quick Start Procedure (1.22.3) will be used.

1.28.4 Conditions for the re-started race will be as follows:

a. In the case of less than three (3) laps completed by the leader of the race:

1. All riders on the original grid may re-start.
2. Motorcycles may be repaired and refueling is permitted.
3. Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. Dry/Wet), the race is declared wet, or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
4. Riders receiving a time penalty for a jump start or passing under a yellow flag in the first race will not have the penalty carried forward. Riders with a time penalty for another reason will have the penalty applied to the restarted race.
5. The number of laps will be at the discretion of Race Direction respecting schedules with a minimum of two-thirds of the original race distance rounded down to the nearest whole number of laps.
6. The grid positions will be as for the original race.

b. In the case of three (3) laps or more and less than two-thirds (2/3) completed by the leader of the race:

1. Only riders who are classified as finishers (have completed 75% of the first race distance in the first race may re-start.
 - i. Riders must be actively participating at the time the red flag is displayed. For the purposes of these regulations “actively competing” is defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to pit lane. Race Direction will be the sole judge of whether a rider is actively competing with the decision including safety considerations.
2. Any rider who has crashed in the first part of the race who is eligible to take part in the re-start must be determined fit by a Medical Officer if there is suspicion that an injury has been sustained. The Race Director’s decision is final in requiring any rider to undertake a check to ascertain fitness to ride.
3. Motorcycles may be repaired; a Technical Official must clear repaired motorcycles.
4. Refueling is permitted.
5. Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. Dry/Wet), or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
6. The number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of one-third (1/3) of the original race distance rounded up. There will be an effort to ensure each race is a minimum of five (5) laps respecting schedules with the decision being at the discretion of Race Direction.
7. **The grid positions will be based on the interim race classification and according to the position and the number of laps of each rider at the time they crossed the last official timing loop prior to the red flag.**

8. Riders receiving a time penalty in the first race will have the penalty added to the results used to calculate the grid position for the restarted race.

1.28.5 Should a re-started race be interrupted, and Race Direction deems it possible to re-start, then the conditions for a further re-start will follow Art. 1.28.4, with the race distance and results defined as follows:

- a. If the re-started race is interrupted when one third (1/3) race distance or more has been completed by the race leader, the race will be deemed to have been completed and full Championship points awarded.
- b. If the re-started race is interrupted when less than one third (1/3) race distance has been completed by the leader of the race, the race would be re-started a further time, if possible, for the same number of laps as the first re-start.
- c. If that further re-started race (third race) is interrupted when less than one third (1/3) race distance has been completed by the leader of the race, Race Direction will determine if it is practical to re-start the race and will define the number of laps to be completed. If it is not possible to re-schedule the race the results will then be determined by the first part of the race and full Championship points awarded, provided that in the first part of the race one third (1/3) race distance or more had been completed by the race leader.
- d. If the first race is re-started and none of the races (original or subsequent re-starts) have completed one third (1/3) race distance or more by the race leader, then the race is deemed to be cancelled, and no Championship points will be awarded.
- e. Race Direction may reschedule re-started races in the race program as necessary.

1.29 FINISH OF A RACE AND RACE RESULTS

- a. When the leading rider has completed the designated number of laps for the race, a checkered flag will be shown by an official standing at the finish line, behind the first line of protection. The checkered flag will continue to be displayed to the subsequent riders.
 1. When the checkered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.
 2. As soon as the checkered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit.
 3. If a rider(s) closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the checkered flag and the blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the checkered flag.
- b. In the case of a photo-finish between two (2), or more, riders, the decision shall be taken in favor of the competitor whose front wheel leading edge crosses the plane of the finish line first. In the case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
- c. The results will be based on the order in which the riders cross the finish line, and the number of laps completed, in the case of a restarted race the number of laps will be based ONLY on laps completed in the restarted race.
- d. To be counted as a finisher in the race and be included in the results a rider must:
 1. Complete 75% of the race distance.
 2. In the case of a race interrupted after two thirds (2/3) distance completed (art. 1.27g), a rider must be actively participating at the time the red flag is displayed.

For the purposes of these regulations “actively competing” is defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to

pit lane. Race Direction will be the sole judge of whether a rider is actively competing with the decision including safety considerations.

3. Cross the finish line on the racetrack (not in the pit lane) within five (5) minutes of the race winner. The rider must be in contact with his motorcycle.
- e. The riders classified in the first three (3) positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by these riders is compulsory.

1.30 CHECK AREA

- a. At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles will be directed to a compulsory check area (parc fermé) pending inspection by the Technical Stewards or potential protests. It is the responsibility of the riders to ensure that the machine is in the parc fermé.
 1. Motorcycles will normally be released from the parc fermé 30 minutes after the finish of the race.
- b. For all races, the top three (3) classified finishers will be held at the podium area, the remaining machines will be directed to the parc fermé.
- c. In rare cases following race one of a double header that takes place on the same day, the remaining riders will return to their pit areas where the tire stickers will be inspected by the MotoAmerica Technical Director or his appointed staff, once confirmed correct the teams will be allowed to remove the wheels from the machines. Data can be downloaded from the data logger. No other work may be carried out until the time for a technical protest notification has expired (15 minutes after the end of Race 1) (see art 3.4.5). The machine must remain fully visible during this period.
 1. Should a team have a technical protest lodged against them after Race 1 (in a same day double header event) then they have three options:
 - Immediate examination time allowing.
 - Replacement of suspected parts, with the replaced parts impounded for examination later.
 - Protested parts may be sealed by the Technical Director and use the machine ‘as is’ in Race 2 and for any infractions found then penalties will be applied to both races.

1.31 CHAMPIONSHIP POINTS AND CLASSIFICATION

- a. Riders and manufacturers will compete for the FIM North America MotoAmerica AMA Road Racing Championship.
- b. For riders, the points will be those awarded to finishers in each race.
- c. For manufacturers, only the highest-placed motorcycle of a manufacturer will gain points, according to the position in the race.
- d. All races will count for the FIM North America MotoAmerica AMA Road Racing Championship classification.
- e. In the event of a tie in the number of points, the final positions will be decided based on the number of best results in the races (number of first places, number of second places etc.). If there is still a tie then, the date in the Championships at which the

highest place was achieved will be considered with precedence going to the latest result.

- f. In the case where a rider participates on different motorcycles, it is the make of the motorcycle with which he obtained the most points that will appear next to his name in the final classification, without, however, modifying the calculation for the manufacturers' classification.
- g. The Champions in each category are obliged to attend an official awards ceremony.

1.31.1 Championship Points

All class championship points awarded for the race will be awarded based on the finishing position listed on the scale below.

Position	Points
1st	25 points
2nd	20 points
3rd	16 points
4th	13 points
5th	11 points
6th	10 points
7th	9 points
8th	8 points
9th	7 points
10 th	6 points
11th	5 points
12th	4 points
13th	3 points
14th	2 points
15th	1 point

1.32 DEPOSITS IN CASE OF MOTORCYCLE CONTROL FOLLOWING A PROTEST

- a. The deposit in case of dismantling and reassembling a motorcycle to measure the cylinder capacity, following a protest, is 200 USD (material included). The deposit in case of partial or complete dismantling of an engine or gearbox is 350 USD.
- b. If the party who makes the protest is the losing party, the deposit shall be paid to the winning party.
- c. If the party who makes the protest is the winning party, the deposit shall be reimbursed.

1.33 DEPOSITS FOR FUEL CONTROLS FOLLOWING A PROTEST

- a. All requests for fuel control following a protest or an appeal must be accompanied by a deposit of 750 USD paid to FIM North America.
- b. After the last control:
 - 1. The winning party will have its deposit reimbursed.
 - 2. The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it has already paid.

1.34 NON-PARTICIPATION IN AN EVENT

- a. Any rider who enters an event must inform the organizer if, subsequently, he decides not to participate in the event. A rider who has submitted an entry form and

- fails to participate must inform MotoAmerica seven (7) days before the event. Failure to inform MotoAmerica may result in a fine from FIM North America of up to 500 USD.
- b. If a rider fails to participate after entering an event and is found to have participated in another event on the same day may be subject to suspension.
 - c. Riders may participate in a maximum of three (3) classes if they hold the required license(s) and must attempt to qualify and participate in the race(s).
 - d. Riders are prohibited from participating in a second class for the sole purpose of obtaining additional practice time. If Race Direction deems this to have occurred, the rider may be subject to suspension.

1.35 RULES UNDER CONSIDERATION FOR 2026

No Sporting rules are under consideration.

TECHNICAL REGULATIONS

For 2025, Technical Regulations are part of these regulations but will not be printed with this document. The Technical Regulations are available and are printed as a separate document. The AMA direct link is: [2025 MotoAmerica Technical Regulations](#)

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3.0 DISCIPLINARY AND ARBITRATION CODE

3.1 PRINCIPLES

The obligations incumbent upon the participants, officials and organizers are set out in these Regulations. Violations or non-observance of these obligations will be subject to the penalties laid down in this chapter.

3.2 PENALTIES

The penalties are:

- warnings
- fines
- penalty points
- drop of position
- long lap
- ride through
- time penalties
- grid penalty
- disqualification
- points loss (withdrawal of Championship points)
- suspension
- exclusion

3.2.1 Definition and application of penalties

Warnings:	Can be made privately or publicly.
Penalty points:	<p>May be imposed by FIMNA Penalty Stewards on a rider in any number from 1 to 10, points are cumulative and expire after a period of 365 days from the date they were imposed. Automatic sanctions apply to a rider accumulating points as follows:</p> <ul style="list-style-type: none">• 4 Points - Start the next race from last grid position.• 7 Points - Start the next race from pit lane.• 10 Points - Disqualification from participation at the next event (or from the race results if this occurs at the last event of the season). Points re-set to 0 after a rider reaches 10 points and serves a disqualification.
Fines:	Cash penalty up to 10,000 USD
Change of Position: (During a race)	The rider must go back the number of positions decided by the Race Direction.
Change of Position: (After a race)	The rider finish position changed the number of positions decided by the FIMNA Penalty Stewards.
Ride through:	See Art. 1.24
Time penalties:	The imposition of time affecting the rider's actual result up to 2 minutes and the cancellation of time.
Grid penalty:	The imposition of a drop of any number of grid positions or the imposition of starting the race from the pit exit at the rider's next race.

Disqualification:	Disqualification from an event, practice sessions (black flag, black flag with orange disc), race (black flag, black flag with orange disc) or from its results.
Points loss:	The loss of points from the Championship races already run.
Suspension:	The loss of rights to participate in the Championship may be applied to one or more races.
Exclusion:	The final and complete loss of all participation rights in any activity under FIMNA or AMA control.

3.2.2 Plurality of Penalties

Any offender may have several penalties pronounced against him according to the circumstances.

3.3 THE DISCIPLINARY AND ARBITRATION BODIES

The disciplinary and arbitration bodies of FIM North America, qualified to deal with disciplinary and arbitration matters, are:

- The Race Direction
- The FIM North America Stewards
- The Permanent Bureau

3.3.1 The Race Direction

3.3.1.1 Composition

The Constitution of the Race Direction is in accordance with Article 1.6.

3.3.1.2 Authority and Competence

The Race Direction has the authority to refer any case involving riders, teams' personnel, officials, promoters, organizers and all the persons involved in any capacity whatsoever in an event or in the Championship, to the FIMNA Stewards Panel for infringements of the Regulations, including the following:

- Any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current regulations or instructions given by an official of the meeting.
- Any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.
- Having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.

3.3.2 The FIM North America (FIMNA) Stewards Panel

3.3.2.1 Composition

The Constitution of the FIMNA Stewards Panel is in accordance with Article 1.7.1.

3.3.2.2 Authority and Competence

The FIMNA Stewards Panel has the authority to penalize riders, teams' personnel, officials, promoters, organizers and all the persons involved in any capacity whatsoever in an event or in the Championship, to the FIMNA Stewards Panel for infringements of the Regulations, including the following:

- Any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current regulations or instructions given by an official of the meeting.

- Any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of people occurring during an event.
- Having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.

The FIMNA Stewards Panel is competent to adjudicate upon a protest relating to infringements of the regulations.

3.3.2.3 Penalties that may be pronounced by the FIMNA Stewards Panel

- a. The following penalties may be pronounced by the FIM Stewards Panel:
 - penalty points
 - warnings
 - fines
 - change of position
 - long lap
 - ride through
 - time penalties
 - grid penalty
 - disqualification
 - points loss (withdrawal of Championship points)
 - suspension
- b. The penalties issued for administrative infractions should be limited to warnings or fines unless there are extenuating circumstances.
- c. Hearings should be held (if applicable) immediately after the session if practical. If not practical, the parties involved should be notified that an incident is under review immediately after the session and no later than the end of the same day. The hearing should be arranged during the same day and in exceptional cases up to but no later than seven (7) days after the incident. All hearings must be conducted with a minimum of two members of the FIMNA Stewards Panel and not later than seven (7) days after the incident unless otherwise agreed by race direction and the party affected by the penalty. If the investigation is delayed for circumstances beyond the control of race direction (i.e. parts or fuel sent out for testing etc.) then the party must be notified in writing of the nature of the delay and be kept updated every 7 days.
- d. During an official hearing only (1) Rider and (1) Rider Representative will be allowed. Inclusion of other person(s) will be at the sole discretion of the FIMNA Stewards Panel.
- e. Penalties should be issued (if applicable) immediately after the session if practical. If not practical, penalties should be issued no later than the end of the same day and in exceptional cases up to but no later than seven (7) days after the incident. Penalties must be issued in writing no later than seven (7) days after the incident unless otherwise agreed by The FIMNA Stewards Panel and the party affected by the penalty, or the hearings are delayed.
- f. The FIMNA Stewards Panel can refer the case to the Permanent Bureau to impose a higher penalty than the FIMNA Stewards Panel is empowered to issue.

3.3.3 The FIM North America (FIMNA) Appeal Stewards Panel

3.3.3.1 Composition

The Composition of the FIMNA Appeal Stewards Panel is in accordance with the requirements laid down in Article 1.7.

3.3.3.2 Competence

The FIM North America Appeal Stewards Panel will hear any appeals against decisions taken by the FIM North America Stewards Panel.

3.3.3.3 Penalties that may be pronounced by the FIMNA Appeal Stewards Panel only following an appeal:

- fines
- warnings
- time penalties
- grid penalty
- disqualification
- points loss (withdrawal of Championship points)
- suspension

3.4 JUDGES OF FACT

Judges of fact are officials in charge of checking certain facts during practices and races and whose observations must be reported immediately for a possible decision.

Statements of fact depend exclusively on factual observation without any possible adjustment of the sanction which is statutorily and precisely stated. These statements of fact and the resulting decisions are immediate and not subject to protest or appeal.

Beyond members of the FIMNA Stewards, one or several judges of fact may be appointed to supervise the jump starts, the passage of the finish line, as to whether a rider has exceeded the track limits, or as to any other fact laid down in these Regulations.

3.5 PROTESTS

A protest is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. against another legal entity or any individual, rider, team, manufacturer, official etc. in the absence of a penalty or decision issued by the FIMNA Stewards Panel or any other Official of the Meeting.

3.5.1 Right of protest to the FIMNA Stewards Panel

- a. Unless specifically excluded herein, any rider affected by dangerous, unfair, or fraudulent behavior, riding, or act, has the right to protest against such a behavior, riding or act. Such matters may also include the conformity of a machine with these rules or the eligibility of a rider.
- b. There are two types of protests: technical and administrative. Technical protests relate to the legality of motorcycles and components used in competition. All other protests will be defined as administrative.
- c. No protest may be lodged against a decision entailing or not.
 - a change of position that takes place during a race.
 - a time penalty given in lieu of either: a ride through penalty or a change of position penalty that takes place during a race.
 - a grid penalty imposed for a race on the same day.
 - a long lap penalty imposed for a race on the same day.

- a ride through that takes place during a race or for a race on the same day.
- a ride through that takes place during a race.
- disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane or a practice start violation.
- a photo finish
- a statement of fact by a judge of fact

3.5.2 Procedure and time limit for protests

All protests must be submitted and signed only by the person directly concerned. Each protest must refer to a single subject only and the intention to protest must be notified to FIMNA Stewards Panel within 30 minutes of the publication of the results.

The protest must then be confirmed in writing or withdrawn within one (1) hour at the latest after the publication of the results.

Protests must be handed to a responsible official (FIMNA Steward or any member of Race Direction) together with the security deposit of 500 USD or equivalent, returnable if the protest is justified.

Teams and riders contracted to compete in the Championship may submit a letter of guarantee from MotoAmerica in lieu of payment.

A protest against the eligibility of a rider, team or a motorcycle to enter a class or event must be made before the start of the official practice.

A protest against a machine on technical control compliance grounds (e.g. weight, noise, materials, etc.) may be made after the start of official practice.

If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of 500 USD. This fee must be paid by the losing party to the mechanic of the rider who had to perform the dismantling procedure.

Following race one of a double header that takes place on the same day, the intention to protest other riders for technical reasons must be submitted within 15 minutes of the end of the race. For sporting protests, the time limits remain as above.

If the “quick parc fermé” procedure takes place the intention to protest other riders for technical reasons must be submitted within 15 minutes of the end of the session. For sporting protests, the time limits remain as stated above.

3.5.3 Protest hearings and decisions

- a. Hearings should be held immediately after a protest if practical. If not practical, the parties involved should be notified and a time established to conduct the necessary hearings. Hearings should be arranged during the same day and in exceptional cases up to but no later than seven (7) days after the protest. All hearings must be conducted with a minimum of two members of the FIMNA Stewards Panel and not later than seven (7) days after the protest unless otherwise agreed by race direction and the party affected by the protest. If the investigation is delayed for circumstances beyond the control of race direction (i.e. parts or fuel sent out for testing etc.) then the party must be notified in writing of the nature of the delay and be kept updated every seven (7) days.
- b. During an official hearing only (1) Rider and (1) Rider Representative will be allowed. Inclusion of other person(s) will be at the sole discretion of Race Direction.
- c. Protest decisions should be issued immediately after the protest hearings if practical. If not practical, decisions should be issued no later than the end of the

same day and in exceptional cases up to but no later than seven (7) days after the protest. Protest decisions must be issued in writing no later than 14 days after the protest unless otherwise agreed by the FIMNA Stewards Panel and the party affected by the protest, or the hearings are delayed.

d. The protest must be judged according to the provisions of the Regulations.

3.5.4 Effect of the decision upon a protest

The decision of the Race Direction and determination of penalty is immediate.

3.6 APPEALS

An appeal is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. affected by a penalty or decision issued by the FIMNA Stewards Panel (whether arising from a protest or otherwise).

3.6.1 Right of appeal to the FIMNA Appeal Stewards Panel against a decision of the FIMNA Stewards Panel.

No appeal may be lodged against a decision entailing or not:

- a change of position that takes place during a race.
- a time penalty given in lieu of either: a ride through penalty or a change of position penalty.
- a grid penalty imposed for a race on the same day.
- a long lap penalty imposed for a race on the same day.
- a ride through that takes place during a race or for a race on the same day.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane or a practice start violation.
- a photo finish
- a statement of fact by a judge of fact

When no appeal may be lodged the decision of the FIMNA Stewards Panel is final.

3.6.2 Right of appeal to the MotoAmerica Permanent Bureau against a decision of the FIM North America Appeal Stewards

No appeal may be lodged if the FIM North America Appeal Stewards Panel confirms the previous decision of the FIMNA Stewards Panel. In this case, the decision of the FIM North America Stewards is final.

No appeal may be lodged against a decision entailing or not:

- a drop of position.
- a ride through.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane.
- a photo finish
- a statement of fact by a judge of fact

The decision of the MotoAmerica Permanent Bureau is final.

3.6.3 All rules herein may be appealed in accordance with the procedure stated in the MotoAmerica AMA Road Racing Series FIM North America Championship Regulations except for those rules that the regulations specify may not be appealed. The participants recognize the need for officials to make decisions that require judgment and the exercise of discretion, often instantaneously, with events as they are occurring. The exercise of judgment by the officials during an event with respect to

any penalty or lack of penalty shall only be appealable in accordance with the regulations. By applying to participate in an AMA FIM North America sanctioned MotoAmerica event, and in consideration of receiving the numerous benefits available, each participant agrees that the final and binding decisions of the officials are non-litigable and shall not be appealable to any court or other tribunal other than the AMA or FIM North America. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the MotoAmerica AMA Road Racing Series FIM North America Championship Regulations are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the MotoAmerica AMA Road Racing Series FIM North America Championship Regulations. No court action of any kind may be taken by any participant. By reason of participation in an event, each participant waives any rights such participant may otherwise have to be a party to or take any action in court seeking legal or equitable relief against any decision, lack of decision or action of any kind by the officials or anyone acting on their behalf or the appeal panel. Each participant acknowledges that participation in an event by other participants is, in part, on reliance on this waiver. If a participant initiates or participates in litigation in violation of this rule, all participant privileges may thereupon be suspended and subject to disciplinary action deemed warranted by the AMA or FIM North America.

3.6.4 Time limits for the lodging of an appeal

The time limit for lodging an appeal is:

against a decision of the FIMNA Stewards	30 minutes
against a decision of the FIMNA Appeal Stewards	1 hour

The statement of appeal against a decision by the FIMNA Stewards must be received in writing by the FIMNA Appeal Stewards or withdrawn within 1 hour of the lodging of the appeal.

The statement of appeal against a decision by the FIMNA Appeal Stewards must be received in writing by the MotoAmerica Permanent Bureau or withdrawn within 24 hours of the lodging of the appeal.

The time limits shall be taken from the date and time of receipt of the decision by the appellant.

3.6.5 Lodging of an appeal

To be admissible, the statement of appeal must be submitted in writing (appeal before the FIM North America Stewards) or, sent by registered letter, special courier or email to the AMA/FIM North America to be forwarded to the MotoAmerica Permanent Bureau. It is the appellant's responsibility to assure receipt of the appeal within the time limits.

The correct security deposit for appeal must be handed to FIM North America Chief Steward for an appeal before the FIM Stewards or paid to FIM North America for an appeal to the MotoAmerica Permanent Bureau.

3.6.6 Security deposit for appeals

The amount of the security deposit is 1,500 USD or equivalent, returnable if the appeal is justified.

Teams and riders contracted to compete in the Championships may submit a letter of guarantee.

Within 10 days following the statement of appeal before the MotoAmerica Permanent Bureau, the appellant provides a brief of appeal stating the facts to FIM North America.

If the appeal was not lodged and/or the security deposit for the appeal was not paid within the deadline specified in article 3.4.9, the appeal will be declared inadmissible without hearing.

3.6.7 Security deposit payable upon an adjournment

If an adjournment to call further witnesses is ordered upon the request of one of the parties involved, this party must provide an additional financial guarantee within a time limit to be fixed by the disciplinary body. The hearing will not be continued until this guarantee has been paid. In the event of no provision of the guarantee within the time limit, the disciplinary body will make a determination on the appeal based on the evidence of the original witness.

3.6.8 Time limits to be observed for appeal hearings.

The FIM North America Stewards must be convened to examine an appeal immediately after the brief of appeal is received. The FIM North America Stewards must in all cases announce a decision immediately following the hearing of the appeal.

The MotoAmerica Permanent Bureau must be convened to examine an appeal not later than 6 weeks after the brief of appeal is received.

3.6.9 Appeal hearings and decisions

- a. Hearings should be held immediately after an appeal if practical. If not practical, the parties involved should be notified and a time established to conduct the necessary hearings. Hearings should be arranged for the same day and in exceptional cases up to but no later than 14 days after the appeal. All hearings must be conducted with a minimum of two members of the FIM North America Stewards Panel and not later than 14 days after the appeal unless otherwise agreed by the FIM North America Stewards Panel and the party affected by the appeal. If the investigation is delayed for circumstances beyond the control of the FIM North America Stewards Panel (i.e. parts or fuel sent out for testing etc.) then the party must be notified in writing of the nature of the delay and be kept updated every 7 days.
- b. During an official hearing only (1) Rider and (1) Rider Representative will be allowed. Inclusion of other person(s) will be at the sole discretion of the FIM North America Stewards.
- c. Appeal decisions should be issued immediately after the appeal hearings if practical. If not practical, decisions should be issued no later than the end of the same day and in exceptional cases up to but no later than 7 days after the protest. Appeal decisions must be issued in writing no later than 7 days after the appeal unless otherwise agreed by the FIM North America Stewards Panel and the party affected by the appeal, or the hearings are delayed.
- d. The appeal must be judged according to the provisions of the Regulations.

3.6.10 Effect of an appeal

On request of the appellant, the FIM North America Appeal Stewards may decide a stay of the provisional execution adjudicated by the FIM North America Stewards Panel by injunction or in its decision.

On request of the appellant, the MotoAmerica Permanent Bureau may decide a stay of the provisional execution adjudicated by the FIM North America Appeal Stewards by injunction or in its decision.

3.7 GENERAL DISCIPLINARY PROCEDURES

3.7.1 Right to a hearing

It shall be the unquestionable right of any person or body charged with any offense under the Regulations to defend themselves, either in person or by proxy.

Any party convened before a disciplinary or arbitration body has the right to be represented by one defense counsel of its own choice and at its own expense. Adequate notice of this intention must be given in order that this may also be notified to all other parties in the case. Failure to do so may result in the disciplinary or arbitration body upholding an objection to such representation.

If any of the parties duly convened do not appear, judgment can be rendered by default.

The disciplinary or arbitration bodies may decide that the hearing take place by means of a telephone conference call or through any other means of communication using a telephone or electronic device. Such a method of conducting a hearing shall only take place with the consent of all parties involved.

3.7.2 The Hearing

The hearing shall be public unless the disciplinary or arbitration body itself decides otherwise in exceptional circumstances.

The hearing shall be conducted in English. Should one of the parties wish to use another language, it shall provide the necessary interpreters at its own expense.

The appellant must be present or duly represented, failing which, the protest will not be admissible, and the costs shall be borne by the appellant.

Once the proceedings have begun, each of the parties involved will state their respective cases without the witnesses being present.

After the statements of the parties concerned, the disciplinary or arbitration body shall hear the various witnesses and experts to complete the evidence. The parties involved in the case shall have the right to question all witnesses and experts on their evidence.

Any member of the disciplinary or arbitration body may, at any time during the hearing, question any of the parties involved, the witnesses and experts.

3.7.3 Witnesses and Experts

Each party is responsible for the convening and appearance of its own witnesses, as well as their expenses unless decided otherwise by the Court.

The disciplinary or arbitration body has no authority to oblige the witnesses to swear on oath; therefore, testimony shall be given freely. The witnesses may only testify to the facts they know and shall not be allowed to express an opinion, unless the disciplinary or arbitration body should regard them as experts on a particular subject and should ask them to do so. After having made their statements, the witnesses may not leave the room and shall not be allowed to speak to any other witness who has to give evidence.

The arbitration body may summon experts.

3.7.4 Judgment

Decisions of all disciplinary or arbitration bodies will be reached by a simple majority of votes. All members will have equal voting rights, which must be exercised when a decision is required. Abstention is not permitted.

Each member of the disciplinary or arbitration body binds himself to keep all deliberations secret.

3.7.5 Notification of Judgments

The decisions of the FIMNA Stewards or FIMNA Appeal Stewards must be in writing and the parties notified directly at the event venue. In exceptional circumstances, where it is not practical to conduct hearings and/or make decisions at the event, the process must be completed as soon as possible and not later than 14 days from the date of the incident unless otherwise agreed by all parties affected. If the investigation is delayed for circumstances beyond the control of either party, then the party must be notified in writing of the nature of the delay and be kept updated every 7 days. If the judgement is not made at the event, it will be addressed to the parties by registered letter with acknowledgement of receipt. All judgments of the MotoAmerica Permanent Bureau must be notified, in writing, by registered letter with acknowledgement of receipt to inform all parties concerned.

3.7.6 Publication of Judgments

The disciplinary or arbitration body imposing a penalty or adjudicating a protest, or an appeal must have its findings published and quote the names of all parties concerned. The persons or bodies quoted in these statements have no right of action against FIM North America nor against any person having published the statement.

Furthermore, final decisions will be published in the media center unless the arbitration body itself decides otherwise.

3.8 COSTS OF PROCEDURE

The costs of a disciplinary or arbitration decision will be assessed by FIMNA and will be awarded against the losing party unless the arbitration body decides otherwise.

3.8.1 Payment of fines and costs

If the penalty is definitive, all fines and costs must be paid to FIM North America within 30 days of notification of the judgment decision, according to Article 3.5.5. The person or body affected by the decision shall be automatically suspended from participating in all FIM North America and AMA activities until full payment is received.

3.9 LAW OF MERCY

FIM North America, after consultation with the MotoAmerica Bureau, may mitigate or completely forgive the penalty of a person or group of persons after having exhausted all the appeal procedures.



FIM North America Appeal Form

When filling in this form, please give details concerning the identity of the person(s) concerned, his/her function (rider, FMN, entrant, manufacturer, official, starting and/or licence number, etc), as well as References to Rules, Articles, etc.

Event: _____

Venue: _____

Session: _____

Date: _____ Time: _____

Decision being appealed: _____

Rider or Team Manager: _____

Rider or Team Manager Signature: _____

FIM North America Stewards Panel

FIM North America Chief Steward: _____

FMNR Steward: _____

Other Participants

Name / First name: _____

Position: _____

Name / First name: _____

Position: _____

Reasons:

FOR FIMNA USE / To be completed by the FIMNA Chief Steward

☐ Appeal ☐ Hearing ex officio

Date of appeal: _____ Time of appeal: _____

Appeal letter added to the decision of the FIMNA Stewards Panel ☐ Yes ☐ No

Appeal fee paid 1,500 USD ☐ Yes ☐ No

Appeal fee guaranteed by MotoAmerica: ☐ Yes ☐ No

MotoAmerica Signature: _____



FIM North America Protest Form



When filling in this form, please give details concerning the identity of the person(s) concerned, his/her function (rider, FMN, entrant, manufacturer, official, starting and/or licence number, etc), as well as References to Rules, Articles, etc.

Event: _____

Venue: _____

Session: _____

Date: _____ Time: _____

Name of rider/team filing protest (Print): _____

Rider or Team Manager Signature: _____

Name of Rider being protested: _____

Single item being protested: _____

Administrative Protest:

Technical Protest:

Protest Received by (Print): _____

Protest Received by (Signature): _____

Protest Fee (500 USD) Received by (Print): _____

Protest Fee Received by (Signature): _____

FOR FIMNA USE / To be completed by the Race Direction

☐ Protest ☐ Hearing ex officio

Date of protest: _____

Time of protest: _____

Protest letter added to the Race Direction

☐ Yes ☐ No

Protest fee paid 500 USD

☐ Yes ☐ No

Protest fee guaranteed by MotoAmerica: ☐ Yes ☐ No

MotoAmerica Signature: _____

CIRCUIT STANDARDS

4.0 CIRCUIT STANDARDS

Circuit standards will be guided by the "FIM STANDARDS FOR ROAD RACING CIRCUITS" (SRRC).

5.0 MEDICAL CODE

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5.0 MEDICAL CODE

5.1 INTRODUCTION

- a. The Medical Code contains guidelines, standards, and requirements for the following: medical fitness to obtain a rider's license, medical services and personnel at events, procedure in the event of an injured rider, medical malpractice insurance, professional confidentiality, statistics, and documentation.
- b. This Medical Code prescribes the Medical Service available for the competitors and their teams during an AMA FIM North America MotoAmerica event. The intent of this Medical Code is to help ensure that any medical emergency can be met with all the necessary skilled resources and treatments to prevent possible mortality and minimize morbidity. This Medical Code is modelled after the FIM Circuit Racing Medical Code.
- c. A Medical Panel shall be authorized by MotoAmerica and comprise as a minimum the series Chief Medical Officer (CMO), the Race Director, and one (1) MotoAmerica representative. This Medical Panel will set the conditions for the medical services at each event.
- d. In circumstances not covered explicitly by the MotoAmerica Medical Code, a binding decision will be made by the MotoAmerica CMO, in consultation with the Track Medical Director, and the MotoAmerica Race Director.
- e. Any amendments to this MotoAmerica Medical Code must be approved by the MotoAmerica Rules Commission.

5.1.1 Medical Certificate and Examination

- a. Every rider taking part in motorcycle competition events must be medically fit. For this reason, a satisfactory medical history and examination are essential. (See Appendices A & B)
- b. A rider with a satisfactory medical examination & history will be issued a Medical Certificate of Fitness to Race. (See Appendix C)
- c. It is the responsibility of the rider to immediately inform the MotoAmerica CMO of any state of health or medical condition or any deterioration in their health or medical condition.
- d. Failure to do so will result in an immediate exclusion from competition and may lead to further sanctions.
- e. The CMO will ascertain whether this change may adversely affect their ability to ride or compete safely.
- f. The medical certificate is valid for not more than one year. In the event of serious injury or illness occurring following the issue of a medical certificate, a further examination and recertification are necessary.
- g. Physicians issuing the medical certificate of fitness for the resumption of competition should ascertain whether the rider could react appropriately to unforeseen situations. This is important to avoid jeopardizing not only his safety but also that of his fellow riders and other parties involved.

5.1.2 Guidelines for the Examining Doctor

- a. The examination should be performed by a doctor familiar with the applicant's medical history. The examining doctor must be aware that the person to be examined is applying for a license to participate in motorcycle events. The purpose of the examination is to determine whether the applicant is physically and mentally fit to control a motorcycle to ensure the safety of other riders, officials, and spectators during an event.

- b. Certain disabilities exclude the granting of a license.
- c. MotoAmerica will maintain medical history and examination records and Medical Certificate confirming the rider is medically fit or unfit to participate in MotoAmerica events after verifying the rider has undergone the following medical assessment:

A. LIMBS

The applicants should have sufficient function of their limbs to permit full control of their motorcycle during events. In the case of loss or functional impairment of all or part of a limb or limbs the applicant must be referred for the opinion of the CMO of MotoAmerica, if necessary.

B. EYESIGHT

1. The minimum corrected visual acuity must be 20/20 with both eyes open together. The minimum field should measure 160 degrees, 30 degrees vertical.
2. Corrective Glasses, if required, should be fitted with shatterproof lenses, or contact lenses, if worn, should be of the "soft" variety.
3. Satisfactory judgement of distance and wearing double protection when competing would be required for all riders with vision in only one eye.
4. Double vision is not compatible with the issuing of a competition license.
5. The applicant must have normal color-vision, in that they can distinguish the primary colors of red and green. If there is any doubt, a simple practical test is recommended under conditions similar to those of a race. The CMO or appointed representative will conduct this test.

C. HEARING AND BALANCE

1. A license can be issued to an applicant with impaired hearing but not to an applicant with a disturbance of balance.
2. A rider with impaired hearing must be accompanied at the rider's briefing by a person with normal hearing who can communicate the information either by signing or in writing.
3. The rider must wear a clearly visible tag on the front and rear of his helmet that identifies him as hearing-impaired to the marshals and medical personnel in case of an accident/incident.

D. DIABETES

1. In general, it is not considered advisable for diabetics to enter motorcycle events.
2. However, a well-controlled diabetic not subject to hypoglycemic or hyperglycemic events and having no neuropathy nor any ophthalmoscopic evidence of vascular complications, may be passed as fit to compete.
3. A diabetic rider must wear a wristband to identify him as diabetic to the marshals and medical personnel in case of an accident/incident.

E. CARDIOVASCULAR SYSTEM

1. In general, a history of myocardial infarction or serious cardiovascular disease would normally exclude a rider. Special attention should be paid to blood pressure and cardiac rhythm disorders. In such cases a certificate from a cardiologist including the results of any test the cardiologist considers necessary, must be submitted with the medical examination form.

2. Any rider of fifty years and over must have an exercise tolerance electrocardiogram (Exercise Tolerance Test) performed at least every 3 years and the result must be favorable.

F. NEUROLOGIC AND PSYCHIATRIC DISORDERS

In general, applicants with a serious neurological or psychiatric disorder will not be granted a license.

G. SEIZURES OR UNEXPLAINED EPISODES OF LOSS OF CONSCIOUSNESS

1. A license will not be issued if the applicant suffers from epilepsy or has suffered any episode of unexplained sudden loss of consciousness.
2. A petition for exemption is possible and will be reviewed by the MotoAmerica CMO on a case-by-case basis.

H. ANESTHESIA

1. Riders will not be permitted to participate in practice or competition until at least 48 hours have elapsed following any general, epidural, spinal or regional anesthesia.
2. Riders will not be permitted to participate in practice or competition until at least 24 hours have elapsed following any conscious sedation.

I. CONCUSSION

1. Assessment of the injured rider and when to return to competition should be in accordance with the guidelines for the assessment and management of concussion as contained within the Consensus Statement On Concussion In Sport - The 5th International Conference On Concussion in Sport held in Berlin, October 2016.
2. In the event of a suspected concussion the rider should be assessed using a recognized assessment tool such as SCAT5 or similar (see appendix D). If the assessment confirms a concussion, the rider should immediately be excluded from competition for the rest of the event.
3. Prior to returning to competition the rider should be assessed for and provide documentary evidence of a return to normal neuro-psychological function using for example the ImpACT system, functional MRI scan or similar in accordance with the current International Consensus Statement on Concussion in Sport.
4. Please refer to Appendix "D" for the MotoAmerica Information on Concussion.

J. USE OF WADA PROHIBITED SUBSTANCES AND METHODS

1. Applicants using substances included in the WADA Prohibited List will not be accepted except with a valid Therapeutic Use Exemption (TUE) approved by MotoAmerica.
2. Please refer to www.wada-ama.org for the most recent "Prohibited List".
3. Riders may be subject to drug testing at any time in-competition.
4. Please refer to Section 6.0 for the MotoAmerica Drug and Alcohol Policy and Testing Procedures.

K. ALCOHOL

1. Applicants with an alcohol addiction will not be accepted.

2. For safety reasons riders must not participate in competition if they are found to have a blood alcohol concentration superior to the threshold of 0.0 g/L.
3. The presence of alcohol upon testing and the consumption/use of alcohol (ethanol) are prohibited during the in-competition period and will be considered as a violation of the Medical Code.
4. Riders may be subject to alcohol testing at any time in-competition.
5. Please refer to Section 6.0 for the MotoAmerica Drug and Alcohol Policy and Testing Procedures

L. MEDICATION, SUPPLEMENTS, & DRUGS

Applicants will not be accepted if they are using medications or supplements, including those legitimately prescribed, with potentially adverse side effects that could pose a risk to the safety of the rider or others during competition. This includes drugs that cause sedation, blurred vision, psychomotor retardation, or other side effects that can adversely affect their ability to have full and complete control of a motorcycle in competition.

M. TREATMENT WITH PROHIBITED SUBSTANCES OR METHODS AT EVENTS

1. Any treatment requiring a prohibited substance or method (including any intravenous infusion), even if prescribed by a doctor, to treat a rider during an event must be discussed and agreed with the MotoAmerica CMO.
2. If this treatment is required, a Therapeutic Use Exemption (TUE) must be submitted immediately for retroactive approval to be received by the MotoAmerica CMO no later than the day following the event.

N. THE USE OF INTRAVENOUS FLUIDS

1. At no time during the event will a rider receive any type of intravenous hydration unless such hydration is deemed medically necessary by medical personnel as a result of an emergency medical situation (e.g., heat stroke) encountered by a rider, during or as a result of competing in the event.
2. Once a rider receives such hydration during the meet, the rider will be permitted to compete only after the CMO has deemed the rider safe and has released them to continue in the event.

O. COST OF MEDICAL EXAMINATION

Any fee arising from the examination or completion of the medical certificate is the responsibility of the applicant.

P. PROCEDURE IN CASE OF DOUBT OF MEDICAL FITNESS

1. The examining doctor may not feel able to approve an applicant on medical grounds. In such a case he should complete the examination form, having ticked the relevant box, sign it, and then send it to the FIMNA/AMA with his observations, including history. If necessary, he should request that the applicant be examined by a doctor appointed by MotoAmerica.
2. Following the rider being assessed as being medically fit to participate in competition, if evidence emerges of a medical condition that represents a significant risk to the rider and/or other competitors, the MotoAmerica CMO or MotoAmerica Medical Panel have the right to withdraw the riders' license at any time until further assessment of the rider is undertaken, and a subsequent satisfactory medical report is provided to the MotoAmerica CMO.

5.2 SPECIAL MEDICAL EXAMINATION

At any time during an event a special medical examination may be carried out by the CMO, or another medical provider nominated by the Chief Medical Officer (CMO) at the request of the Race Director.

5.2.1 REFUSAL TO UNDERGO SPECIAL MEDICAL EXAMINATION

- a. Any rider who refuses to submit or otherwise avoids presenting himself to such a special medical examination will be declared unfit to ride.
- b. The relevant MotoAmerica officials will be notified.

5.2.2 LIST OF MEDICALLY UNFIT RIDERS

- a. The information provided on this list must be treated in the strictest confidence and must be only made available to the relevant MotoAmerica officials at the event.
- b. A list of Medically Unfit Riders will be generated at the end of each event. Rider names will be added in real time as injuries, surgeries, illnesses, and changes in medical condition are communicated to the CMO.
- c. It is the rider's responsibility to inform the MotoAmerica CMO of any injury or illness sustained between events for inclusion in this list. Failure to do so will result in an immediate exclusion from competition and may lead to further sanctions.
- d. The CMO shall examine all riders listed as medically unfit who wish to compete to assess their medical fitness to do so the day before they use a motorcycle on the track.

5.2.3 MEDICAL FITNESS TO RACE

A rider must be sufficiently medically fit to control his motorcycle safely at all times. There must be no underlying medical disorder, injury or medication that may prevent such control or place other riders at risk. Failure of a rider to disclose such a condition may lead to the application of sanctions.

- a. Riders will not be permitted to participate in practice or competition until at least 48 hours have elapsed following any general, epidural, spinal or regional anesthesia.
- b. In the event of a suspected concussion the rider should be assessed and managed in accordance with the guidelines for the assessment and management of concussion as contained within the Consensus Statement on Concussion In Sport - The 5th International Conference On Concussion in Sport held in Berlin, October 2016. The rider should be assessed using a recognized assessment tool such as SCAT5 or similar. If the assessment confirms a concussion the rider should immediately be excluded from competition for the rest of the event.
- c. Prior to returning to competition the rider should be assessed for and provide documentary evidence of a return to normal neuro- psychological function using for example the ImPACT system, a functional MRI or similar in accordance with the current International Consensus Statement on Concussion in Sport.
- d. Following injury or illness, the decision regarding medical fitness to return to competition is normally at the discretion of the CMO. The decision should be made on an individual case by case assessment and informed by relevant medical reports from the practitioner treating the rider including details of X-rays, scans, analyses, other investigations, and any interventions which must be provided to the CMO, if available before assessing a rider's fitness to return to competition.

- e. A rider may file an appeal to the MotoAmerica Medical Panel.

5.2.4 RIDERS WITH SPECIAL MEDICAL REQUIREMENTS

- a. Riders are responsible for informing the CMO before the event regarding their condition and that they may require special treatment.
- b. These include riders with certain medical conditions who:
 - may require special treatment in the event of injury.
 - may require adaptations to race.
 - have been hospitalized or had surgery during the previous 12 months.
 - are receiving treatment for any medical conditions.

5.3 CHIEF MEDICAL OFFICER (CMO)

The CMO coordinates medical decisions with Race Direction as necessary.

The Series CMO and the Event CMO may be the same person.

5.3.1 CMO QUALIFICATIONS

The CMO qualifications include:

- a. Is a currently licensed physician (MD or DO) in the U.S.A. The medical license may not be restricted to working within an approved practice setting. Any other license restriction must be communicated to the Medical Panel and will be considered on an individual basis.
- b. Is appointed by MotoAmerica. Should be the same throughout the event.
- c. Should be familiar with the MotoAmerica Medical Code and the MotoAmerica Anti-Doping Code.
- d. Should be named in the Supplementary Regulations/event information.
- e. Must have malpractice insurance appropriate to the event.
- f. Should have attended and successfully completed an FIM CMO seminar in the past 3 years.
- g. Must be familiar with the circuit and the organization of the medical services at which he is appointed.
- h. Must be familiar with the principles of emergency medical care and current best practices in the treatment of injured motorsports riders, including current certification in ACLS or ATLS.
- i. Must be familiar with protective gear used in motorcycle racing and injuries sustained in motorcycle racing.
- j. Must be familiar with the associated organizational requirements necessary for a circuit medical service to deliver effective emergency medical interventions to injured motorsports riders.

5.3.2 CMO DUTIES BEFORE THE EVENT

Before the event and before motorcycles are on track, the MotoAmerica CMO will include:

- a. Developing a Medical Plan that must include:
 - A medical plan and maps of the medical service including the position and number of all the medical resources including all personnel and vehicles.
 - A plan of the circuit medical center.

- Information showing the location, distances, and routes to the designated hospitals.
- b. Providing an electronic copy of the Medical Plan to:
 - MotoAmerica Medical staff
 - MotoAmerica Operations Director
 - FIMNA Safety Steward
 - MotoAmerica Race Director
 - MotoAmerica Assistant Race Director
 - Track Medical Services and/or Track Safety Officer
 - c. Contacting, in writing, hospitals in the vicinity of the event that can provide the following specialist services and include them in the Medical Plan:
 - CT Scan
 - MRI
 - Trauma resuscitation
 - Neurosurgery
 - General surgery
 - Vascular surgery
 - Trauma and orthopedic surgery
 - Cardiothoracic surgery
 - Intensive Care
 - Burn Care
 - Plastic Surgery
 - d. Contacting appropriate local hospitals to give information regarding the type of event, dates and times of track activity, and anticipated crowd size.
 - e. The CMO shall ensure that a room, suitably private, shall be made available for any drug testing that may be requested.
 - f. Participating in the safety/track inspection together with the FIMNA Safety Steward, MotoAmerica Operations Director, the MotoAmerica Rider Representative, the MotoAmerica Corner Marshall Coordinator, and the Race Director/Direction prior to the first session each day of the event.
 - g. Collaborating with the Track Medical Services to organize a simulation of a medical intervention on track prior to on-track activities each day.
 - h. Briefing the medical personnel prior to the start of the first daily session of the event.
 - i. Providing and attending compulsory scenario-based demonstration and training for the initial response to and management of an injured rider should take place each morning before the event.

5.3.3 CMO DUTIES WHILE MOTORCYCLES ARE ON TRACK

When motorcycles are on the track the CMO:

- a. Should be stationed in Race Control. In some cases, a designated medical representative can be stationed in Race Control.
- b. Should be in close proximity to and liaise directly with Race Director.

- c. Should be in direct communication with the ambulances, medical vehicles, and medical center at all times, and test this communication at the start of each day.
- d. Should receive immediate updates from trackside personnel to the MotoAmerica CMO and Race Direction regarding the condition of any injured rider to facilitate the most appropriate medical response to their condition.
- e. Should participate with Race Direction in the immediate deployment of appropriate medical resources to injured riders.
- f. Must obtain a list of fallen riders at the end of each practice session or race from the FIM Safety Steward.
- g. Must ascertain whether riders fallen during the event are fit, at his/her discretion.
 - 1. Riders who fall in the first part of an interrupted (red flagged) race shall be examined before the re-start.
 - 2. Any riders who fall during the event and who refuse a medical examination shall be added to the list of unfit riders.
- h. Must recommend to the Race Director that a practice session or a race be stopped if:
 - 1. There is danger to life or of further injury to a rider or officials attending an injured rider if other riders continue to circulate.
 - 2. The Medical personnel are unable to reach or treat a rider for any reason.
 - 3. If a rider is unconscious or suspected of having a spinal or other serious injuries and will require prolonged trackside medical intervention. Such information must be communicated immediately to the CMO by Race Direction.
 - 4. There is a risk of physiological harm to riders or of inability by riders to control their motorcycle, due to extreme weather conditions. In such circumstances of actual or potential harm from extreme weather conditions such as extreme heat the CMO should consider and recommend to the Race Direction that the race distance and length of sessions be adjusted accordingly with the provision of adequate periods for rest, recovery, and rehydration. If necessary and appropriate the CMO can recommend that the race be stopped.

5.3.4 OTHER DUTIES OF THE CMO

- a. Attending the meetings of the Event Management Committee or Race Direction.
- b. Should inform and update the relevant MotoAmerica officials regarding the condition of injured riders and liaise with the relevant hospitals to ascertain and report the progress of their condition and treatment.
- c. Will prepare or update the list of injured riders (MEDICALLY UNFIT LIST) to be given to the relevant MotoAmerica officials.
- d. In accordance with normal medical practice will complete a clinical record of all medical examinations and assessments. A copy of the clinical record should be provided to the rider or their nominated representative to facilitate ongoing treatment after the event and referral to the rider's medical insurance provider.
- e. Will meet with the MotoAmerica Medical staff every morning & afternoon after the official activity has ended to discuss the medical interventions and the status of any injured riders.
 - 1. Evaluation of the interventions may include video of the performance of the medical activity.
 - 2. Such an evaluation will then be included in and inform the subsequent briefing of the medical personnel by the CMO.

- f. Must liaise with the MotoAmerica Staff and Track Event Staff during the year before the event to manage and improve the medical service in any way necessary and ensure the requirements of the MotoAmerica Medical Code are completely respected.
- g. Media statements will not be made about the condition of an injured rider without the express agreement of the MotoAmerica Medical Panel.

5.3.5 OTHER DOCTORS

- a. Any injured rider must first be seen and assessed by the track medical personnel for emergency treatment and be declared medically fit or unfit to compete as appropriate. He may then attend any other doctor of his choice.
- b. Any rider, who, after treatment by a doctor not part of MotoAmerica Medical Services, wishes to compete, must first obtain authorization for this from the CMO, who should be provided with a report of any investigations or interventions and consider any recommendation by the doctor treating the rider.

5.4 MEDICAL SERVICES AT EVENTS

- a. The basic MotoAmerica Medical services will be comprised of:
 - Medical Center
 - Public Medical Services
 - The Medical Intervention Vehicle(s) or Fast Car
 - Advanced Life Support (ALS) Ambulances
- b. The MotoAmerica Medical Panel will set the conditions for the Medical Services at events including:
 - Number of doctors, nurses, paramedics and EMTs
 - Number of medical cars and ambulances
 - Number of other medical vehicles

5.4.1 MEDICAL CENTER

- a. Medical services at the event shall include a Medical Center that provides service for all riders, credentialed crew, MotoAmerica staff, volunteers as well as any other authorized persons injured or taken ill at the circuit during event.
- b. The Medical Center may be used in some cases to do the following:
 - stabilize a critically injured rider before transportation.
 - treat minor wounds.
 - treat orthopedic injuries.
 - treat minor illnesses.
- c. This Track Medical Service will be staffed by a physician licensed to practice medicine in the jurisdiction or state of the event and one assistant (nurse or EMT).
- d. It may be a permanent or temporary structure, ideally with an entrance for EMS that is separate from the public.
- e. The Medical Center should be capable of basic:
 - Burn treatment
 - Wound treatment
 - Fracture treatment
 - General medical care
 - Adult and Pediatric resuscitation

- f. Any treatment by the track medical service at the event is free of charge.
- g. Appropriate medical services must be available continuously, from at least one hour before the start of the first practice for the event, until at least one hour after the last rider has finished. Appropriate medical services are defined as follows:
 - 1. During all official track activity, fully functional medical services, including medical center, ALS ambulances, Medical Intervention Vehicle (Fast Car), and personnel in accordance with the circuit medical homologation.
 - 2. During the days with track activity the Medical Center must be fully staffed in accordance with the medical homologation from at least 1 hour before the track activity commences until at least one hour after the end of the last race or track activity.

5.4.2 MEDICAL CENTER PERSONNEL

- a. The Track Medical Service will be staffed by a physician licensed to practice medicine in the jurisdiction or state of the event.
 - 1. They may not be restricted to working within an approved practice setting. Any other license restriction must be communicated to the Medical Panel and will be considered on an individual basis.
 - 2. This physician will hold appropriate medical malpractice insurance.
 - 3. This physician will be familiar with the principles of emergency medical care and current best practices in the treatment of injured motorsports riders, including current certification in ACLS or ATLS.
 - 4. This physician will be familiar with protective gear used in motorcycle racing and injuries sustained in motorcycle racing.
 - 5. This physician will be familiar with the Medical Plan for that event.
- b. Unless otherwise authorized by the rider, MotoAmerica representatives are not authorized to make statements to any third party, other than immediate relatives, about the condition of injured riders, without reference to and authorization from MotoAmerica.
- c. All doctors and medical personnel must always adhere to their professional ethics and medical codes of practice.
- d. MotoAmerica medical personnel, including Fast Car drivers, must be suitably clothed to identify themselves.
- e. Paramedics, Nurses, and EMTS qualifications include:
 - 1. Must hold full licensure from the government agency with jurisdiction for the event location.
 - 2. Must provide evidence of ACLS, maintenance of standards, or relevant continuing education.
 - 3. Must have medical malpractice insurance or provide evidence of coverage by the event venue.
 - 4. Must be identified by wearing the uniform of the organization they are employed or appointed by.
- f. Training of Medical Personnel
 - 1. A scenario-based demonstration and training for the initial response to and management of an injured rider will take place each morning before the event.
 - 2. Attendance is compulsory for medical personnel, especially ambulance crews.

3. This meeting will familiarize all members of the Medical Team with the philosophy of care by MotoAmerica and goals of treatment.
4. Basic skills to be reviewed include:
 - Helmet removal
 - Leathers removal
 - Airway management in a suspected cervical injury
 - Basic motorcycle racing mechanisms of injury and injury types
 - Response time goal of 120 seconds

5.4.3 PUBLIC MEDICAL SERVICES

A medical service for the public, separate from the above services must be provided by the event organizers. This service is not described in this code but must conform to any regulation enforced by the relevant locale and reflect the size of crowd expected. This service is not controlled by the MotoAmerica CMO. The public is defined as contractors, guests, spectators, and all other visitors on-site.

5.4.4 MEDICAL VEHICLES

The goal for response times to any section of the track will be 120 seconds. Treatments will strive for the highest level of medical care for riders, regardless of severity of injury, to minimize or eliminate unwanted outcomes. There must be two ALS Ambulances present for on-track activities to occur.

- a. Medical Intervention Vehicle or Fast Car (Type A):
 - A vehicle for rapid intervention at accident areas to give the injured immediate assistance for respiratory and cardio-circulatory resuscitation.
 - This vehicle should have “MEDICAL” clearly marked on it in large letters. The type of vehicle used should be appropriate for this purpose in the relevant discipline.
- b. Advanced Life Support (ALS) Ambulance (Type B):
 - A highly specialized vehicle for the provision of advanced treatment, transport and can serve as a mobile resuscitation center. There must be two ALS Ambulances present for on-track activities to occur.
- c. Basic Life Support (BLS) Ambulance (Type C):
 - A vehicle capable of transporting an injured person on a stretcher in reasonable conditions.
- d. Helicopter (Air Ambulance)
- e. Other Medical Vehicles (e.g., UTVs)
- f. The Medical Intervention Vehicle (a.k.a. Fast Car)
 1. This high-performance vehicle will be staffed with a local physician or paramedic, as well as a driver familiar with the layout of the course, all access roads and gates.
 2. The Fast Car will have radio communication with Race Control and will be positioned so that a rapid response is possible to any section of the track. It will be equipped with advanced trauma and airway management equipment.
 3. This vehicle will be deployed by the Race Director in the event of a Red Flag during a session, supporting the trackside ambulance in incidents that suspect:
 - an unconscious rider
 - a spinal injury

- a serious injury
 - a rider requiring immobilization and/or stabilization before being moved
 - a rescue needing longer than 3 minutes.
 - a need for medical intervention on the track
4. The role of the Fast Car is to provide the initial evaluation and triage as well supporting the trackside ambulance paramedics and EMTs, supplementing their capabilities with advanced modalities. The Fast Car will follow the grid of riders for the sighting, warm-up, and first lap of each race.
 5. Medical Equipment
 - Portable oxygen supply
 - Supraglottic, endotracheal intubation and surgical airway equipment
 - Suction equipment
 - Manual ventilator
 - Equipment for chest decompression
 - Equipment for vascular access, infusion, circulatory support, and hemorrhage control.
 - Blood pressure monitoring equipment
 - Pulse oximeter
 6. Other Equipment
 - Equipment to remove race suits and helmet.
 - A method (e.g., protective canvas / tarpaulins) to screen the rider or the accident scene from public view.
 7. Equipment should be easily identified and stored to use at the trackside.
- g. Medical Intervention Vehicle (Fast Car) Grid Procedure
1. Sighting Lap
 - The Fast Car should stage at Pit Out when riders are released for their sighting lap.
 - When Pit Exit is closed for riders, the Fast Car will enter the track, taking a lap and staging at the center of the track 2 rows behind the last rider on the grid.
 2. Warm-Up Lap
 - At the start of the Warm-Up lap, the Fast Car will follow at speed the grid of riders for that lap, repositioning again in the center of the track 2 rows behind the last gridded rider.
 3. Race Start
 - At the start of the race, the Fast Car will follow at speed the grid of riders, returning to Pit Out, at the completion of the first lap.
 4. In the event that a rider runs off course, and returns behind the Fast Car, the vehicle will continue at the same speed.
 5. During the Grid Procedure, the Fast Car will not stop for a rider off course unless instructed by the Race Director.
- h. Advanced Life Support (ALS) Ambulance
1. Staffing & Qualifications
 - There should be 1 paramedic and 1 EMT in each of the trackside ambulances.

- Each ambulance will have radio communication with Race Control.
 - The ambulances will be positioned per the individual event medical plan requirements. These personnel should be skilled in helmet removal, with/without an Eject helmet removal system, supraglottic and endotracheal airway management.
2. The Medical Service must have exclusive access at any time to a minimum of two ambulances that are registered as an ambulance with the appropriate authorities and insured to transport casualties on public roads.
 3. Medical Equipment
 - Portable oxygen supply
 - Supraglottic and endotracheal intubation equipment
 - Suction equipment
 - Manual ventilator
 - Equipment for vascular access, infusion, circulatory support and hemorrhage control
 - Blood pressure monitoring equipment
 - Pulse oximeter
 - Equipment to remove race suits and helmets.
 - Equipment to immobilize limbs and spine
 - Stretcher
 - Scoop Stretcher
 - ECG monitor and defibrillator
- i. Air Ambulance (Medical Helicopter)
1. A medical helicopter should be available and capable of transporting an injured rider to a Level 1 Trauma Center.
 - The helicopter should have a cold start to arrival time of less than 30 min.
 - The helicopter should be staffed by one Flight Nurse, one Flight Paramedic and one pilot.
 - The helicopter should be equipped to manage advanced cardiac and trauma resuscitation.
 - The helicopter may be IFR rated but may be limited by a 1000ft minimum ceiling.
 2. The helipad should be positioned in a secure area where aircraft prop wash will not have an effect on racing activities.
 3. Medical Equipment on the Helicopter:
 - Oxygen supply
 - Supraglottic, endotracheal intubation and surgical airway equipment
 - Suction equipment
 - Manual and automatic ventilator
 - Equipment for chest decompression
 - Equipment for vascular access, infusion, circulatory support and hemorrhage control.
 - Blood pressure monitoring equipment
 - Pulse oximeter

- Stretcher
- ECG monitor and defibrillator

4. The Medical Panel will establish the circumstances and procedures at each event for the summoning of an Air Ambulance.

j. Other Medical Vehicles

At certain tracks, medical services may utilize other vehicles to access, and transport injured riders. These will be included in the Medical Plan for that track.

5.4.5 HOSPITALS

- A hospital network must be identified to manage all potential spectrum of trauma utilizing the services ranging from Level 1 to Level 3 Trauma Center capabilities.
- Each hospital as well as the helicopter service will receive **a written notification** of the upcoming event before the race. Confirmation of receipt of these notifications will be retained by MotoAmerica.

c. Maps will be available to these hospitals for officials, team members, and family.

d. Trauma Level 3 Hospital Services

1. Services for a Level 3 hospital should include:

- Onsite Helipad.
- Emergency Medical Services
- Imaging capability with X-ray, CT, and Ultrasound
- Available Specialist in General Surgery and Orthopedics.
- Medical ICU

2. Transportation time by ground ambulance should be within 30 minutes.

e. Trauma Level 1 Hospital Services

1. Services for a Level 1 hospital should include:

- Onsite Helipad
- Emergency Medical Services
- Full imaging services with X ray, CT, MRI and Ultrasound
- Medical ICU
- Trauma/Surgical ICU

2. Additional specialty services should include:

- Trauma Anesthesia, Surgery and General Surgery
- Orthopedics
- Cardiology, Cardiothoracic and Vascular Surgery
- Neurosurgery/Spine
- Plastic Surgery
- Maxillofacial Surgery
- Internal Medicine

3. Transportation time by helicopter should be within 30 minutes.

f. Pediatric Trauma Center

There should be an identified Pediatric Trauma Center.

5.4.6 COMPETITION CARE CLINIC

- a. MotoAmerica will provide a Competition Care Clinic at races. Services available are:
 - Concussion Evaluation and Management
 - Minor Injury Evaluation and Management
 - Functional Taping/Kinesio Taping
 - Therapeutic Massage
 - Manual Manipulation
 - Evaluation and Management of medical conditions
- b. These services are to help optimize performance and assist with recovery from injury.
- c. Credentialed MotoAmerica staff may utilize these services during race events.
- d. All activities are under the direction of the CMO. When possible, the Competition Care Clinic will be located in the Medical Center.

5.5 PROCEDURE IN THE EVENT OF AN INJURED RIDER

The management of an injured rider is under the control of the CMO, in consultation with the Track Medical Doctor, and should be the following:

- a. A fallen rider must be reached by a Corner Marshal who can assess whether the rider is injured. If the rider is injured, Race Control must be informed by radio so that further procedures can be initiated.
- b. The CMO or designated medical personnel must be stationed in Race Control with access to closed circuit television to monitor the situation.
- c. Upon request by the CMO any medical vehicle can be dispatched to the scene of the incident, however only the Race Director can authorize entry onto or response via track.
- d. Similarly, interruption or cessation of racing or practice session can only be authorized by the Race Director.
- e. It is the responsibility of the CMO to advise the Race Director of incidences where access to a fallen rider(s) necessitates this.
- f. Response codes are:

CODE 0 NO MEDICAL INTERVENTION REQUIRED

- Rider gets up unassisted.

CODE 1 SHORT RESCUE

- Rider slow to get up, wobbly, disoriented, etc (no trackside medical intervention needed but should be sent to the Medical Center for evaluation)
- Rider will be cleared from track in less than 1 minute.

CODE 2 LONG RESCUE

- Rider is down but conscious and moving but not getting up or very slow to get up.
- Trackside medical intervention may be needed, Fast Car and ambulance stand by for dispatch, no spinal injury is suspected.

- Rider will be cleared from track in less than 2 minutes.
- CODE 2 COULD RESULT IN A RACE INTERRUPTION.
- IF THE FAST CAR IS DEPLOYED, THE RIDER(S) SHOULD NOT BE MOVED OR TRANSFERRED WITHOUT INSTRUCTIONS FROM FAST CAR STAFF.

CODE 3 PROLONGED RESCUE

- Rider(s) is (are) down and unconscious.
- Trackside Medical Intervention needed (Fast Car and Ambulance) stand by for dispatch)
- Rescue will take longer than 3 minutes.
- Medical intervention required on track.
- CODE 3 WILL RESULT IN A RACE INTERRUPTION (RED FLAG).
- FAST CAR AND AMBULANCE WILL DISPATCH AT THE DIRECTION OF RACE CONTROL AND AS SOON AS THE TRACK IS CLEAR.
- IF THE FAST CAR IS DEPLOYED, THE RIDER(S) SHOULD NOT BE MOVED OR TRANSFERRED WITHOUT INSTRUCTIONS FROM FAST CAR STAFF.

5.5.1 TRANSFER TO THE MEDICAL CENTER

The injured rider will be transferred to the medical center when his condition permits.

- a. The CMO shall decide the time and method of transfer.
- b. Rarely, at the discretion of the CMO only a rider may be transferred to hospital directly from the trackside.
- c. The MotoAmerica goal is that the vehicle responding to the injured rider must be on the scene of the accident within 120 seconds following the order to intervene.

5.5.2 TREATMENT AT THE MEDICAL CENTER

- a. At the medical center, medical personnel will be available to treat the rider. The CMO will coordinate treatment of the rider in consultation with the Track Medical Doctor.
- b. A rider who is conscious may choose the medical personnel by whom he wishes to be treated. A rider who does not wish to be treated by the medical center staff against their advice must sign a "Rider Self Discharge Form".
- c. When a concussion has been suspected:
 1. Currently MotoAmerica and the FIM use the Sport Concussion Assessment Tool, 5th Edition - SCAT 5, with a Balance Error Scoring System - BESS to confirm the presence of an alteration in brain function that is consistent with a Concussion.
 2. MotoAmerica may also use Vestibulo Occulo_Motor Screening – VOMS, with or without computer aid. These tests, in combination, have excellent sensitivity and very good specificity in detecting the presence of a Concussion.
 3. A rider suspected of having a concussion is removed from competition and placed on the Unfit Rider List until a review can be completed. This review will include, at a minimum, evaluating the video of the incident by the CMO after the session.

4. The CMO will determine the rider's fit/unfit status and communicate to Race Direction and other relevant MotoAmerica personnel.
 5. The rider will not be able to return immediately to the current session, even with favorable testing and will be held out from competition for 24 hours.
- d. The helmets of all riders taken to the medical center:
1. For assessment following a crash to be examined by the CMO or designated medical personnel before being returned to the rider or the team manager.
 2. To be transferred with a rider to the hospital, if necessary.

5.5.3 TRANSFER TO HOSPITAL

- a. The Track Medical Doctor, in consultation with the CMO, shall decide the time of transfer, the mode of transfer and the destination of an injured rider.
- b. Having made the decision, it is his responsibility to ensure that the receiving hospital and appropriate specialists are informed of the estimated time of arrival and the nature of injuries.
- c. It is also the responsibility of the Track Medical Doctor, in consultation with the CMO, to ensure appropriately skilled and equipped staff accompany the rider.



MEDICAL HISTORY FORM
(To be completed by the applicant)



Personal Data:

Name:		First name:		Date of birth	
Address:					
Sex		male	female	FMN:	AMA / CMA
No		Yes	Details		

☐ Loss of consciousness for any reason dizziness or headache ☐

☐ Eye problems (except glasses) ☐

☐ Asthma ☐

☐ Allergy to medicines or drugs ☐

☐ Concussions (number/date) ☐

☐ Diabetes ☐

☐ Heart problems ☐

☐ Blood pressure disorder Stomach ☐

☐ problems (ulcer, etc) Uro-genital ☐

☐ problems ☐

☐ Epilepsy or convulsions ☐

☐ Mental or nervous disorder ☐

☐ Problems with arms or legs incl, muscle cramp or joint stiffness ☐

☐ Blood disorder with tendency to bleeding ☐

Blood type

☐ Operations (fractures/hardware) ☐

☐ Do you take any medicine or drugs regularly? ☐

- I have not been banned, on medical grounds, from taking part in any other sport.
- I do not take drugs and do not abuse alcohol.
- In case of an injury I give permission to the Medical Staff to release any relevant information to the clerk of the course, my relatives, my own doctor and the FMN.
- I declare that the information that I have given is the truth.
- I agree to the information on the Medical Examination Form being sent to the doctor of my FMN.

Date _____ Signature of applicant(or responsible Parent or Guardian if a minor)



MEDICAL EXAMINATION FORM (to be completed by the doctor)



The person to be examined is applying for a license to participate in motorcycle events. The purpose of the examination is to determine whether the applicant is physically and mentally fit to control a motorcycle to ensure the safety of other riders, officials, and spectators during an event.

Name:	First name:	Date of birth	
Address:			

Sex: male female non-binary

Vital Signs:

Blood Pressure	Pulse	Respiratory Rate
-----------------------	--------------	-------------------------

System	Normal	Abnormal	Details if Abnormal
HEENT			
Eyes:			
Distance Vision without Correction			
Left Eye			
Right Eye			
Distance Vision with Correction			
Left Eye			
Right Eye			
Respiratory System			
Cardiovascular System			
Exercise Treadmill Test if over 50YO			
Abdomen			
Presence of Hernia(s)			
Genito Urinary System			
Urine Albumen			
Urine Glucose			
Extremities			
Right Arm			
Left Arm			
Right Leg			
Left Leg			
Spine			
Neurologic System			
Vestibular Function			
Rhomberg Test			
Tandem Gait Test			

* In addition to the medical examination, an applicant for any license if 50 years of age or older must undergo and successfully pass an Exercise Treadmill Test (ETT) prior to the issuing of the license. The ETT must be completed and successfully passed every three years.

☐ I, the undersigned, certify that this person is medically fit to take part in motorcycle events.

☐ I, the undersigned, certify that this person is medically NOT FIT to take part in motorcycle events.

☐ I recommend that this person be examined by a member of the Medical Committee of MotoAmerica, or a doctor appointed by MotoAmerica.

Date of examination

Signature of Doctor

Printed Name: _____

Address: _____

Email: _____

Telephone number: _____



FIT TO RIDE CERTIFICATE

TO: RACE DIRECTION

FROM: MEDICAL CENTER

RIDER NAME	
RIDER COMPETITION NUMBER	
CLASS	

The rider named above has been evaluated at the Medical Center and is judged fit to compete in motorcycle circuit racing.

CIRCUIT	
TIME	
DATE	

CHIEF MEDICAL OFFICER

NAME	
SIGNED	

INFORMATION TO RIDER/TEAM: You must take this certificate and present it to RACE DIRECTION. Failure to do so may result in you being unable to participate in a practice session to race.

DATABASE INPUT COMPLETED	
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MEDICAL CODE APPENDIX D - CONCUSSION POLICY

a. Introduction

Concussion was defined by the “Consensus Statement on Concussion in Sport, Zurich, 2012”, and as used by the FIM, as a “complex pathophysiological process affecting the brain, induced by traumatic biomechanical forces”. This simply means, an alteration in the way in which the brain functions secondary to an impact to the brain, either direct or indirect. This alteration occurs on a cellular level and is not observable with either a CT or MRI scan of the brain. A loss of consciousness is not a requirement for this condition, and up to 90% of all concussions do not involve a loss of consciousness. The alterations in brain function may be subtle or dramatic.

b. Signs and symptoms

Signs can be observed, and symptoms are reported by the rider.

Clear signs are a Loss of Consciousness – LOC, a profoundly unstable gait/walk – ataxia, confusion, repetitive questioning indicating retrograde amnesia or vomiting.

Common symptoms of a concussion may include headache – the most common, nausea, “pressure in head”, dizziness/balance problems, sensitivity to light or sound, blurred/double vision, difficulty in concentrating/remembering/focusing, fatigue/drowsiness, confusion, sleep disturbances and changes in emotion/irritability, as well as other vaguer symptoms such as “not feeling right”.

Even impacts that are away from the head may produce a concussive event, for example, loading the spine axially.

Symptoms typically are self-limited to 7-10 days. 10-15% of the time this can be longer.

c. Criteria for Suspicion of a Concussion

- Observation of Loss of Consciousness on CCTV in Race Control, or the rider is slow to get up off the ground.
- Observation of profound ataxia/staggering, unsteadiness, balance difficulty or falling again after getting up.
- Observed confusion or inability to communicate by initial responding Medical Personnel or Corner Marshals. (These personnel are asked to report these signs only and are not making a diagnosis).
- Observed vomiting.
- Suspicion of the physician in the Medical Center.
- Self-reporting of Symptoms of a Concussion.
- Determination of a Concussion

Concussions do not affect brain tissue in the way found in more significant Traumatic Brain Injury, TBI. Therefore, there are not any detectable changes on standard CT or MRI scans that can help determine if a Concussion has occurred. These scans, however, are commonly used to detect the presence of a more serious TBI, because Concussion and these more serious head injuries share many common signs and symptoms.

Currently MotoAmerica, and FIM, use the Sport Concussion Assessment Tool, 5th Edition - SCAT 5, with a Balance Error Scoring System - BESS to confirm the presence of an alteration in brain function that is consistent with a Concussion. MotoAmerica will also use Vestibulo Occulo Motor Screening – VOMS, with or

without computer aid. These tests, in combination, have excellent sensitivity and very good specificity in detecting the presence of a Concussion.

ImpACT neurocognitive testing, when used, is a helpful tool in determining the level of continued neurocognitive disability from a concussive injury and rehabilitation strategy. It cannot be used as a stand alone determinant for Return to Competition.

d. Exclusion from Competition

When a concussion has been suspected, a rider is removed from competition and placed on the Unfit Rider List until a review can be completed. This review will include, at a minimum, evaluating the video of the incident by the CMO after the session.

The CMO will determine the rider fit/unfit status and communicate to Race Direction utilizing the "Fit To Ride Certificate" form. It is the team/rider responsibility to provide the form to Race Direction prior to participating in any session.

The rider will not be able to return immediately to the current session, even with favorable testing. The rider may be held out from competition for 24 hours.

e. Return to Competition

It is always important for riders to observe a graduated increase in activity before returning to full competition to help avoid persisted symptoms.

1. Complete mental and physical rest until all symptoms have resolved. Usually, 72hrs.
2. Light aerobic activity - walking.
3. Moderate aerobic activity – bicycling/swimming.
4. Strenuous aerobic activity – HR > 60% MPHR. Preferably low impact.
5. Full Training – MX, FT, MTB
6. Return to full Competition.

Symptoms should not recur as activity is advanced. If symptoms do occur, then return to the next lower level of activity for 24hrs and try to advance again. If symptoms continue to occur, a head scan may be needed to investigate further for a more serious Traumatic Brain Injury.

f. Conclusion

The understanding and management of concussion in athletes is rapidly evolving. Serious consequences can occur from the mismanagement of concussions, and it is important for all riders to have a thorough understanding of this condition and how it may potentially affect them. Since the symptoms are mostly self-reported, this policy relies heavily on self-implementation. The rider and their teams need to honestly identify rider symptoms and alert the Chief Medical Officer. Though an injury to the brain is not externally apparent in a concussion, the need for the competent management of this injury should be viewed equally as important as that of a seriously broken bone or other serious injury.

6.0 AMA CODE OF CONDUCT POLICIES

6.1 SUBSTANCE ABUSE POLICY

- a. In the interest of protecting the integrity of motorcycle racing, AMA has established a Substance Abuse Policy and from time to time conducts tests for drugs and/or alcohol.
- b. Compliance with the AMA Substance Abuse Policy is an essential precondition to the issuance of an AMA Competition License.
- c. Any violation of the policy, or refusal to submit to testing as requested by AMA, will result in the immediate suspension or cancellation of Licenses and suspension from participating in any AMA-sanctioned events or AMA-sanctioned Events.
- d. A copy of the AMA Substance Abuse Policy is provided during the License application process and can be found in the Appendices of the AMA Rule Book.
- e. Credentialed Participants agree to release, indemnify, defend and hold harmless AMA, it's respective LLC members and/or investors, directors, trustees, officers, employees, agents, personnel as well as any consultants and any laboratories or testing facilities retained by AMA or its assigns for the purpose of conducting drug or alcohol tests in connection with the Policy, from any and all liability related in any way to any tests conducted in connection with the Policy or the disclosure of the results of any such tests.

6.2 SPORTS GAMBLING POLICY

- a. All Credentialed Participants have an obligation to protect the integrity of the sport. Gambling on AMA Events by Credentialed Participants can pose a serious threat to the integrity of AMA, its stakeholders, and the industry. The integrity of AMA Competition remains our greatest asset. To protect the sport from corrupt influences, AMA's Sports Gambling Policy is outlined in this Section.
- b. AMA Credentialed Participants Subject to Sports Gambling Policy
 1. While AMA reserves the right to regulate any Credentialed Participant gambling conduct related to AMA Events, AMA has an enhanced concern regarding the conduct of Competitors who compete and contribute to the on-track AMA Competition. As such, AMA's Sports Gambling Policy applies to AMA Competitors holding the following valid AMA Series Licenses:
 - i. Rider
 - ii. Team Owner
 - iii. Team Manager
 - iv. Crew
 - v. Race Official
 2. AMA reserves the right to pursue legal or disciplinary action or to terminate one's Credential based on gambling conduct even if the given individual is not listed in this Section.
 3. All AMA Competitors holding a valid AMA Rider, Team Owner, Team Manager, Crew or Official License may be required to complete an AMA mandated e-learning tutorial.
- c. **Sports Betting**
 1. Credentialed Participants shall not engage, nor attempt to engage, in any legal or illegal gambling activity (as defined below) relating to any Event:
 - i. In which AMA is involved.

- ii. That in the judgement of AMA could represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to motorcycle racing or AMA.
- 2. This Rule applies to all gambling activities, including without limitation, those available in any gaming facility, casino, lottery gaming facility, racetrack gaming facility, on the internet or electronically, or in all other establishments and locations. Gambling activity, for purposes of the above, is defined as placing anything of value at risk, financial or otherwise, in connection with a bet, wager, or Game of Chance.
- 3. Credentialed Participants shall not instruct, cause, or enable other individual(s) to engage or attempt to engage, in any legal or illegal gambling activity on an Event, as defined above, nor should they accept any money or other thing of value stemming from another individual's legal or illegal gambling activity on an Event.
- 4. Credentialed Participants shall not engage, nor attempt to engage, in any legal or illegal gambling activity relating to any off-track or other occurrences, actions, or proceedings concerning or related to AMA or its business, including but not limited to, team/Rider signings, Race locations, disciplinary matters, AMA esports participation, or other proposition bets, nor should they accept any money or other thing of value stemming from another individual's legal or illegal gambling activity on any off-track occurrences.
- 5. Credentialed Participants shall not instruct, cause, or enable other individual(s) to engage or attempt to engage, in any legal or illegal gambling activity relating to any off-track or other occurrences, actions, or proceedings, as defined above.
- d. **Fantasy Games**
 - 1. Fantasy games, daily fantasy games, free-to-play contests, or similar online contests are prohibited.
 - 2. Credentialed Participants are not permitted to engage in daily and/or season-long fantasy games or free-to-play contests relating to any Event in which AMA is involved. There shall be disciplinary action against Credentialed Participants who have engaged in fantasy games, daily fantasy games, free-to-play contests, or similar online contests.
- e. **Fixing/Bribing/Collusion**
 - 1. Credentialed Participants may not be involved with the offering, giving, acceptance, or receipt of a bribe, gift, or any type of consideration, financial or otherwise, that could improperly influence, manipulate, or fix an Event:
 - i. In which AMA is involved.
 - ii. That in the judgment of AMA could represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to motorcycle racing or AMA.
 - 2. Credentialed Participants may not participate in nor instruct, cause, or enable other individual(s) to engage in any on-track or off-track action that could improperly influence, manipulate, or fix an Event, as defined above.
 - 3. Credentialed Participants must give their honest and best efforts when competing in AMA Events and shall not engage, nor attempt to engage, in any intentional underperformance regardless of purpose, motivation, or incentive.
- f. **Tipping/Divulging of Information**
 - 1. Credentialed Participants shall not directly or indirectly disclose, nor attempt to

disclose, to any other individual or entity confidential information, information which the Credentialed Participant has obtained by virtue of his or her position within the racing industry, or any other non-public special knowledge or information for the purposes of enabling or facilitating gambling activity related in any way to any Events in which AMA is involved or off-track actions.

2. Credentialed Participants shall not request or support, nor attempt to support, any such provision of knowledge or other information, whether for their own gain or for the gain of others.
3. Credentialed Participants shall not be involved with any such provision of knowledge or other information in situations where they know, or reasonably should know, that disclosure could contribute to the improper use of such information in connection with sports betting.

g. Reporting Obligation

1. Credentialed Participants are under a duty to report the following matters to AMA, without undue delay and unprompted, at the first available opportunity:
2. Attempted, requested, witnessed, or observed legal or illegal gambling activity or noncompliant involvement with Games of Skill relating to any Event:
 - i. In which AMA is involved.
 - ii. That in the judgment of AMA could represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to motorcycle racing or AMA.
 - iii. The offering, giving, and/or acceptance or receipt of a bribe, gift, or any type of consideration, financial, or otherwise, that could improperly influence, manipulate, or fix an Event, as defined above.
 - iv. Attempted, requested, witnessed, or observed disclosure of confidential information, information which a Credentialed Participant has obtained by virtue of his or her position within the racing industry, or any other non-public special knowledge or information for the purposes of enabling or facilitating gambling activity related in any way to AMA Events or off-track actions.
 - v. Any activity known, suspected, or anticipated to be non-compliant with the AMA Gambling Policy.
3. Credentialed Participants are under a duty to report the above matters to AMA, without undue delay and unprompted, at the first available opportunity, whether they are directly involved with the matter or should have reasonably been aware of the matter. This provision applies to any Credentialed Participant who should reasonably be aware of attempted, witnessed, or suspected Rules violations relating to affiliated Competitors.

h. Investigation Obligation

1. Credentialed Participants are obligated to cooperate and affirmatively participate in any investigation of a violation of the Rules whether the investigation stems from a report submitted by that person and/or whether he or she is the subject, witness, or even a person of interest in the investigation.

i. Disciplinary Action

1. AMA reserves the right to issue Penalties to any Credentialed Participant (regardless of License type) for violations of its Sports Gambling Policy under Section 6.4 Code of Conduct Penalty Options and Guidelines, should the conduct of such Credentialed Participant, in the judgment of AMA, represent the potential for a conflict of interest, unsportsmanlike conduct, or other

action(s) detrimental to motorcycle racing or AMA.

j. Competition Reinstatement

1. AMA shall send the suspended Credentialed Participant a letter containing the terms and conditions for consideration of reinstatement of the Credentialed Participant's AMA License.
2. If the Credentialed Participant wishes to have AMA lift the suspension, the Credentialed Participant must agree to AMA's terms and conditions.
3. Under the terms and conditions of reinstatement, a designated Program Administrator (PA) will facilitate an evaluation for the Reinstatement Program by coordinating an evaluation with the appropriate professional for advising on creation of a Reinstatement Plan.
4. When a Credentialed Participant has, to the satisfaction of the PA, completed the requirements set forth in the letter, the Credentialed Participant is eligible for reconsideration of reinstatement of an AMA License.

6.3 Participant Conduct

- a. Being an AMA Licensed/Credentialed Participant is a privilege. With that privilege comes certain benefits, responsibilities, and obligations. Correct and proper conduct, both on and off the racetrack, is part of a Credentialed Participant's responsibilities. A Credentialed Participant's actions can reflect upon the sport as a whole and on other Credentialed Participants. Ideally, Credentialed Participants are role models for the many fans who follow this sport, regardless of the type of License a Credentialed Participant may hold, or the specific Discipline in which a Credentialed Participant may participate. Therefore, AMA views a Credentialed Participant's conduct, both on and off the racetrack, which might constitute a behavioral Rules violation under this Rule Book with great importance.
- b. A Penalty issued for technical infractions are often based on exact technical measurements, tolerances, and/or written specifications. However, personal actions or omissions, or other behavior by a Credentialed Participant that might give rise to the issuance of a Penalty under are usually not.
- c. In part, due to their individual nature, and the context in which they may have occurred, behavioral infractions do not lend themselves to a structure similar to that outlined in Race Disqualification, L1, L2, and L3 for technical infractions or at-track penalties. However, when reviewing and making a determination about the more common behavioral actions that have arisen from time to time, AMA will generally refer to the Participant Conduct guidelines in this Section with regards to issuing a Penalty Notice or taking other action.
- d. AMA expects Credentialed Participants to police their own behavior, attempt to resolve disputes with other Credentialed Participants, and generally act as a role model representing the sport. AMA, in its sole discretion, may call mandatory meetings with Competitors, and meetings may also be requested by Competitors. However, from time to time, a Credentialed Participant's action or omission may give rise for the need for AMA to step in, review the matter, and if necessary, take action to maintain the fairness of Competition and/or the integrity of the sport. This might include Event and/or Race Rules and Procedure decisions, issuing a Penalty Notice.
- e. Credentialed Participants shall not make or cause to be made a public statement and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition.

- f. AMA is dedicated to the highest standards of safety and conduct, and all Credentialed Participants must conduct themselves accordingly. Unsafe or inappropriate conduct may result in the imposition of penalties. Acts or omissions that constitute a violation of the Rule Book, or are detrimental to motorcycle racing, AMA, the Promoters, sponsors, participants or fans, may result in the imposition of penalties.
- g. AMA acknowledges that the nature of the sport of motorcycle racing involves contesting a position that could result in routine racing contact. If deemed as such, these are instances that would not normally result in further action by AMA.
- h. In extraordinary circumstances, AMA may take whatever action it deems necessary to mitigate and/or rectify circumstances created by a Credentialed Participant's actions, including but not limited to, negating the results of a competitor's performance, and thereby advancing another Competitor in the standings and/or playoffs.
- i. Certain behavioral infractions are zero-tolerance (e.g. substance abuse violations) and are described in greater detail elsewhere in the Rule Book. Most behavioral infractions fall under the broader heading of Actions Detrimental to the Sport.
- j. AMA will generally refer to the Code of Conduct Penalty Options and Guidelines when determining if any official action is required and, if so, what the scope of a Penalty Notice might include in most corresponding cases. The Penalty Options and Guidelines are merely general examples of behavior that may fall into certain Penalty levels and are not limited to only the listed examples.

6.4 CODE OF CONDUCT PENALTY OPTIONS AND GUIDELINES

- a. Credentialed Participant actions that could result in a Fine:
 - 1. Disparaging the sport, Race Officials and/or leadership of AMA or Promoters.
 - 2. Verbal abuse of a Race Official, Event Official, Promoter Staff, media, fans, etc.
 - 3. Failure to complete media obligations as outlined in the rulebook.
- b. Credentialed Participant actions that could result in a loss of Points and/or a Fine. Violations may also result in Disqualification, Race suspension(s), indefinite suspension, or Credential revocation:
 - 1. Attempting to manipulate the outcome of the Race or championship.
 - 2. Intentionally damaging another motorcycle.
 - 3. Riding at any time in such a manner as to endanger other Competitors, Officials or the public.
 - 4. Crashing into another motorcycle, whether or not that motorcycle is removed from Competition as a result.
 - 5. Any actions deemed to compromise the safety of an Event or otherwise pose a dangerous risk to the safety of Competitors, Officials, Promoter Staff, media, spectators, or others.
- c. Credentialed Participant actions that could result in a loss of Points, Fine, Disqualification, Race suspension, indefinite suspension, and/or Credential revocation:
 - 1. Targeting a competitor who is in a highly vulnerable position, such as being stopped on or off the track.
 - 2. Removing another Competitor from championship contention in a dangerous manner when not racing for position, based on the available evidence and specific circumstances of the incident.

- i. Without limiting the scope, examples could include a competitor "waiting" for another Competitor and then taking action, taking a trajectory with the motorcycle not normally taken directly up into a motorcycle in the racing line, clearly forcing another Competitor in an abrupt and unambiguous manner into a situation where the Competitor crashes, and so on.
- d. Credentialed Participant actions that could result in a Fine and/or Race Suspension(s), Disqualification, Indefinite Suspension or Credential Revocation:
 - 1. Statement and/or communication made public (including social media platforms) that demeans, criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition.
 - 2. Engaging in any unfair practice, misbehavior, or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.
 - 3. Competing under a false name, falsifying one's age or ability to meet any of the various eligibility requirements as set forth by AMA, or in general, competing or attempting to compete in AMA sanctioned activities under false pretenses.
 - 4. A physical confrontation or verbal attack on a Credentialed Participant, Race Official, Promoter Staff, media, fans, etc. and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during, or after an AMA event.
 - 5. Credentialed Participant-to-Credentialed Participant confrontation(s) with physical violence (e.g. striking another Competitor) and other violent manifestations such as significant threat(s) and/or abuse and/or endangerment.
 - 6. Engaging in a Competitor boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start or completion of any portion of an AMA event.
 - 7. Refusing to provide a factual statement regarding an item under protest or appeal when requested by AMA or a party to the appeal or interfering in any way with AMA's protest and appeal procedures in order to influence the outcome.
 - 8. Refusal to submit a machine for inspection. Any team/Competitor refusing to immediately surrender their machine to AMA or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
 - 9. Multiple violations of the Code of Conduct.
 - 10. Selling AMA Event Credentials (VIP Passes, Essential Worker Passes, etc.).
 - 11. Being charged with or convicted of significant criminal violations (e.g. Domestic Violence, Trafficking, Assault), or having had determinations rendered by criminal or civil authorities that in AMA's judgment necessitate action. AMA will not pre-judge guilt or innocence in the criminal or civil legal system, or the guilt or innocence of the Credentialed Participant, but rather review each matter in its own context and circumstances and with regards to its potential effects upon the sport.
 - 12. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
 - 13. Giving, offering, or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMA rules or procedures or to otherwise gain an advantage.

14. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMA rules or procedures or to otherwise gain an unfair advantage.
15. Wagering by a participant on the outcome of any AMA sanctioned race.
16. Other violations of AMA's Sports Gambling Policy.

7.0 ANTI-DOPING CODE

The regulations will be governed by the AMA Substance Abuse Policy and Testing Procedures.

AMA Substance Abuse Policy and Testing Procedures

The following American Motorcyclist Association Substance Abuse Policy & Testing Procedures (“Policy”) are implemented and enforced solely and exclusively by the American Motorcyclist Association (“AMA”). Compliance with the policy and participation in the testing program is mandatory for all AMA participants.

This Policy, as it may be amended from time to time, is a supplement to the provisions of the AMA Rules for Professional Competition (AMA), and will be interpreted, enforced, and applied by the AMA. This Policy is binding upon all AMA Participants in the same manner and to the same extent as the AMA Rules for Professional Competition.

Persons participating in any AMA must agree to the following:

“I recognize the importance of maintaining the safety and integrity of professional motorcycle racing. Accordingly, I agree to strictly comply with AMA Rules for Professional Competition and the Substance Abuse Policy & Testing Procedures (“Policy”). I understand that my agreement to comply with the Policy is an essential precondition to the issuance of a professional license and that I must abide by the Policy and submit to such testing procedures as may be conducted from time to time at the sole discretion of the AMA and its testing administrator and medical staff as a condition of continued licensure. I hereby authorize the testing administrators and medical staff to contact my physician(s) and medical health care provider(s) and I give my consent to disclose my medical history, including prescriptions, for the purpose of any investigation. I further understand that any violation of the Policy, or failure or refusal to submit to testing, will result in immediate disciplinary action up to and including the ineligibility of my privilege to participate in any AMA-sanctioned events. I further consent to the public release and publication of my test results.”

INTRODUCTION

Through a comprehensive random and for-cause testing program, the AMA Substance Abuse Policy & Testing Procedures are designed to confirm that AMA competitors are uninfluenced by performance enhancing substances and methods or other prohibited substances, and that periodic testing of athletes will provide a level playing field for AMA competitions. The AMA prohibits the misuse of alcohol, prescription drugs or any substance used in a manner that affects or impacts the integrity of the competition, including, but not limited to illegal or performance enhancing substances. Ultimate responsibility for compliance with this Policy is with each competitor.

SECTION 1 – POLICY ADMINISTRATION

This Policy will be administered and implemented through a program administrator, medical review officer, testing laboratories and substance abuse professional(s) through agreement with Aegis Sciences Corporation.

1.1 PROGRAM ADMINISTRATOR (PA)

- a. The AMA has designated **Mindy Shelby, Ph.D.**, Aegis Sciences Corporation (“Aegis”) as the Program Administrator (“PA”) for the Policy.

- b. The PA is responsible for, among other things, administering collection of samples/collections under this Policy, coordinating secure shipment of specimens to the testing facility, ensuring thorough and accurate scientific testing of specimens, determining whether any AMA Licensed Participant has tested positive for prohibited substances or otherwise violated this Policy, and informing the AMA and the Participant of any such violation. In making this determination, the PA shall consider all information derived from the testing process, as well as all information derived from the independent investigation of the Medical Review Officer (MRO).
- c. The PA shall facilitate evaluations for AMA Participants for the Return to Competition Program by coordinating with the appropriate substance abuse professional(s) in designing a Return to Competition Plan that may include substance abuse counseling, treatment or rehabilitation, as well as race sanctions for confirmed positive test results.

1.2 MEDICAL REVIEW OFFICER (MRO)

- a. The AMA has designated **Douglas Aukerman, MD**, as the Medical Review Officer (“MRO”) for the Policy.
- b. The MRO is an independent and impartial physician responsible for receiving and reviewing laboratory results generated pursuant to this Policy and determining whether there is a legitimate medical explanation for a positive test or refusal to test because of adulteration, substitution or other non-negative test.
- c. The MRO shall be a board-certified Sports Medicine physician and a medical review officer certified by the American Association of Medical Review Officers (AAMRO).
- d. The AMA reserves the right to designate other MROs, as needed, to facilitate this Policy throughout the year.

1.3 TESTING LABORATORY

- a. All testing pursuant shall be conducted by Aegis Sciences Corporation (“Aegis”).
- b. Aegis shall administer the collection, transport, and testing of urine, blood and/or saliva specimens and shall communicate the results to the PA and MRO as needed.
- c. The AMA reserves the right to designate other appropriately qualified testing facilities, as needed.

SECTION 2 – AMA PARTICIPANTS SUBJECT TO TESTING

2.1 MANDATORY PARTICIPATION

This policy is provided to AMA Licensed Participants in accordance with the AMA license agreement. Compliance with the AMA Substance Abuse Policy & Testing Procedures and participation in its testing program is mandatory for all licensed participants and as a condition of their AMA license.

2.2 PERFORMANCE ENHANCING SUBSTANCE TESTING

Participant-provided specimens or samples shall be tested for a selection of known performance enhancing substances to determine if any tested Participants are utilizing or consuming prohibited substances that might improve, enhance or alter their competitive capabilities.

SECTION 3 – PROHIBITED SUBSTANCES AND ACTS

3.1 ILLEGAL USE OF DRUGS

- a. AMA Participants are prohibited from using, having in their system, possessing, purchasing, selling and/or participating in the distribution of any drug that is illegal to possess, use, and/or distribute by the laws of the United States of America and/or any of its 50 states, regardless of the amount, at any time.
- b. For the purposes of this Policy, federal bans and definitions of illegal substances supersede any state and/or local ordinance, regulation or law permitting the use of a substance.

3.2 PROHIBITED SUBSTANCES DEFINED

Prohibited substances are those substances that, in the PA's and MRO's determination, may adversely affect the performance of an AMA Participant, including without limitation, performance enhancing substances, illicit drugs or other substances for which the Participant does not have a legitimate medical exemption for their use. The PA and MRO may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of the substance following a drug test.

- a. Prohibited Substances include, but are not limited to, illegal drugs such as marijuana (THC), cocaine, and hallucinogens.
- b. Prohibited Substances also include drugs or chemicals that may be used to alter a sample with the intent to defeat a drug test.
- c. Alcohol, if used improperly as defined by this Policy, is also considered a Prohibited Substance.
- d. Furthermore, the definition of Prohibited Substances also includes, without limitation, paraphernalia associated with illegal drug use and mind-altering and/or addictive substances, which are not sold as drugs or medicines, but are used or marketed for their mind or behavior-altering effect.

3.3 PROHIBITED SUBSTANCES SPECIFIED

a. **STIMULANTS**

Including without limitation:

Cocaine
Amphetamine
Methamphetamine
Ecstasy (MDMA)
Eve (MDEA)
MDA
PMA
Phentermine, and other amphetamine derivatives and related compounds

b. **NARCOTIC ANALGESICS**

Including without limitation:

Fentanyl
Hydromorphone
Meperidine
Methadone
Morphine
Oxycodone
Oxymorphone

Heroin and/or their chemical and pharmacological analogs and related compounds
Codeine, dihydrocodeine, hydrocodone, and codeine analogs and related compounds (including those available over-the-counter in some countries if taken for a non-medical use)

c. EPHEDRINE CLASS

Ephedrine, pseudoephedrine, and phenylpropanolamine and/or their chemical and pharmacological analogs and related compound, as well as pseudoephedrine (even if purchased as an over-the-counter medication without a prescription) if used:

- in a manner that is inconsistent with the instructions provided by the drug manufacturer (e.g., use in concentrations or amounts in excess of the manufacturer's recommended dose); or
- in a manner or an amount that may cause an increased risk to health, safety, or an impairment of ability to conduct his/her participation in relation to an AMA event.

d. BENZODIAZEPINES

Including without limitation:

Alprazolam
Diazepam
Lorazepam (Ativan)
Oxazepam (Serax)
Temazepam (Restoril)
Alpha-hydroxy-alprazolam (Xanax)
Nordiazepam (Valium) and/or their chemical and pharmacological analogs and related compounds

e. BARBITURATES

Including without limitation:

Amobarbital (Amytal)
Butalbital (Anolor 300, Esgic, Fioricet, Fiorinal)
Phenobarbital (Luminol, Solfoton)
Pentobarbital (Nembutal, Nembutal Sodium)
Secobarbital (Seconal) and/or their chemical and pharmacological analogs and related compounds

f. PERFORMANCE ENHANCING DRUGS

Including without limitation, Human Growth Hormone (hGH), Human Chorionic Gonadotropin (hCG), Lutenizing Hormone (LH) and Insulin-like Growth Factor (IGF-1), clenbuterol, anabolic androgenic steroids ("AAS"), SARMS, Anti-Estrogen and Diuretic substances, including without limitation:

Androstenediol
Androstendione
Bolasterone
Boldenone
Chloroxomesterone (dehydrochloromethyltestosterone)
Clostebol
Dehydroepiandrosterone

Dihydrotestosterone
Dromostanolone
Epitestosterone
4-Chlortestosterone
Fluoxymesterone
Formebolone
Furazabol
Mesterolone
Methandienone (Methadrostenolone)
Methandriol
Methenolone
Methylclostebol
Methyltestosterone
Methyltrienolone
Mibolerone
Nandrolone
Norandrostendione
Norethandrolone
Norethindrone
Oxabolone
Oxandrolone
Oxymesterone
Oxymetholone
Stanozolol
Stenbolone
Testosterone
Trenbolone

g. MUSCLE RELAXERS (PEDs)

Including without limitation, carisoprodol (Soma) and meprobamate (Miltown, Meprospan).

h. SLEEP AIDS

Including without limitation, zolpidem (Ambien).

i. BETA BLOCKERS

Including without limitation, the following drugs and related compounds:

Acebutolol
Alprenolol
Amosulalol
Atenolol
Betaxolol
Bisoprolol
Carteolol
Esmolol
Landirolol
Levobunolol
Mepindolol
Metipranolol
Metoprolol
Nadolol
Nebivolol
Oxprenolol

Penbutolol
Pindolol
Propranolol
Sotalol
Tilisolol
Timolol

3.4 MEDICAL AND NON-MEDICAL USE OF PRESCRIPTION AND OVER-THE-COUNTER MEDICATIONS

- a. Many prescription and over-the-counter medications serve essential or beneficial purposes for the health and well-being of Participants, and nothing in this Policy is intended to discourage the proper use of these medications.
- b. Some medications, even when properly used, may adversely affect the safety and integrity of competition for AMA events.
- c. Misuse or non-medical use of a prescription or over-the-counter medication by a Participant is prohibited.
- d. The MRO will examine whether:
 1. the medication was used in a manner inconsistent with the instructions provided by the manufacturer, pharmacist and/or the prescribing physician
 2. the medication causes a competitive advantage, or a diminished or impaired ability to perform duties on the day of an AMA event
 3. the medication was used without a valid prescription for an appropriate medical indication from a credentialed and treating physician
 4. the participant failed to advise the issuing physician that another physician was prescribing the same and/or similar medication; and/or
 5. the medication was prescribed more than 6 months prior to an AMA event
- e. Illegal acquisition and/or illegal distribution of any prescription or over-the-counter medication is strictly prohibited.

3.5 DIETARY SUPPLEMENTS

- a. Dietary supplements may contain (either purposefully or through contamination) a prohibited substance.
- b. Any product sold with a warning advising non-use if the purchaser is subject to a drug testing program should be avoided even though such product may be available without a prescription.
- c. Information regarding the contents of over 75,000 nutritional supplements can be found online at the Aegis website (www.aegisshield.com), as well as consulting a medical provider.

3.6 MASKING AGENTS & SUBSTANCES THAT MIMIC BANNED SUBSTANCES

- a. The use of or attempted use of any agent or technique that is designed to avoid detection of a prohibited substance and/or the attempt to falsify, alter, compromise, or otherwise tamper with the integrity of a specimen or test is prohibited, including:
 1. Providing false urine samples (e.g., urine substitution or synthetic urine)
 2. Contaminating the urine sample with chemicals or chemical products
 3. Using pharmaceutical diuretics to purposefully dilute the urine sample
 4. Using masking agents
 5. Using Aromatase inhibitors that may be used to biologically manipulate the testosterone/epitestosterone ratio, and/or using epitestosterone to artificially alter the testosterone/epitestosterone ratio
- b. The use of any legal or illegal substance, or combination of substances, including but not limited to synthetics, analogues and/or derivatives of a banned substance is prohibited.

3.7 MANNER OF USE

a. SAFETY

The use of any legal or illegal substance, or combination of substances, which when taken into the human body can impair the ability of the person to perform safely or is used in an unsafe manner is prohibited.

b. INTEGRITY OF COMPETITION

The use of any legal or illegal substance, or combination of substances, which when taken into the human body can alter or enhance a person's ability to compete in a manner unfair to other Participants is prohibited.

SECTION 4 – PROOF OF PRESCRIPTION FOR PROHIBITED SUBSTANCES

4.1 MANDATORY NOTIFICATION

- a. Participants are required to notify and provide proof of prescriptions containing prohibited substances to the MRO upon receipt of such a prescription from his/her treating physician.
- b. The information required to be submitted must include the following:
 1. Participant name and Date of birth (DOB)
 2. Participant mailing address and email address
 3. Participant cell phone number
 4. Name of medication and date of prescription
 5. Name and phone number of the prescribing physician
 6. Attach a copy of the prescription providing the dosage and duration instructions for proper use
- c. Email the information along with scanned copies of the documents to mro@aukmed.net or fax to (888) 595-4949. Include "AMA Participant Proof of Prescription" in the Subject line.
- d. The MRO may contact the prescribing physician to confirm the prescription, the prognosis, expected length of treatment and corresponding duration of the prescription.

SECTION 5 - TESTING FOR PROHIBITED SUBSTANCES

5.1 BASIS FOR TESTING

a. EVENT TESTING

The AMA may, at its sole discretion, require a test of any Participant competing in an AMA competition. Testing may include the top three overall riders in each class and a number of random selected Participants from each class. Each Participant should expect to be tested, at a minimum, at least once during the AMA season.

b. REASONABLE SUSPICION

The AMA reserves the right to require a Participant to submit to a test(s) if an AMA Official has reasonable suspicion that the Participant has violated any part of this Policy or has a competitive advantage or diminished ability to perform as a result of using any prohibited substance. Conditions, observations and/or reports that may cause reasonable suspicion include:

1. Participant is found or observed in possession of illegal substances or illegal drug paraphernalia at any time.
2. Observation of signs, symptoms, and/or behaviors generally understood to accompany the use of prohibited substances or alcohol use or intoxication, including without limitation:
 - physical signs of red or droopy eyes, dilated or constricted pupils

- slurred speech, stumbling, or hyperactivity
- needle marks
- repeated unexplained disappearances from an Event
- constantly running nose, red appearance in the face, or persistent sniffing
- time distortion, including repeated tardiness and missed appointments
- chronic forgetfulness
- accidents during Events
- inability to concentrate or to maintain attention
- mental confusion, paranoia, or presence of abnormal thoughts or ideas
- violent tendencies, loss of temper, or irritability
- extreme personality changes or mood swings
- deteriorating personal hygiene or appearance
- an arrest or conviction for driving while under the influence of alcohol or drugs, or an alcohol or drug-related conviction
- receipt of a report from a reliable source that Participant is under the influence of prohibited substances on the day of an Event, or, at any time, is using, possessing or selling illegal drugs or substance
- the results of an examination or test which shows evidence of use of a prohibited substance or alcohol abuse or of adulteration or manipulation of the specimen
- the odor or aroma of an alcoholic beverage on or about the breath or body of Participant consistent with use of such a substance or alcoholic beverage on the day of an Event
- violation of event procedures resulting in an incident or accident involving injury, death or property damage

5.2 SPECIMENS FOR TESTING

- a. Testing may include specimens of urine, blood, saliva, hair, and/or breath.
- b. The choice of specimen for a particular test is at the discretion of the PA and/or MRO.
- c. The type of test performed is at the discretion of the PA and/or MRO.
- d. In the event of disagreement, the PA shall make the determination of the specimen for a particular test and the type of test to be performed.

5.3 FOLLOW-UP TESTING

a. ADMINISTRATIVE REQUEST

The PA and/or MRO may request follow-up testing for administrative purposes.

b. MRO REQUEST

The PA and/or MRO may request follow-up testing for a variety of reasons, including but not limited to:

1. A finding by the MRO of invalid test results
2. To monitor or determine appropriate therapeutic levels of prescription drug use
3. To determine whether a Participant is “cycling” or “stacking” a performance enhancing substance
4. To determine if there is a legitimate medical reason for test results

5.4 AUTHORIZATION FOR TESTING AND RELEASE

- a. A Participant who refuses to execute, falsifies or withdraws any authorization for testing or the release of medical records, shall become ineligible to compete in AMA activities for an indefinite period.
- b. A Participant who attempts to falsify or otherwise tamper with any urine, blood, saliva, hair and/or breath test, shall become ineligible to compete in AMA activities for an indefinite period.

5.5 REFUSAL TO TEST

- a. Refusing to submit to testing will be treated as a positive test.
- b. For the purposes of this Policy, Participants have refused to take a test for the following:
 1. Failure to participate, authorize or cooperate for testing, including failure to follow procedures of *Section 5.4 Authorization for Testing and Release*
 2. Failure to appear for a test within the time period designated by the PA after being notified of the test with the time period required
 3. Failure to remain for the duration of testing or until all testing requirements are completed
 4. Failure to provide sufficient amount of the requested specimen, and the MRO determines that no legitimate medical reason exists for the insufficient specimen
 5. Failure to permit or allow an observed collection
 6. Failure to take a follow-up test
 7. Failure to consult and/or cooperate with the MRO
 8. Failure to provide an unadulterated specimen. A test is considered a refusal for any findings of specimens that are adulterated, substituted, including but not limited to a finding of synthetic urine, synthetic marijuana, adulterants, intentional dilution of specimens, etc., and where no legitimate medical explanation supports the laboratory findings.
- c. Any attempts by a Participant to mask or alter the results of the test will be considered a refusal.

SECTION 6 – SPECIMEN COLLECTION AND HANDLING

6.1 SAMPLE COLLECTION

- a. **SAMPLE COLLECTION AGENTS (SCA)**
 1. Aegis shall designate one or more Sample Collection Agents (SCA) to collect the samples and to oversee sample collections and/or the administration of other testing protocols.
 2. Each SCA shall be trained in appropriate collection techniques by the certified laboratory.
- b. **IDENTIFICATION & DIRECT OBSERVATION**
 1. Once a Participant has been selected for testing, an AMA Official will notify and immediately escort the Participant to the testing area.
 2. Once in the testing area, Participants may not leave the designated area until testing is completed.
 3. Collection shall be made as soon as possible following the notification of the Participant that testing will be conducted.
 4. A SCA of the same gender shall directly observe the collection of the urine samples.
- c. **SPECIMEN QUALITY**
 1. The SCA will promptly measure the temperature of the specimen to ensure it has not been manipulated.
 2. Where results indicate that the sample is inappropriate for testing, the SCA may require the Participant to provide additional specimens as necessary.
- d. **SPECIMEN HANDLING**

The SCA will split the specimen into “A” and “B” samples (when possible), label, secure, and transport the specimens to the Testing Laboratory in such a manner as to ensure that the specimens are not misplaced, tampered with, or relabeled.
- e. **SPECIMEN TESTING**

The specimens shall be tested for prohibited substances and the results reported promptly to the MRO.

6.2 SPECIMEN OWNERSHIP

All specimens collected, including both “A” and “B” samples, are exclusively the property of the AMA.

SECTION 7 – POSITIVE TEST RESULTS - MRO INVESTIGATION – “B” SAMPLE TESTING

7.1 NOTIFICATION OF RESULTS TO PARTICIPANT

- a. The testing laboratory will notify the MRO of the results of all testing.
- b. In the event of a positive test indicating the presence of a prohibited substance, or of a refusal to test because of adulteration or substitution, or other non-negative test, the MRO shall promptly notify the Participant of the results.
- c. Participants shall be notified pursuant to the contact information provided on Participant’s license application.

7.2 MRO INVESTIGATION

- a. Upon notification of a positive test or a refusal to test, the MRO shall conduct an investigation.
- b. To assist in the investigation, the MRO may request:
 1. An interview with Participant
 2. Additional information from Participant, including but not limited to:
 - suitable proof of valid medical prescriptions given by a licensed and treating physician
 - consent to review records of the prescribing physician
 - any other reasonable requests that may assist the MRO investigation
 3. Participant undergo an independent medical evaluation from a professional designated by the MRO, at the Participant’s expense.
- c. Participant must respond to the MRO’s request for an interview and/or additional information within **72 hours** of the request from the MRO.
- d. Participant must complete the independent medical evaluation within **30 business days** of the request from the MRO.
- e. The failure to cooperate with the MRO’s investigation or provide suitable proof in a timely manner shall be treated as confirmation of the positive test or unexcused refusal to test.

7.3 SPLIT SPECIMEN or “B” SAMPLE TESTING

a. “B” SAMPLE TEST REQUEST

1. Upon notification to a Participant of a positive test or refusal to test because of adulteration, substitution, or other non-negative test, Participant may request a test of the split specimen or “B” sample.
2. The request to test a “B” sample must be made within **72 hours** from the time of notification of test results.
3. The request to test a “B” sample must be made in writing and emailed to the MRO at mro@ankmed.net.
4. Failure to timely request a “B” sample within the 72-hour request period constitutes an acceptance of the positive results.
5. Participants who failed or refused to produce an original specimen may not request a “B” sample test.
6. Participants who waive the 72-hour request period during the MRO interview may not request a “B” sample test.

b. “B” SAMPLE TEST LABORATORY

1. The “B” sample test shall be conducted by Aegis using the “B” specimen from the original collection.
2. PA and MRO will use their best efforts to expedite the “B” sample test.
3. Participant may be present (either personally or by representation by a qualified toxicologist not affiliated with Aegis) during the “B” sample test.
4. If Participant chooses to be present personally or by representation during the “B” sample test, Participant must notify the MRO in writing within the **72-hour** request period at mro@ankmed.net.
5. The “B” sample test will be performed at the expense of the Participant.

c. “B” SAMPLE TEST PROCEDURES

1. The “B” sample test will be performed in accordance with the same procedures used in the original test of the “A” specimen.
2. If the “B” sample fails to confirm the original “A” specimen test results, then the specimen and test will be recorded as negative, and there will be no violation under this Policy.
3. If the “B” sample test confirms the original “A” specimen test results, then the specimen and test will be recorded as a confirmed positive test and a violation of this Policy.
4. If no “B” sample is available due to the nature of the collection, then the MRO and PA will act upon the procedures in *Section 7.2 - MRO Investigation*.

d. UNCOOPERATIVE PARTICIPANT

1. When the PA or MRO has made repeated attempts to contact the Participant regarding notification of a positive test and the right to “B” sample testing, and the Participant fails to respond or otherwise cooperate, then the PA and MRO may report the test as positive after 72 hours from the findings of the test.
2. Lack of cooperation with the PA or MRO by the Participant will be treated as a constructive waiver of the right to “B” sample testing.

7.4 REPORTING RESULTS TO THE AMA

- a. Upon completion of the MRO investigation, if the MRO determines there is no legitimate medical use or legitimate medical explanation for a positive test or refusal to test because of adulteration or substitution, the MRO shall report the results to the PA.
- b. In the event the MRO determines the “A” sample is positive and the Participant has made a timely request to test the split specimen or “B” sample, the “B” sample shall be tested, and the results verified.
- c. Once split specimen testing is completed and the results verified, the MRO shall report all information derived from the testing process and the independent investigation to the PA, and the PA shall make a determination of whether the results are positive or negative.
- d. The PA shall issue to the AMA either a confirmed negative test result or a confirmed positive test result.
- e. If split specimen procedures are waived or not acted upon, the PA shall issue a confirmed positive result and violation of this Policy to the AMA.
- f. If the PA verifies a test as cancelled or negative, the results will be reported to the AMA and no violation of this Policy will be found.
- g. The final determination of whether there has been a violation of this Policy shall be made by the PA.

SECTION 8 – SANCTIONS

8.1 TEMPORARY INELIGIBILITY BASED ON “A” SAMPLE RESULTS

- a. Upon notification of an “A” specimen positive test, Participant may continue to compete pending testing of the “B” sample and final confirmation of results from the PA, unless exigent circumstances exist.
- b. Participant may become temporarily ineligible to compete pending completion of the “B” sample test if the AMA, in its sole discretion, deems exigent circumstances exist, including:
 1. Concerns regarding the safety of the Participant and others at the Event or on-track
 2. Concerns regarding the fairness of a competition
 3. Undue delay to accommodate the presence of the Participant (or his/her representative) at the “B” sample test.

8.2 DISQUALIFICATION FROM EVENT(S)

- a. Upon confirmation of a positive test result or other violation of this Policy, Participant will be disqualified from all results from the time of the event in which the original specimen sample was given, to the time of confirmation of violation.
- b. In addition to disqualification of results, Participant will forfeit all event awards, points and prizes.
- c. A Participant who refuses to comply with Policy procedures at an event may be:
 1. disqualified from event results
 2. required to forfeit awards, points and prizes
 3. removed from the event
- d. The AMA may take such further emergency action deemed appropriate in its sole discretion.

8.3 PERIOD OF INELIGIBILITY

- a. Upon confirmation of a positive test result or other violation of this Policy, Participant shall become ineligible to compete in further AMA events for a specified period of time, subject to potential elimination, reduction or suspension of ineligibility pursuant to *Section 9 – Return to Competition Program*.
- b. The period of ineligibility shall be no longer than four (4) years where:
 1. the violation does not involve a Specified Substance or a Specified Method, unless the Participant or other person can establish that the violation was not intentional; or
 2. the violation involves a Specified Substance, or a Specified Method and the PA can establish that the violation was intentional.
- c. The period of ineligibility shall be no longer than two (2) years in all other instances.
- d. The AMA shall give Participant written notice of the violation, the period of ineligibility, and the means by which the Participant may mitigate and reduce the period of ineligibility by participating in *Section 9 - Return to Competition Program*.
- e. The period of ineligibility imposed by the AMA shall be final and non-appealable.
- f. The AMA may impose such further disciplinary action deemed appropriate in its sole discretion.

8.4 PUBLICATION OF RESULTS

- a. The AMA may publish the results of any test(s) conducted pursuant to this Policy and the circumstances giving rise to such test(s) to such third parties as the AMA, in its sole discretion, deems reasonable under the circumstances, including the general public.
- b. The AMA may publish any and all violations to this Policy, including but not limited to conduct violations where no testing may have occurred.

- c. No Participant shall have any claim or cause of action of any kind against the AMA or any director, officer, employee or agent of the AMA, the Testing Laboratory, PA or MRO with respect to such publication, and/or shall be deemed to have released any such claim or cause of action.

SECTION 9 - RETURN TO COMPETITION PROGRAM

9.1 PURPOSE OF PROGRAM

- a. Ineligible Participants may return to competition prior to the expiration of their ineligibility period upon successful completion of a Return to Competition Program (the "Program") and authorization from the PA.
- b. The Program will be developed based upon an evaluation prepared by the PA in consultation with substance abuse or other health care professionals (if applicable).
- c. The Program will be designed around the unique circumstances of the violation and the health care needs of the Participant, for the express purpose of providing the Participant with a means to eliminate, reduce or suspend the ineligibility period.
- d. Factors which will result in mitigation of the period of ineligibility include:
 - 1. Admission of violation and Acceptance
 - 2. Finding of No Fault, inadvertence or negligence
 - 3. Substantial assistance in identifying Policy violations by others
- e. The Program is voluntary, and Participant must agree to the terms and conditions of the Program.

9.2 TERMS AND CONDITIONS

- a. The AMA shall notify the Participant in writing of the terms and conditions of the Program and the means by which the Participant may eliminate, reduce or suspend the period of ineligibility.
- b. The terms and conditions shall be based upon the recommendations of the PA, which may include the following:
 - 1. Abstinence from prohibited substances
 - 2. Follow-up testing
 - 3. Substance abuse counseling
 - 4. Treatment
 - 5. Rehabilitation
- c. The Program will establish how many times the Participant will be tested, for how long, and for what substances.
- d. Testing shall be performed at a time and place and under conditions specified in the Program.
- e. Participant will be responsible for all costs, including laboratory testing fees, associated with the Program.

9.3 PROGRAM COMPLETION

- a. Upon successful completion of the Program, as determined by the PA, the AMA shall reinstate and return the Participant to competition and terminate the ineligibility period.
- b. Return to competition may include conditions of reinstatement, including,
 - 1. Ongoing follow-up testing
 - 2. Ongoing follow-up counseling
- c. In the event Participant fails to successfully complete the Program, as determined by the PA, then the original ineligibility period shall remain in full force and effect until expiration.

SECTION 10 - VOLUNTARY DISCLOSURE

10.1 BENEFITS OF VOLUNTARY DISCLOSURE

- a. The AMA encourages voluntary disclosure of substance abuse and supports voluntary rehabilitation efforts by Participants. Consequently, the AMA is agreeable to accommodating such persons during their recovery and abstinence, so long as the safety and integrity of the AMA program is not jeopardized.
- b. The primary objective of voluntary disclosure is to prevent participation of individuals who are in violation of this Policy until such time as the violation has been resolved. In principal persons who voluntarily disclose violation of this Policy, and who voluntarily withdraw from participation until their eligibility status is resolved, will receive more favorable consideration than those whose violations are discovered through testing process and who have continued to knowingly participate in AMA events while in violation of this Policy.
- c. Participants are encouraged to contact the PA and/or the AMA to voluntarily disclose violations of this Policy prior to being selected for a drug test. Persons who do not self-report will be subject to whatever actions and controls the AMA deems necessary to protect the safety and integrity of the racing program, including suspending competition privileges.
- d. Upon notification of voluntary disclosure, the PA will develop a Return to Competition Program for the Participant in accordance with the provisions of *Section 9 – Return to Competition Program*.
- e. Participants who voluntarily disclose their violation(s) of this Policy, and who cooperate with the PA in setting a plan of action for reinstatement, shall not, under normal circumstances, be charged with violation of this Policy.
- f. Participants who have no previous offenses of this Policy may voluntarily disclose violation(s) even at the time of selection for a random test under the provisions of *Section 5.1.a – Basis for Testing – Random Testing*, or at the time of notification of a test under the reasonable suspicion provisions of *Section 5.1.b – Basis for Testing – Reasonable Suspicion*. However, such individuals must immediately cease their participation in the event's activities and refrain from any further participation in AMA events until their eligibility status has been resolved.
- g. Individuals who have one or more previous violations of this Policy are offered no specific protections under this section of the Policy. However, voluntary disclosure of repeat violation(s) and voluntary withdrawal from participation will be viewed as mitigating factors by the AMA in determining penalties which might be imposed.

10.2 PROBATION

- a. Participants who voluntarily disclose their violation(s) of this Policy will be subject to a preliminary test to be conducted in a timely manner at the direction of the AMA and any subsequent testing as determined by the PA. The cost of such testing shall be at the expense of the Participant.
- b. Participant will be prohibited from competition in AMA events until they have a negative test result on a sample specifically identified as a "Return to Competition Sample".
- c. If the results of the preliminary test reveal that participation of the Participant may jeopardize the safety or integrity of the AMA program, as determined in the sole discretion of the AMA, then the Participant shall be placed on Probation and will be prohibited from participating in further competition until such time as there is evidence, acceptable to the AMA, that the Participant will no longer jeopardize the safety and integrity of the race program.
- d. Participants placed on Probation will be required to enter into a **Voluntary Disclosure Agreement** with the AMA stipulating the conditions of their probation.
- e. Any violation of this Policy discovered while a Participant is on Probation under voluntary disclosure shall be treated as an offense of this Policy.

- f. Upon successful completion of Probation, the AMA shall return the Participant to competition with a finding of “No Violation” of this Policy.

8.0 ENVIRONMENTAL CODE

The regulations will be guided by the FIM Environments Code.

