2024 Daytona 200 Supplemental Regulations

MOTOAMERICA AMA FIM NORTH AMERICA DAYTONA 200 SUPPLEMENTAL REGULATIONS

These regulations "Regulations") have been printed on 1-1-2024. Successive editions can be printed for supplementing and/or amending. The new editions will be dated and issued to all relevant parties.

THESE REGULATIONS SUPPLEMENT ALL OTHER AMA AND FIM NORTH AMERICA ROAD RACE RULE BOOKS FOR THE DAYTONA 200 RACE

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Articles amended as of 1-1-2024 are in bold type

Articles amended after 1-1-2024 are in red type

2024 Daytona 200 Supplemental Regulations

These regulations are specific to the 2024 MotoAmerica Daytona 200 sanctioned by the American Motorcyclist Association and FIM North America.

These regulations supplement the 2024 MOTOAMERICA AMA ROAD RACING SERIES FIM NORTH AMERICA CHAMPIONSHIP REGULATIONS which can be found at: https://americanmotorcyclist.com/ama-pro-racing/.

The 2024 MotoAmerica AMA Road Racing Series FIM North America Championship Regulations are in effect for the Daytona 200 practice, qualifying, warmup and race with some exceptions. The following regulations are in addition, modify and/or replace the 2024 MotoAmerica AMA Road Racing Series FIM North America Championship Regulations that are in effect for the Daytona 200. They do not apply to any other MotoAmerica classes.

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The 2024 MotoAmerica AMA FIM North America Daytona 200 will take place in conjunction with other specific MotoAmerica events.

http://www.motoamerica.com/circuit-americas

CONTENTS

There are modifications to the following articles for the Daytona 200:

The articles listed below remain unchanged for the Daytona 200:

SPORTING REGULATIONS

1.0 SPORTING REGULATIONS

1.1 The Daytona 200 event will not be part of the series of motorcycle races counting toward a FIM North America Championship for riders and manufacturers.

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.

1.8 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. **MotoAmerica Event Management** 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	Cylinders
Supersport	Supersport	2, 3 or 4 cylinders

Technical Regulations are provided under Chapter 2.0 of the regulations.

1.10 LICENSE REQUIREMENT AND ELIGIBLE COMPETITORS

a. United States riders must be in possession of a license issued by the AMA.

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.

d. The following license types are valid for participation in the Daytona 200:

License Type	Minimum Age	Maximum Age
Superbike	18 years	55 years
Superbike Cup	18 years	55 years
Stock 1000	17 years	55 years
Supersport	16 years	55 years

Daytona Supersport	16 years	55 years

e. The limit for the minimum age starts on the date of the rider's birthday.

f. The limit for maximum age is the date of license issued.

g. Each license will be valid until the end of the calendar year.

h. 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.

1.18 PRACTICE AND QUALIFYING

1.18.7 Qualification for the Race

a. Daytona 200

1. To qualify for the Daytona 200 Race, a rider must achieve a time at least equal to 110% of the time recorded by the fastest rider of the qualifying session(s).
2. Based on combined times from the qualifying sessions, the twelve (12) fastest riders qualify for the Time Attack session.
3. Any rider who fails to achieve a qualifying time from the qualifying sessions may be provided a provisional start at the discretion of Race Direction and permitted to take part in the race provided they have achieved a time at least equal to 110% of the fastest rider in the practice session.
4. Provisional starts may be applied for by riders that have achieved a lap time of 1.59.99 or less during any of the practice or qualifying sessions and must be approved by Race Direction.
5. Qualifying positions are dependent on the space available as determined by Race Direction.
6. Substitute riders, replacing a rider after the event has started, are subject to the above conditions.

1.19 GRID POSITIONS

1.19.1 Grid positions for the Daytona 200

a. Grid positions will be determined by the fastest lap time recorded by each rider in the qualifying sessions and Time Attack session as follows:

1. The twelve (12) riders in the Time Attack session will be assigned the first twelve (12) grid positions according to their fastest lap time in the Time Attack session.
2. If any riders that qualified for the Time Attack session do not record a lap time in the Time Attack session, they will be classified as the last riders in the Time Attack session according to their combined lap times of the qualifying sessions.
3. In the case where the Time Attack session is cancelled, the grid positions will be determined by the combined fastest lap times recorded by the riders of in the qualifying sessions.
4. Any riders that did not qualify for the Time Attack session but qualified for the race will be assigned grid positions behind all riders qualified for the Time Attack session (position 13 and on) according to their combined lap times of the qualifying sessions.

b. In the case where all qualifying practices have been cancelled, the grid position will be based on the fastest time recorded by the riders in all free practices.

c. 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.

d. There will be a maximum of 65 grid positions for the race.

1.20 RACES

a. The Daytona 200 will be 57 laps (200 miles).

1.21 BEHAVIOR DURING PRACTICE AND RACE

n. 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 who exceeds the pit lane speed limit during a race will be penalized with a time penalty of at least fifteen (15) seconds which will be added to the results immediately.

1.22 START PROCEDURE

1.22.1 Normal start procedure

a. Approximately forty-five (45) minutes before the start of the Daytona 200 race:

1. Pit lane exit opens for sighting laps for sixty (60) seconds.
2. Green light on and/or green flag waved at the pit lane exit.
   - Riders may make adjustments or refuel in pit lane.
   - Riders must be off the motorcycle while it is being refueled.
3. 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.
4. Under no circumstances may they push their motorcycle onto the grid from the pit lane.

b. Forty-four (44) minutes before the start of the race:

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, they must take up their positions and may be attended 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 to 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 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 who is deliberately not placed in his 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 are 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 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 provide assistance.

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, 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 from pit lane and will start the race from the back of the grid.
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.

b. The start procedure will be re-commenced by a board displayed as soon as possible (normally as soon as all riders on the grid).

c. If the five (5) minute board or three (3) minute board is displayed, riders may be attended by a maximum of two (2) mechanics per rider.

1. Only tire warmers, stands, and hand-carried tools are allowed, no generators are allowed on the grid. The start procedure will re-commence as described in section 1.22.1/g-r.

d. If the one (1) minute board is displayed, riders may be attended by a maximum of two (2) mechanics per rider to assist the rider with starting the machine as quickly as possible and then immediately vacate the grid. The start procedure will re-commence as described in section 1.22.1/i-r.

e. If the thirty (30) second board is displayed, riders may not be attended to by mechanics. Any rider who is unable to start his machine must remove it to the pit lane, where accessible, under the control of the grid marshals so he may make further attempts to start it. Such riders may start the warm-up lap from the pit lane and will start the race from the back of the grid. The start procedure will re-commence as described in section 1.22.1/j-r.

f. 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 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 provide assistance.

g. 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 “Extended Start Delayed” Procedure

a. A red flag is waved from the Starter’s rostrum and the red light stays on.

b. 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.

c. Engines must be switched off.

d. After display of the Start Delayed, a maximum of two (2) mechanics per rider are allowed on the grid to assist riders in removing their bike to the pit area.

1. Refueling is allowed in the pit lane.

- Riders must be off the bike during refueling.
- The ignition must be off, and the motorcycle must be on a rear stand before refueling is permitted to start.
- A crew member must be standing by with a fire extinguisher with the pin pulled and the nozzle aimed at the motorcycle.

c. No electrical devices such as battery chargers, fans, or tire warmers may be plugged in during any re-fueling operations.

1.22.4 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 (n) 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.

1.22.5 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 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 until 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 until 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.

1.22.6 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

The Daytona 200 will be classified as a dry race.

1.23.1 Dry Races

A race classified as dry will be interrupted by the Race Director if he considers that climatic conditions are affecting the surface of the track.

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/n) 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 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 riders 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.

For the Daytona 200, the following applies:

c. A pit lane speed limit of 60 km/h (approximately 37 mph) will be enforced in the pit lane at all times during the event.

d. One person is initially allowed over the wall within two (2) laps of the pit stop with a maximum of six (6) persons allowed over the wall once the rider enters pit lane.

e. Only persons on the hot side of the pit lane wall will be considered part of the six (6) persons allowed.

f. If a red flag is displayed after you enter the pit lane (but before your pit stop is complete) you will be allowed to make a tire change as long as you crossed the pit in loop before the red flag was called.

g. If a red flag is displayed while a pit stop is in progress and the pit stop is before the pit start finish, as long as you are actively competing you will be credited with the pit start finish crossing.

h. Fueling procedure

1. One person must be dedicated only to the fire extinguisher while fueling, this person may be the rider, but the rider must not be doing any other tasks and will not be included in the maximum persons allowed.
2. The rider must be off the motorcycle while refueling is in progress but may remount the motorcycle after fueling is complete.
3. The only protective clothing required for those involved with fueling is long pants.
4. Adding fuel, changing tires and repairs may take place at the same time.
5. No tire warmers or other items may be plugged into electrical outlets while fueling.
6. Pneumatic tools are allowed.

1.27 INTERRUPTION OF A RACE

a. For the Daytona race if the results calculated show that forty-eight (48) laps have been completed by the leader of the race, then the race will be deemed to have been completed.

b. For the Daytona race after forty-eight (48) laps have been completed, 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 Race Direction.
2. Race Direction may apply a time adjustment, a position adjustment or a penalty if deemed necessary.
3. The decision may be based on video footage, sector crossing data, or an official's observation and will be final.

c. 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. For the Daytona race, if less than forty-eight (48) laps are complete, follow procedures in 1.28 to restart the race.

g. If the race is interrupted due to weather conditions on the original scheduled date, it may be re-started the following day at the discretion of Race Direction.

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 part of the race must be available to teams before the second part of a race can be started except when less than three (3) laps were completed during the first race.

1.28.3 The Race Director will decide and announce whether the Normal Start procedure (1.22.1) or the Quick Start Procedure (1.22.4) 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 and by all other riders on the same lap as the leader:

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), 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 forty-eight (48) 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 forty-eight (48) laps completed:

1. The race will be suspended.
2. 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.
3. 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.
4. 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 Race Direction.
5. The number of laps of the continued race will be the number of laps required to complete the original race distance of fifty-seven (57) laps but shall not be less than ten (10) laps. Race Direction will have the final decision based on respecting schedules, circuit time constraints, weather, and any other extenuating circumstances.
6. Motorcycles may be repaired; a Technical Official must clear repaired motorcycles.
7. Refueling is permitted.
8. Tire changes are not permitted unless 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.
9. The grid position will be based on the order the riders crossed the finish line and the number of laps completed.

10. 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.

11. The final race classification will be established according to the position and the number of laps of each rider at the time he crossed the finish line for all laps completed.

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 with forty-eight (48) or more laps being completed in total, the race will be deemed to have been completed and full Championship points awarded.

b. If the re-started race is interrupted with less than forty-eight (48) laps completed in total, the race would be re-started a further time, if possible, for the number of laps required to complete the original race distance of fifty-seven (57) laps but shall not be less than ten (10) laps.

c. If that further re-started race (third race) is interrupted with less than forty-eight (48) laps being completed in total, 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 reschedule the race the results will then be determined by the total number of laps completed and full Championship points awarded, provided that a minimum of twenty-one (21) laps or more have been completed in total.

d. If the race is re-started and none of the races (original or subsequent re-starts) have completed twenty-one laps or more in total, 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 line and the number of laps completed.

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 forty-eight (48) laps completed (art. 1.26 f), 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.

TECHNICAL REGULATIONS

2.0 TECHNICAL REGULATIONS

Amendments to the technical regulations may be made by the MotoAmerica Permanent Bureau at any time.

During free practices, qualifying practices, and warm-up sessions: If a motorcycle is found not to be in conformity with the technical regulations during or after the session, its rider will be given a penalty for the event such as a ride-through, a drop of any number of grid positions for the next race, suspension and/or withdrawal of championship or cup points.

Races: If a motorcycle is found not to be in conformity with the technical regulations during or after a race, its rider will be given a penalty such as a time penalty or disqualification.

2.1 INTRODUCTION

Motorcycles for the MotoAmerica Superbike Championships must be motorcycles with a valid road homologation in one of the following areas: USA, EU or Japan.

These motorcycles must be available for sale to the public in the shops and the dealerships representing the manufacturer in at least one of the above areas before the third event of the current championship to be allowed to be used in the remaining championship events.

2.2 CLASSES

2.2.1 The production-based racing classes will be designated by engine capacity and level of technical freedom.

2.3 GENERAL ITEMS

2.3.1 Main Frame

a. The main frame is considered as any structure that joins the steering tube, engine and swing-arm pivot. If the steering tube, engine mounts or swing-arm is connected through a removable bracket (with engine removed) then those brackets will be considered as part of the main frame. If the steering tube, engine mounts and rear swing-arm pivot connect to the main frame without removable brackets, then any additional brackets will not be considered as part of the main frame. If there is any part in question the Technical Directors decision is final.

b. If the rear section (rearward of the engine, meant for the riders seating) of a frame is not removable then there is no rear sub-frame and only a main frame. Regulations applying to the rear sub-frame will not apply to main frames.

2.3.2 Materials

The use of titanium in the construction of the frame, front forks, handlebars, swing arm, swing arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light weight alloys is also forbidden. The use of titanium alloy nuts and bolts are allowed in certain classes specified in their respective sections.

2.3.3 Handlebars and Control Levers

a. Exposed handlebar ends must be plugged with a solid material or rubber covered.

b. The minimum angle of rotation of the steering on each side of the center line or mid position must be of 15° for all motorcycles.

c. The front wheel, tire and the mudguard must maintain a minimum gap of 10 mm from any part of the machine that can cause binding, regardless of the handlebar position.

d. Solid stops, other than steering dampers, must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank, frame and/or other bodywork when on full lock to prevent trapping of the rider's fingers (see diagrams A, B, C).

e. Repair by welding of light weight alloy handlebars is prohibited.

f. Composite handlebars are not allowed in any class.

g. All handlebar levers (clutch, brake, etc.) must be ball ended. The diameter of this ball is to be at least 16 mm. This ball can also be flattened in any case but the edges must be rounded. The minimum thickness of this flattened part is to be 14 mm. These ends must be permanently fixed and form an integral part of the lever.

h. Each control lever (hand and foot levers) must be mounted on an independent pivot.

i. The brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.

j. Modified rider controls will be considered for the mobility challenged subject to a report by the Medical Director, the Technical Directors decision is final.

k. Clutch lever may have a guard fitted equivalent to a brake lever guard.

2.3.4 Compulsory Safety Items

a. All drain plugs must be lock wired (safety wired). The use of clips is not permitted. External oil filter(s), screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases) or have a secondary retention mechanism.

b. Brake caliper bolts must be safety wired or have a secondary retention method. The use of clips is permitted.

c. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

   i. Composite brake lever guards are not permitted, however, FIM approved guards will be permitted without regard to the material. Only composite guards need FIM approval.

   ii. The Technical Director has the right to refuse any guard not satisfying this safety purpose.

d. A solid protective cover (shark fin) shall be securely fixed (bolted or riveted, bonding permitted with the approval of the Technical Director) to the swing-arm and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.

e. All fasteners must meet factory torque specification. If any fasteners (i.e. axles, pinch bolts, brake calipers, etc.) are found to be loose while on the race course the competitor will be subject to penalties.

f. Where breather or overflow pipes are fitted, they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.

g. Motorcycles must be equipped with a red light on the instrument panel that will illuminate in the event of oil pressure drop.

h. Rain Light (Not applicable for the Daytona 200)

i. **All fuel tanks must be filled with fire retardant material (e.g. fuel cell foam).**

2.3.5 Wheels and rims

a. Any modification to the rim or spokes of an integral wheel (cast, molded, riveted) as supplied by the manufacturer or of a traditional detachable rim other than for spokes, air valve or security bolts is prohibited.

b. Tire retention screws may be used to prevent tire movement relative to the rim. If the rim is modified for these purposes, bolts and/or screws must be fitted.

c. The distance between the rim walls is measured inside the flange walls in accordance with ETRTO.

d. A non-slip coating/treatment may be applied to the bead area of the rim.

e. Wheel balance weights may be discarded, changed or added to.

~~f.~~ Aluminum or steel inflation valves are compulsory. Angled valves are recommended.

2.3.6 Tires

Tires must be replaced from those fitted to the homologated motorcycle.

a. The tread pattern must be made exclusively by the manufacturer when producing the tire.

b. As a safe minimum, the depth of the tire tread over the whole pattern at pre-race control must be at least 2.5 mm.

c. Tires which at the preliminary examination have a tread depth of less than 1.5 mm are considered as non-treaded tires and the restrictions applying to slick tires will then apply to them.

d. The surface of a slick tire must contain three (3) or more hollows at 120° intervals or less, indicating the limit of wear on the center and muster areas of the tire. The rider shall not enter the track if at least two (2) of these indicator hollows are worn on different parts of the periphery.

2.3.7 Tire warmers

a. The use of tires warmers and suspension pre-heaters is allowed.

2.3.8 Use of tires

a. The competitors shall only use tires listed on the allocation sheet provided by the official supplier.

b. For each event, all tires must be made of the same quality and shall be strictly identical.

c. All tires to be used must be easily identifiable with a color marking or a numerical system, to be applied by the official supplier at the time of manufacturing.

d. The official supplier shall provide the Technical Director with a written description of the markings and the general characteristics of the different types of tires.

e. At the beginning of the event, the official supplier may be requested by the Technical Director to deliver to him samples of each type of tire to be used at the event.

f. Any modification of the tread pattern by the official supplier is not permitted after the start of the practices.

g. Any modification or treatment (cutting, grooving) is forbidden.

h. The allocation of individual tires will be made on a random basis, with no involvement of any representative from the tire supplier, teams, or riders. Those

tires will be individually identified and may not be exchanged between riders, including between teammates, and may not be exchanged by the tire supplier after the allocation, except with the permission of the Race Direction.

i. The Technical Director may, at his discretion, require the exchange of one (1) or more competitors' tire(s) for a tire sample under his control. The tires exchanged remain under his control and he can exchange them for the tires of another competitor.

2.3.8.1 Tire allocations by class

a. The Technical Director and/or Race Direction can modify the tire allotments based on the official schedule; this modification will be noted in the event supplementary regulations. During a normally scheduled event, the tire allotments will be as follows:

Daytona 200	**No Limit**

2.3.9 Engine Sealing

Not applicable for the Daytona 200

2.3.10 Ballast

a. The use of ballast is allowed to comply with the minimum weight limit. The use of ballast must be declared to the Technical Director at the preliminary checks.

b. The ballast must be made of (a) solid metallic piece(s) firmly and securely connected either through an adapter or directly to the main frame or engine with a minimum of two (2) steel bolts (min. 8 mm diameter, 8.8 grade or over). Other equivalent technical solutions must be submitted to the Technical Director for his approval.

c. Fuel in the fuel tank can be used as ballast. Nevertheless, the verified weight may never fall below the required minimum weight.

2.3.11 Timekeeping instruments

All motorcycles must have a correctly positioned timekeeping transponder.

a. Teams must provide their own transponder. MotoAmerica will not provide transponders.

b. The transponder must be approved by the official timekeeper. See Team Handbook for compatible models.

c. The transponder should be fitted centrally on the machine and as low to the ground as possible avoiding being shielded by bodywork. The manufacturer suggested direction of the transponder should also be respected.

d. It is the team's responsibility to ensure that the transponder is in an optimal position and working properly. Any machine without a working transponder is not allowed on the circuit.

The correct attachment of the transponder bracket consists of a minimum of tie-wraps but preferably consists of screws or rivets. Any transponder retaining clip must also be secured by a tie-wrap. Velcro or adhesive alone will not be accepted. The transponder must be always working during practices, qualifying, and races, also when the engine is switched off.

2.3.12 Wings and Aerodynamic Aids

Wings and other aerodynamic aids will only be considered legal if originally fitted to the homologated road specification machine in all of Europe, Japan and North America. For race use the wings must follow the dimensions, profiles and positions of the

homologated shapes exactly (+-1mm). For copies of the OEM parts the leading edges (including end plates) must have a minimum circumference of 4mm and must have a rounded end (8mm radius) or be enclosed / integrated into the fairing.

The OEM parts may be used 'as is' with the exception that the wing root and 10mm from the end face maybe be modified to allow mounting to the (race) fairing. This may not be in the form of an extension and the size of the wing will be measured with reference to the face of the wing root.

The wing must be fitted in the same 'relative' position (accepting the tolerance allowed for the fairing) and the angle of attack must be within +/-4° of the original angle of attack relative to the chassis.

For active or dynamic aerodynamic parts, ONLY the standard homologated mechanism may be used. The range of movement must be the same as that used by the homologated road machine in normal use - not the mechanical maximum.

The Technical Directors decision will be final.

2.3.13 Crash Protection

Crash protection may be fitted to the frame, using existing mounting points, or pressed into the ends of the wheel axles. Wheel axles may not be modified for the fitment of crash protection. (this does not apply to SBK or Twins Cup). Crash protection (frame sliders) may not provide an aerodynamic advantage unless originally fitted to the homologated machine see art. 2.3.10.

2.3.14 Homologated Parts

Homologated parts are the OEM parts supplied fitted to the machine during manufacture and as delivered. Unless stated otherwise these parts may not be remade, refinished, treated, coated, or modified in any way.

Parts from different homologations may not be used on machines from another homologation including when sharing the model name but excepting when the part is superseded for production reasons and also accepted by the FIM.

See FIM homologation rules for details.

2.3.15 Approved Parts

All approved parts must be approved by the Technical Director before they are allowed to be used. The approved part list can be found at:
http://www.motoamericaregistration.com/competitor-info/

2.3.16 Concession Parts (For the Daytona 200)

The motorcycle manufacturer may nominate themselves, their subsidiary or one company as the supplier of the engine concession parts. The nominated party will be known as the concession part supplier. All concession parts must be declared eligible by the Technical Director and the CTI before they are allowed to be used. For the updates of concession parts please see eligibility list. Concession parts remain legal for use until the end of the season following the season in which they were last updated/replaced.

2.3.17 Refueling (For the Daytona 200)

a. The original fuel tank cap may be replaced by a maximum of two openings to accommodate a "quick-fill" type (i.e. aviation type) fuel valve and must provide a closed system. Quick fill valves with concentric openings are permitted.

b. The original fuel tank cap may be replaced by one (1) or two (2) openings to accommodate a "quick-fill" type (i.e. aviation type) fuel valve.

c. Coaxial or side-by-side quick fill type valve systems are permitted.

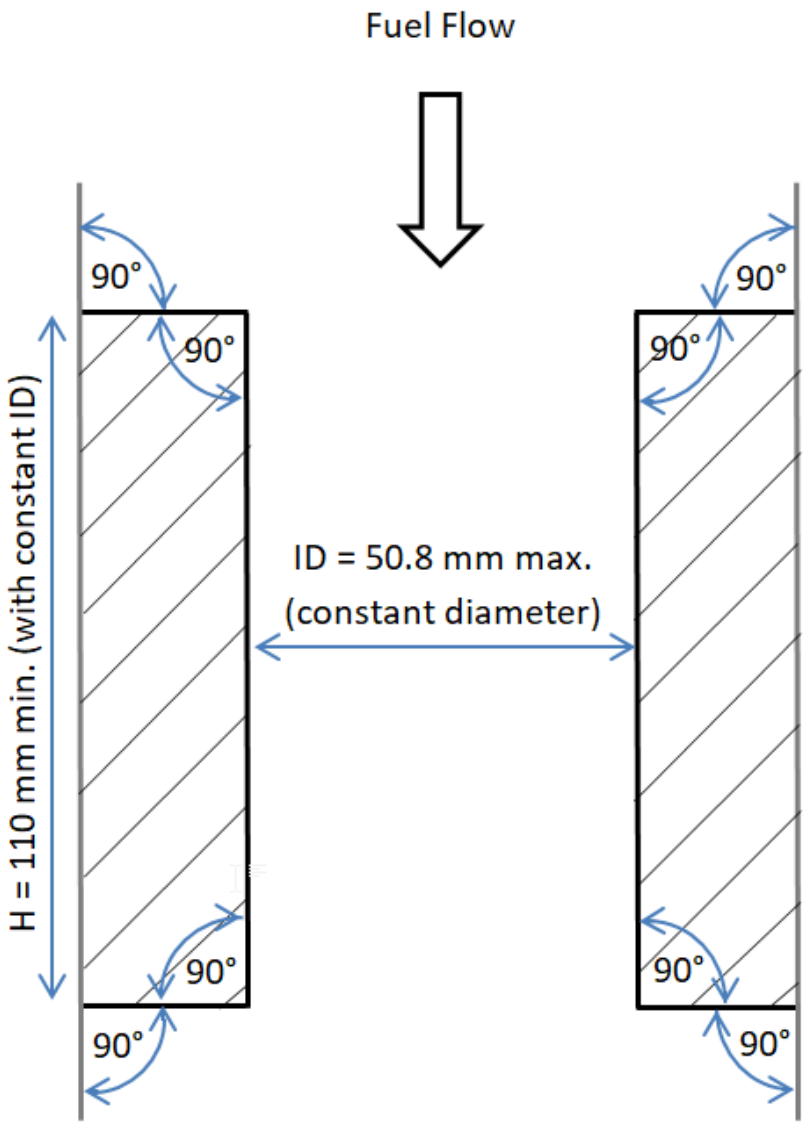
d. FIM homologated “quickfill” system is approved. See https://www.fim-moto.com/fileadmin/user_upload/News/2021/STAEUBLI_-_FIM_EWC_Parts_list_-_8000115196F.pdf?t=1672682952

d. Whatever the system chosen by the team, the maximum internal diameter (ID) for the opening of the fuel transfer shall not exceed 2 inches (50.8 mm). This is not applicable to the FIM Homologated system.

e. In case a team uses a side-by-side quick fill fuel valve system (with an ID opening larger than 2 inches), the Team will be required to install a restrictor (with an Internal constant Diameter of 2 inches (50.8 mm) maximum on a minimum height of 110 mm (as shown on the following drawing)) in the fuel supply line directly positioned above the fuel valve to balance the fuel flow. Both ends of the cylinder-shaped restrictor shall be cut at an angle of 90°.

ID = Internal Diameter

H = Height



f. A protective and lockable cover must be affixed on the quick-fill fuel valve(s) if no locking device is already applied to the closing system within the receptive part of the quick fill fuel valve installed in the motorcycle fuel tank.

g. Any tampering with the opening or closing of the quick fuel valve system installed in

the fuel tank will be considered as an infringement to the safety requirement.

h. The action of opening and closing of the valves when fuel and air are transferred must take place without any leaks or fuel spillage.

i. Complete refueling systems must be used in the form of a “portable” fuel container.

j. Each system must have a “closed” and leak proof circuit for the transfer of fuel.

k. Each system must be fitted with a ventilation opening to equalize the pressure within the circuit with the ambient air pressure.

l. Fuel shall only be transferred by gravity feed. For safety reasons, no part of the refueling installation may be cooled or pressurized.

m. Cameras or any other electrical equipment (batteries or power supply sources) cannot be mounted/affixed to this portable fuel container.

n. Excess fuel must be returned to the fuel container. If a safety issue was reported, the decision by the Technical Director to accept/refuse said installation will be final.

o. All fuel shall be stored and used at ambient temperature.

p. Fuel spills are not acceptable and very dangerous. Fuel transfer is not without any risks. Every Team must be extremely careful and attentive when handling fuel during fuel stops. Any evidence of a defective system observed or reported will be sanctioned. The Team must follow all directives given by the Officials and/or by the Firefighters.

q. All personnel who are involved in the refueling operations must wear either a mask, helmet, or balaclava. The use of a suitable protective helmet and eye protection is recommended.

2.5 SUPERSPORT NEXT GENERATION TECHNICAL SPECIFICATIONS

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts.

These rules apply to the MotoAmerica Daytona 200.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULEBOOK IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

Supersport motorcycles require the relevant FIM Phase 2 homologation (see Appendix FIM homologation procedure). All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these technical regulations unless they are already equipped as such on the homologated model.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 8 years (see Homologation art 1.4.4), or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear, and the profile of Supersport motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

2.5.1 Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle.

2.5.2 Engine configurations and displacement capacities

The following engine configurations comprise the Supersport class.

Over 400cc up to 636cc	4 stroke	4 cylinders
Over 500cc up to 800cc	4 stroke	3 cylinders
Over 600cc up to 955cc	4 stroke	2 cylinders

The displacement capacity bore and stroke must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

Machines outside of these classifications will be considered upon application by the FIM and DWO. They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit). If approved these machines will be known as Supersport Next Generation Machines. Manufacturers may resubmit currently homologated machines as Supersport Next Generation.

2.5.3 Balancing various motorcycle concepts

a. To equalize the performance of motorcycles used in the Supersport Championship, a system of performance enhancements or restrictions “balancing factors” may be applied, including but not limited to:

- Concession Parts
- Torque limited map with Rev Limit
- Minimum Weight
- Air restrictor

- Modifications

b. The eligible concession parts (and modifications) supersede all the following regulations (Supersport). The range of concession parts are decided by mutual agreement of SBK Commission. These agreed concession parts will be documented in the Eligible Parts for Competition.

c. The specification of Supersport Next Generation machines will be agreed between the machine manufacturer and the Technical Director. The specification will be published in the Eligible Parts for Competition List and will supersede all of the following regulations. The specification will be fixed for the entire season.

d. Balancing level will be continued between seasons.

2.5.3.1 Balancing Calculation

a. The DWO algorithm will be used to analyse the performance of the machines relative to one another.

b. The algorithm may include but not be limited to the following signals:

- Lap time relative to all other competitors
- Speed traps
- Number of riders per brand
- Anticipated individual rider performance
- Per track
- Considering preceding rounds
- Race results
- Laps led
- Overall race time
- Change in balance following any rpm limiter changes
- Bias towards recent results reflecting current performance
- Any concession part updates being applied

c. The balancing factors may be updated at the end of every 3rd event provided at least 3 events remain in the season. The balance will be weighted to the data collected during the previous 6 events. The balancing factors may also be updated at the end of the season.

d. The primary method of balancing will be torque limited maps updated in increments of +- x %

e. FIM/DWO/MotoAmerica reserves the right to update the balance at their discretion in the case of an imbalance. **The balance criteria are considered a "Statement of Fact".**

2.5.4 Minimum weight

Brand	Bike Weight		Combined Minimum Bike and Rider Weight*
	Hard Minimum	Soft Maximum	
Ducati Panigale V2	166 kg	175 kg	244 kg
Honda CBR600RR	161 kg	170 kg	239 kg
Kawasaki ZX-6R (636)	161 kg	173 kg	242 kg
MV Agusta F3	161 kg	170 kg	239 kg
MV Agusta F3 800	161 kg	170 kg	239 kg
MV Agusta Superveloce	161 kg	170 kg	239 kg
Suzuki GSX-R600	161 kg	170 kg	239 kg
Suzuki GSX-R750	161 kg	170 kg	239 kg
Triumph Daytona 675R	161 kg	170 kg	239 kg
Triumph ST765RS	161 kg	170 kg	239 kg
Yamaha YZF-R6	161 kg	170 kg	239 kg

a. Combined weight is the weight of the rider (in full racing equipment) and bike, as used on track.

b. IF the bike has achieved or exceeded the 'Soft Maximum Weight' then the combined minimum weight does not need to be reached. The bike alone may never at any time be below the 'Hard Minimum Weight'.

c. At any time during the event, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight.

d. There is no tolerance on the minimum weight of the motorcycle or rider.

e. During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and **t**he established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.

f. During the practice and qualifying sessions, riders may be asked to submit their motorcycle to weight control. In all cases the rider must comply with this request.

g. The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the Technical Director at the preliminary checks.

2.5.5 Numbers and number plates

a. Numbers must be easily legible, in a clear simple font and contrast strongly with the background color. The background color must be white.

b. The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

   i. Once on the front, either in the center of the fairing or slightly off to one side. The number must be centered on the white background with no advertising within 25 mm in all directions.

   ii. Once on each side of the lower rear portion of the lower fairing. The number must be centered on the white background. Any change to this position must be

pre-approved a minimum of two (2) weeks before the first race by the Technical Director.

iii. The numbers must use the fonts as detailed in Section 2.15. Any numbers not using these fonts must have the design of the numbers and the layout pre-approved by the Technical Director a minimum of two (2) weeks before the first race. All digits must be of standard form.

iv. Any outlines must be of a contrasting color and the maximum width of the outline is three (3) mm. The background color must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.

v. Numbers cannot overlap.

vi. The sizes for all the front numbers are:	Minimum height:	140 mm
	Minimum width:	80 mm
	Minimum stroke:	25 mm
	Minimum space between numbers:	10 mm
vii. The sizes for all the side numbers are:	Minimum height:	120 mm
	Minimum width:	70 mm
	Minimum stroke:	20 mm
	Minimum space between numbers:	10 mm

2.5.6 Fuel

a. **The designated fuel is VP Racing Fuels MGP-R.** (Refer to Article 2.11 for additional details.)

2.5.7 Tires

a. For the Daytona 200, there are no limits on the number of tires that may be used.

b. See article 2.3.8

2.5.8 Engine

a. For Supersport Next Generation: No modifications may be made to the engine (all of 2.5.8 and 2.5.9) unless noted in the text or in the Eligible Parts for Competition List.

b. There is no limit to the number of engines that may be used. If the Technical Director wishes to inspect an engine at the current or future rounds, then the engine may be sealed for future inspection. If the engine is not presented when arranged then all points that were earned by this engine will be removed from the rider, team and manufacturer standings. See Art. 2.3.9 for Sealing and Usage Details

c. Engines may be chosen and impounded for Dyno testing (during events, between events or after the season) on track or at an approved balancing facility for comparison to the reference engine (see homologation). One team representative may attend the test.

2.5.8.1 Fuel injection system (Not Applicable to SuperSport Next Generation)

Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

a. The original homologated fuel injection system must be used without any modification.

b. The fuel injectors must be stock and unaltered from the original specification and manufacture.

c. Air funnels (including their fixing points) may be altered or replaced. (See eligibility list)

d. Butterfly valves cannot be changed or modified.

e. All parts of the variable intake tract device must remain exactly as homologated. Variable intake tract devices cannot be added if they are not present on the homologated motorcycle.

f. Secondary throttle valves and shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.

g. Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle body butterflies.

h. Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated model is equipped with the same system. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

2.5.8.2 Cylinder head (Not Applicable to SuperSport Next Generation)

a. Cylinder head must be the originally fitted and homologated part. The following modifications are allowed: **For Yamaha R6 see** Technical Bulletin 07-2023.pdf (motoamericaregistration.com)

   i. Surface grinding of the cylinder head surface on the head gasket side

   ii. Polishing of the combustion chamber

   iii. Original valve seats must be used, but modifications are permitted to the shape in the valve contact area, but not to the internal diameter of the main seal material.

   iv. The area 10mm into the intake and exhaust ports relative to the valve seat may be filled (with epoxy), machined and polished to blend (align) the valve seat and the port. The work may not extend past this point nor modify the valve seat. (See diagram below)

   v. Rocker arms (if any) must remain as homologated.

   vi. The valves must remain as originally equipped and homologated. **See FIM/MotoAmerica eligibility for approved homologated valves.**

   vii. The shim buckets / tappets must remain as originally equipped and homologated.

   viii. Valve springs may be altered or replaced.

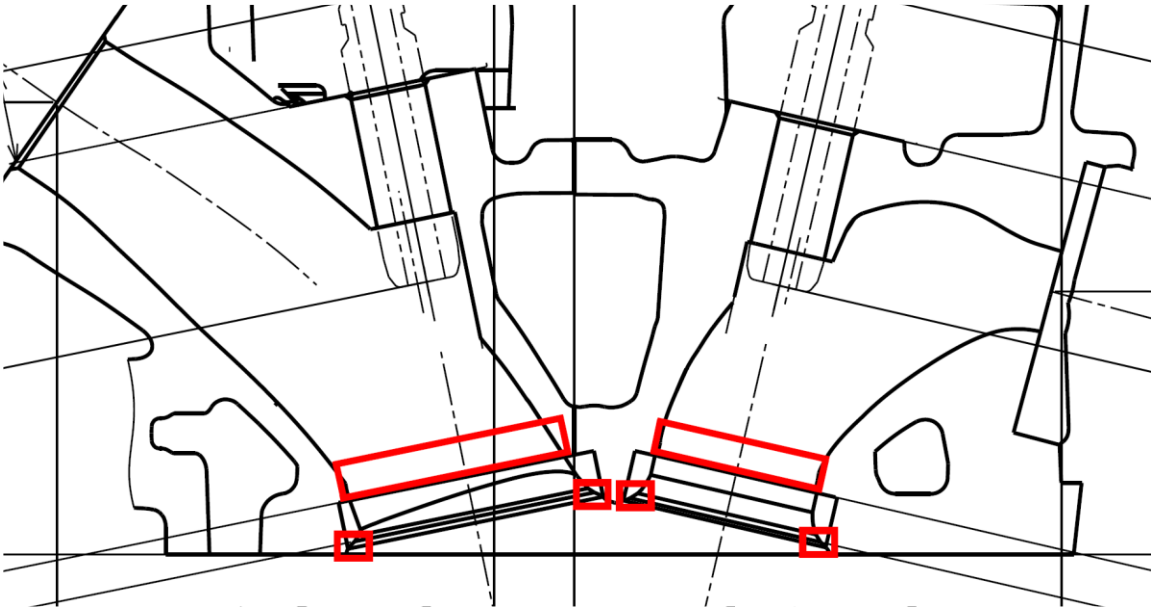
   ix. Valve spring retainers may be replaced or modified, but their weight must be the same as, or higher than the original retainers.

b. The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.

c. Compression ratio is free, but the combustion chamber may be modified only by taking material off.

d. The throttle body intake insulators may be modified to match the inlet port shape.

e. It is forbidden to add any material to the cylinder head unless as described above.



2.5.8.3 Camshaft (Not Applicable to SuperSport Next Generation)

a. Only the originally homologated or the championship eligible concession camshafts from the Eligible Parts for Competition list may be used.

b. Camshafts may be altered or replaced from those fitted on the homologated motorcycle.

c. The method of drive must remain as homologated.

d. The camshafts must be available the concession parts supplier 30 days before start of 2024 season opener. The price limit is €1000 per camshaft in an inline 3- or 4-cylinder engine and €650 per camshaft in a V engine.

2.5.8.4 Cam sprockets or cam gears (Not Applicable to SuperSport Next Generation)

a. Camshaft sprockets, pulleys or gears may be altered or replaced to allow degreeing of the camshafts.

b. The cam chain or cam belt tensioning device(s) can be modified or changed.

2.5.8.5 Cylinders (Not Applicable to SuperSport Next Generation)

a. Cylinders must be the originally fitted and homologated parts with only the following modification allowed:

   i. Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck.

b. The surface finish of the cylinder bore must remain as homologated.

2.5.8.6 Pistons (Not Applicable to SuperSport Next Generation)

a. Pistons must be the originally fitted and homologated parts with no modification allowed.

b. Polishing and lightening is not allowed.

2.5.8.7 Piston rings (Not Applicable to SuperSport Next Generation)

a. Piston rings must be the originally fitted and homologated parts with no modification allowed.

b. All piston rings must be fitted.

2.5.8.8 Piston pins and clips (Not Applicable to SuperSport Next Generation)

a. Piston pins and clips must be the originally fitted and homologated parts with no modification allowed.

2.5.8.9 Connecting rods (Not Applicable to SuperSport Next Generation)

a. The connecting rod assembly must be the originally fitted and homologated parts with no modification allowed.

2.5.8.10 Crankshaft (Not Applicable to SuperSport Next Generation)

a. Crankshafts must be the originally fitted and homologated parts with no modification allowed.

b. Polishing and lightening is not allowed.

c. Modifications of the flywheels are not allowed.

2.5.8.11 Crankcase / Gearbox housing (Not Applicable to SuperSport Next Generation)

a. Crankcases must be the originally fitted and homologated parts with no modification allowed.

b. It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle, then it may be used only as homologated.

c. One threaded area may be altered or created to allow for oil pressure/temperature measurement. The sensor must be positioned so it cannot sustain impact in the case of a crash.

2.5.8.11.1 Lateral covers and protection (Including SuperSport Next Generation)

a. Lateral (side) covers may be altered, modified, or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of the same or higher specific weight and the total weight of the cover must not be less than the original one.

b. Titanium bolts may be used to fasten lateral covers.

c. Oil containing engine covers cannot be secured with aluminum bolts.

d. All lateral covers/engine cases containing oil, and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminum alloy, stainless steel, steel, or titanium. Composite covers are not permitted.

    i. The secondary cover must cover a minimum of 1/3 of the original cover. It must not have sharp edges that could damage the track surface.

    ii. Plates or crash bars from aluminum or steel are permitted in addition to these covers. All these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

    iii. Covers from the Eligible Parts for Competition – List 2024 will be permitted without regard to the material or dimensions.

    iv. Covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.

    v. Oil containing engine covers cannot be secured with aluminum bolts.

    vi. The Technical Director has the right to refuse any cover not satisfying this safety purpose.

2.5.8.12 Transmission / Gearbox (Not Applicable to SuperSport Next Generation)

a. Stock transmission shafts and gear set must be the originally fitted and homologated part. Shimming is allowed.

b. Quick-shift systems are allowed (including wire and potentiometer).

c. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

d. The sprocket cover may be modified or eliminated.

e. If it is not incorporated in the rear fender, the chain guard may be removed.

f. Undercutting and re-shimming are allowed.

g. The positive neutral selector mechanism may be removed.

h. Shift star/indexer, spring, roller and detent may be replaced or modified but must function as originally designed.

i. Polishing, surface treatment, and heat treatment of all gearbox components is allowed.

2.5.8.13 Clutch (Including SuperSport Next Generation)

a. Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.

b. Friction and drive discs may be changed.

c. Clutch springs may be changed.

d. The clutch basket (outer) must be the originally fitted and homologated part but may be reinforced.

e. The original clutch inner assembly may be modified or replaced by an aftermarket clutch, including back torque limiting capabilities (slipper type).

f. No power source (i.e. hydraulic or electric) can be used for clutch operation if not installed in the homologated model for road use. Human power is excluded from the ban.

2.5.8.14 Oil pumps and oil lines

a. The originally fitted and homologated oil pump may be modified but the oil pump housing, mounting points and oil feed points must remain as original.

b. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or treaded connectors. (Including SuperSport Next Generation)

2.5.8.15 Cooling System (Including SuperSport Next Generation)

a. The only liquid engine coolant permitted is water.

b. The water pump must remain as homologated.

c. The radiator may be changed with an aftermarket radiator, or an additional radiator may be added provided that it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.

d. Modifications to the homologated oil-cooler are allowed only if they do not require any modifications to the main frame or to the fairings' outer appearance. A heat exchanger (oil/water) may be replaced with an oil-cooler.

e. The cooling system hoses and catch tanks may be changed.

f. Radiator fan and wiring may be changed, modified or removed.

g. Additional oil coolers are not allowed.

h. The oil cooler must not be mounted on or above the rear fender.

2.5.8.16 Air box (Including SuperSport Next Generation)

a. The air box must be the originally fitted and homologated part with no modification allowed.

b. The air filter element may be removed or replaced but if fitted must be mounted in the original position.

c. The air box drains must be sealed.

d. All motorcycles must have a closed breather system. All oil breather lines must be connected (may pass through an oil catch tank) and discharge in the air box.

e. No heat protection may be attached to the air box (i.e. foil heat tape)

2.5.8.17 Fuel Supply (Including SuperSport Next Generation)

a. Fuel pumps and fuel pressure regulators must be the originally fitted and homologated parts with no modification allowed.

b. The fuel pressure must be as homologated.

c. Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be located in such a way that they are protected from crash damage.

d. Fuel level sensors may be removed or in a fixed position.

e. Quick connectors or dry break connectors may be used.

f. Fuel vent lines may be replaced.

g. Fuel filters may be added.

2.5.8.18 Exhaust system (Including SuperSport Next Generation)

a. Exhaust pipes and silencers may be altered or replaced from those fitted on the homologated motorcycle. Catalytic converters must be removed.

b. The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) as on the homologated model.

c. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.

d. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

e. The noise limit for Supersport will be 107 dB/A (with a three (3) dB/A tolerance after the race only). The test will be carried out according to the details noted in article 2.14.

f. Supersport Next Generation machines will have limitations on the exhaust specification defined at the time of the balance test and specified in the Eligibility Parts list for Competition. If an exhaust system manufacturer wishes to make eligible a system that does not match the Manufacturers defined specification (or point b) then they may pay to have the (Phase 2) balancing test performed with their system. Once approved the system and its map ID will be added the Eligible Parts for Competition List.

2.5.9 Electrics and electronics (Including Supersport Next Generation)

2.5.9.1 Ignition/ Engine Control System

a. The engine control system (ECU) must be either:
    i. National series current kit or OEM electronics (See art 2.5.9.2)
    ii. Next Generation Supersport Control Electronics System (See art 2.5.9.3)
b. For 2025:
    i. Next Generation Supersport Control Electronics System (See art 2.5.9.3)

2.5.9.2 If using a kit or OEM system: (Current Homologation until 2025)

a. The system may have FIM/DWO/MotoAmerica approved external ignition and/or injection module(s) added.
b. The total combined retail price (software and tuning tools included) on sale to the general public cannot be higher than €2500 (tax excluded).
c. Central unit (ECU) may be relocated.
d. Optional equipment sold by the motorcycle manufacturer for the homologated model is considered not homologated with the bike and must follow the requirements for approved electronics/data loggers.
e. During an event, the Technical Director has the right to ask a team to substitute their ECU or external module with the sample received from the manufacturer. The change must be done before Sunday warm-up.
f. No extra sensors may be added for control strategies except shift rod sensors, wheel speed sensors and lambda sensors. Wheel speed sensors must be included in the kit ECU and harness package if required.
g. Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below.
h. The characteristics of approved data logging systems must be the following:
    i. Maximum retail price of the unit (hardware + software, excluding sensors and wiring harness) cannot exceed €3000 (VAT excluded) if it is a standalone unit.
    ii. The data logger unit must be available for sale to the public and on the list of FIM/DWO/MotoAmerica approved data loggers.
    iii. A maximum of seven (7) simultaneously working sensors (connected to the additional data logger) may be added to the original sensors on the motorcycle.
    iv. The sensors must be simple function.
    v. Approved data loggers with internal inertial platforms (IMU or gyros) may be used for data collection but may not be used for control strategy. Also see 2.5.9.1/i./vii.
    vi. The type of sensor is free.
    vii. Communication from the ECU to an approved data logger (logger can receive data only; no data transmission is allowed) is allowed without any limitation in CAN channel logger number.
i. The maximum total price of other active/control/calculation units such as lambda driver modules, quick shifter, analogue to CAN, air bleed control and traction control units is €750. These devices must be approved by FIM/DWO/MotoAmerica.
j. The addition of a device for infra-red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed, and considered in the seven (7) sensors.

k. The addition of a GPS unit for lap timing/scoring purposes is allowed and considered in the seven (7) sensors.

l. Telemetry is not allowed.

m. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running, or the bike is moving.

n. Harness:

i. The main wiring harness may be replaced by the kit wire harness as supplied for the kit ECU model that is produced and/or approved by the manufacturer of the motorcycle and by FIM/DWO/MotoAmerica. The kit wiring harness may incorporate the data logging harness.

ii. A kit harness that incorporates the data logging harness may only accommodate seven (7) additional sensors.

iii. A sample of the kit wiring harness may be requested by the FIM/MotoAmerica.

iv. The key/ignition lock may be relocated, replaced or removed.

v. Cutting of the original main wiring harness is allowed.

o. Data logger harness:

i. The data logger wire harness cannot include any other sensors except for the seven (7) sensors that are allowed. The only function of the approved data logger wire harness is to connect the seven (7) sensors to the data logger, to transmit the data and supply the power.

p. For the Superstock kit to be approved, samples of the ECU kits, kit harnesses and external modules with their tuning tools must be sent by the manufacturers to the MotoAmerica Technical Director with technical data and selling price.

q. For the ignition and/or injection module, quick shifter or stand-alone data logger to be approved, samples must be sent by the manufacturer of the device to the MotoAmerica Technical Director with technical data and selling price.

r. The original speedometer and tachometer may be altered or replaced (see also 2.5.11).

s. Electric cables, connectors, battery, and switches are free.

t. Spark plugs, plug caps, coils and wires may be replaced.

2.5.9.3 If using the FIM approved ECU: (All Supersport Next Generation)

a. The ECU must be the Supersport 600 control ECU – the Mectronik MKE7 (part number WSS600_A). The sole official supplier of the ECU is Solo Engineering. www.soloengineering.com, sales@solengineering.com, for USA www.bouldermotorsports.com.

b. The firmware and manufacturer (engine) map must be declared eligible by the championship and from the Eligible Parts for Competition.

2.5.9.3.1 Supersport Next Generation Electrics and Electronics (All Supersport Next Generation)

a. The ECU/Dashboard/Harness must be the Supersport control ECU and dashboard Electronic System as documented in the eligible parts list. The official supplier of the ECU is Solo Engineering. (www.soloengineering.com)

b. The firmware and manufacturer (engine) map must be declared eligible by the championship and from the Eligible Parts for Competition.

c. The ECU must always have the 'FIM Settings' section up to date, it is the team's responsibility to ensure that this is done.

d. External quick shift modules/sensors may be fitted but may only provide a signal to the Control Supersport ECU.

e. No other external modules may be fitted except:

   i. Part of a quick shifter where the module may only provide a signal to the control ECU.

   ii. Championship mandated devices (e.g. 2-way RF system).

   iii. Datalogger.

f. Two CAN connections must be made available for Championship devices. One must be located in the rear of the seat unit of the bike. They must be connected to the ECU CAN bus and the TPMS system (if fitted) must be connected to the same bus. 12v power should be available switched by the main switch (not switched by the ignition switch). The devices may be championship mandated or nominated by the Technical Director.

   Connector spec: JST 04R-JWPF-VSLE-S

   i. Ground
   ii. CAN Lo
   iii. CAN Hi
   iv. 12v Main Switch

g. The rain light must be powered by the ECU (as detailed in the harness schematics).

h. The ECU may be freely located but must be fitted securely, in a damped mounting without vibration.

i. During an event the Technical Director has the right to ask a team to substitute their ECU. The change must be done before Sunday warm-up.

j. During an event the Technical Director or his appointed deputy has the right to read and save the teams calibration file, it will not be shared except for conformity checks with control electronics system partners but may be used in Dyno tests.

k. The following sensors must be connected directly to the ECU only and must be the original OEM sensors unless noted below:

   1. Throttle position (multiple allowed)
   2. Map sensor, map sync (pressure sensor on the intake port used to synchronize the engine start)
   3. Airbox pressure
   4. Engine pick-ups (cam, crank)
   5. Twist grip position
   6. Front speed (add only if not available OEM)
   7. Rear speed (add only if not available OEM)
   8. Gearbox output shaft speed (if on OEM machine)
   9. Gear position
   10. Ambient air pressure
   11. Water temperature
   12. Air temperature
   13. Tip-over switch (no lean angle except from ECU) (all ECU's feature crash detection by IMU.

l. The following sensors may be connected directly to the ECU only and are not required to be OEM sensors unless noted below:

1. Gear shift load cell/switch may only provide a signal to the controlled ECU.
2. Lambda - Bosch LSU4.9 only (one sensor only).
3. Fork position
4. Shock position
5. Front brake pressure
6. Rear brake pressure
7. Fuel pressure (not temperature)
8. Oil pressure
9. Oil temperature
10. Switches (Left and right)
11. Rear TPMS (Temperature and pressure, must be CAN)*
12. Front TPMS (Temperature and pressure, must be CAN)*

*The OEM phonic/speed sensor must be used (ZX636)
*Must be from the Eligible Parts for Competition - 2024

m. The data logger must be from the Eligible Parts for Competition – List 2024 (Data Logger list). The characteristics of approved data logging systems must be the following:

i. Maximum retail price of the unit (hardware + software, excluding sensors and wiring harness) cannot exceed €3000 Euro (VAT excluded). The “unit” may consist of multiple parts, input module, recording module etc.
ii. The Data Logger unit must be available for sale to the public.
iii. The data logger may ONLY be connected to the CAN bus and to those sensors listed in section 2.5.9.2/h.

n. Only the following may be connected directly to the logging system.

i. GPS Unit (Lap timing and track position)
ii. Transponder / Lap time signal
iii. Rear tire temperature (Infra-Red)(External)(Maximum 3)
iv. Any exceptions noted in the Eligible Parts for Competition List

o. Telemetry is not allowed.

p. No remote or wireless connection to the bike for any data exchange or setting is allowed while the engine is running, or the bike is moving.

q. All shift lights must be white.

r. If handlebar switches are replaced from those supplied in the kit then they must meet the specification documented on www.soloengineering.com Their basic layout, switch function, position and color must follow those supplied in the kit.

s. Plug caps and coils must be as homologated.

t. Electric cables, connectors, battery, and switches are free, but the harness must comply with the wiring schematic that is available from soloengineering.com.

u. Spark plugs and wires may be replaced.

2.5.9.4 Generator, alternator, electric starter (Including SuperSport Next Generation)

a. The generator (ACG) must remain as homologated. No modifications are allowed.

b. The stator must be fitted in its original position and without offsetting.

c. The electric starter must operate normally and always be able to start the engine during the event.

d. During parc fermé, the starter must crank the engine at a suitable speed for starting for a minimum of two (2) seconds without the use a boost battery. No boost battery may be connected to the machine after the end of the session.

2.5.10 Main frame and spare motorcycle

a. During the entire duration of the event each rider may only use one (1) complete motorcycle, as presented for technical control, with the frame clearly identified with a seal.

b. **In case the frame or motorcycle needs to be replaced, the rider or the team must request the use of a spare frame or motorcycle to the Technical Director. The participants recognize the need for Technical Director to make decisions that require judgment and the exercise of discretion. The decision of the Technical Director is final.**

c. **One (1) spare complete motorcycle is allowed per rider. The spare motorcycle may only be used once your original frame or motorcycle has been deemed unusable by the Technical Director. (For example, you may not go to your spare motorcycle for a complete engine failure unless there are extenuating circumstances, and it is approved by the Technical Director.)**

d. The spare motorcycle will not be allowed in the pit box before the rider, or the team has received authorization from the Technical Director.

e. The motorcycle must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the motorcycle frame.

f. A team may opt to have one (1) spare machine shared by two or more riders.

Explanation of Procedures

Only one (1) complete motorcycle may be presented for the preliminary technical checks, and it will be the only motorcycle allowed on the track and in the front of pit box during the practices, qualifying, and races.

The frame of this motorcycle will be officially sealed by the Technical Director or by his appointed staff. The seal will bear a serial number, which will be recorded. Any attempt made to remove the seal will damage it irreparably.

At any time during the event the technical stewards, under the direction of the Technical Director, may check the seal and verify that it conforms to the motorcycle and rider it was assigned to. For cross reference, every frame must have a unique number (VIN) punched on the steering-head.

If the primary or active motorcycle is damaged in a crash/incident or is declared unrepairable for other reasons (safely and in the available time) by the Technical Director or his appointed staff, then the seal on the damaged motorcycle will be destroyed by the technical staff and the chassis of this motorcycle must not be used for the remainder of the event. The new serial number will be recorded by the Technical Director.

The frame or motorcycle can be any spare available not necessarily provided by the same team.

The spare motorcycle must be of the same manufacturer and same displacement, changes to manufacturer or displacement may be allowed at the discretion of race direction and may be accompanied by grid position penalties.

During an event, minor adjustments may be made to the spare motorcycle, the intent being to allow teams to maintain parity with the primary bike.

In the event the spare motorcycle is used in competition, the primary machine is taken out of competition. At that time, the damaged machine must be kept out of view.

The spare machine can only be used in the next session in which the incident occurred rendering the primary bike not able to be used. In a race situation the first opportunity to use the spare machine is the next session or race. A race will be deemed to have begun when the rider exits pit lane for the sighting laps. All restarts, including those three laps or less, are considered a continuation of the original race for determining spare machine eligibility.

The team may rebuild the original primary machine, however only in the case of TOTAL PROVEN WRECKAGE with the spare bike can an application be made to utilize the original machine. The decision of the Technical Director regarding this is final.

The damaged frame may be impounded by the Technical Director for later examination.

2.5.10.1 Frame body and rear sub-frame

a. The frame must be the originally fitted and homologated part with no modification allowed.

b. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

c. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.

d. Crash protectors may be fitted to the frame using existing points (max. length: 50 mm) or pressed into the ends of the wheel axles (max. length: 30mm).

e. Nothing else may be added or removed from the frame body.

f. All motorcycles must display a vehicle identification number punched on the frame body (a proper “legal VIN” or a unique designation by the team, which the Technical Director may choose to append). No detachable plates are permitted.

g. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.

h. Front sub frames / fairing mounts may be changed or altered; the material is free.

i. Rear sub frames may be changed or altered. The material must be metal, no composites are allowed.

j. Additional seat brackets may be added; non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.

k. The paint scheme is not restricted but polishing the frame body or sub- frame is not allowed.

2.5.10.2 Suspension - General

a. Participants in the Supersport class must only use units from the Eligible Parts for Competition – List 2024. The price limits are:

   i. Fork: For the fork kit, including all parts such as but not limited to cartridge, springs (1 set), adjusters, fork caps, blanking inserts, seals, bushes but excepting oil and fitting, the price limit is €2450 excluding tax.

ii. Shock Absorber/RCU: For the complete shock absorber / RCU including but not limited to spring (1 of), pre-load adjuster and length/ride height adjuster, the price limit is €2000 excluding tax.

b. The eligible products from the suspension manufacturers must be available to all participants at least one (1) month before the first round of the MotoAmerica Superbike season and remain available all season. The products must be available within six (6) weeks of a confirmed order.

c. Setting parts and tuning parts must be provided by the suspension manufacturers.to all customers/ teams/ participants using the manufacturer's products. These parts can be used by all participants during the season. These parts shall be available for immediate delivery to all teams/customers.

d. Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the suspension manufacturer and available to all teams/riders.

e. The suspension manufacturers are allowed to offer service contracts when the team is using the eligible suspension products. The suspension manufacturers cannot demand a service contract for a customer or participant in order to obtain a suspension product.

i. No aftermarket or prototype electronically controlled suspensions may be used. Electronically controlled suspension may only be used if already present on the production model of the homologated motorcycle.

ii. The electronically controlled valves must remain as homologated. The shims, spacers and fork/shock springs not connected with these valves can be changed.

iii. The ECU for the electronic suspension must remain as homologated and cannot receive any motorcycle track position or sector information; the suspension cannot be adjusted relative to track position.

iv. The electronic interface between the rider and the suspension must remain as on the homologated motorcycle. It is allowed to remove or disable this rider interface.

v. The original suspension system must work safely in the event of an electronic failure.

vi. Electro-magnetic fluid systems which change the viscosity of the suspension fluid(s) during operation are not permitted.

f. Electronic controlled steering dampers cannot be used if not installed on the homologated model for road use. If equipped, it must be completely standard (any mechanical or electronic part must remain as homologated).

2.5.10.3 Front suspension

Forks must be the originally fitted and homologated parts with the following modifications allowed:

a. For the Daytona 200, the lower fork legs may be modified for quick change purposes only and must be approved by the Technical Director.

b. Original internal parts of the homologated forks may be modified or changed.

c. After market damper kits or valves may be installed.

d. Fork springs may be modified or replaced.

e. Fork caps may be modified or replaced to allow external adjustment.

f. Dust seals may be modified, changed or removed if the fork is totally oil- sealed.

g. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.

h. The upper and lower fork clamps (triple clamp, fork bridges, and stem) must remain as originally produced by the manufacturer on the homologated motorcycle.

i. A steering damper may be added or replaced with an aftermarket damper.

j. The steering damper cannot act as a steering lock limiting device.

k. Electronic forks may have their complete internal parts (including all electronic control) replaced with a conventional damping system and it will be considered as a mechanical fork.

2.5.10.4 Swing arm (rear fork)

a. The rear fork must be the originally fitted and homologated part with no modification allowed except the following:

   i. A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.

   ii. Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing-arm.

   iii. A rear axle chain adjuster slot may be enlarged to allow the brake caliper mounting to become captive.

   iv. Rear axle chain adjuster may be modified or changed. The wheel axle nut may be replaced and/or made captive.

   v. The sides of the swing-arm may be protected by a thin vinyl cover only; no composite or structural covers are allowed.

   vi. Wheel support rails/guides may be added to permit quick wheel changes.

b. The rear fork pivot bolt must be the originally fitted and homologated part with no modification allowed.

2.5.10.5 Rear suspension unit

a. The rear suspension unit (shock absorber) may be replaced with a unit from the Eligible Parts for Competition – List 2024 (see 2.5.10.2b).

b. The original attachment points to the frame and rear fork (or linkage) must be as homologated.

c. All the rear suspension linkage parts must be the originally fitted and homologated parts with no modification allowed.

d. Removable top shock mounts must remain as homologated. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it.

2.5.10.6 Wheels

a. Wheels must be the originally fitted and homologated parts with no modification allowed.

b. The wheels may be overpainted, but the original finish cannot be removed.

c. A non-slip coating / treatment may be applied to the bead area of the rim.

d. If the original design included a cushion drive for the rear wheel, it must be the originally fitted and homologated parts with no modification allowed.

e. Wheel axles may be modified or replaced but must be of the same material as the originally homologated part.

f. Wheel spacers can be modified or replaced.

g. Bearing spacers are free.

h. Wheel balance weights may be discarded, changed, or added.

i. Aluminum or steel inflation valves are compulsory.

j. The only allowed rim sizes are:

Wheels Size	
Front	**3.5"**
Rear	**5.5"**

In the case the machine is not fitted with the aforementioned sizes, a single alternative wheel will be agreed between the manufacturer and the Superbike Technical Director. It should be an OEM type production wheel. The inertia must be within 10% of the originally fitted wheel. The inertia must be within the range of homologated wheels in the other machines.

2.5.10.7 Brakes

a. For the Daytona 200, front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and mounting. The outside diameter may be changed. The ventilation system must remain the same as on the homologated motorcycle. Internally ventilated discs are not allowed if not present on the homologated motorcycle.

b. For the Daytona 200, the brake disk carriers may be changed, but they must retain the same off set and same type of mounting to the wheels of the homologated motorcycle.

c. Only steel (max. carbon content 2.1 wt. %) is allowed for brake discs.

d. For the Daytona 200, the rear brake caliper bracket may be modified or replaced.

e. For the Daytona 200, the front brake calipers may be modified for quick change purposes only. Must be pre-approved by Technical Director.

f. To reduce the transfer of heat to the hydraulic fluid, it is permitted to add metallic shims to the calipers, between the pads and the calipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper.

g. For the Dayona 200, the front brake master cylinder may be replaced.

h. The rear brake master cylinder can be the originally fitted and homologated part with no modification allowed or may be replaced with a unit from the Eligible Parts for Competition - List 2024. The retail price limits are:

   i. Thumb brake (including lever and mounts) €450

   ii. Hand brake €450

   iii. Foot operated master €200

   The use of thumb or hand brakes is allowed in addition to or instead of the foot operated system. An adaptor may be fitted to the reservoir input of the OEM master cylinder to facilitate this.

i. Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used. The split of

the front brake lines for both front brake calipers must be made above the lower edge of the fork bridge (lower triple clamp). Brake line hose fittings (including banjo bolts) can only be steel or titanium.

j. Front and rear brake pads may be changed. The use of magnets is allowed. Brake pad locking pins may be modified for quick change type.

k. Additional air ducts are not allowed.

l. The anti-lock brake system (ABS) must be removed.

m. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. Guards from the Eligible Parts for Competition – List 2024 will be permitted without regard to the material. The Technical Director has the right to refuse any guard not satisfying this safety purpose.

2.5.10.8 Handlebars and hand controls

a. Handlebars may be replaced.

b. Handlebars and hand controls may be replaced and relocated.

c. Throttle controls must be self-closing when not held by the hand.

d. Motorcycle with Throttle Cables:

i. Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle.

ii. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.

e. Motorcycle with Ride by Wire throttle ‘Grip’ sensor:

i. Only the OEM unit may be used or optional units (motorcycle specific) from the Eligible Parts List for Competition List – World Supersport Next Generation Permitted Modifications.

f. The clutch assembly and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.

g. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.

h. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be red.

2.5.10.9 Footrest and foot controls

a. The footrests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.

b. The foot controls, gear shift and rear brake must remain operated manually by foot.

c. Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

d. The end of the footrest must have at least an eight (8) mm solid spherical radius.

e. Non-folding footrests must have an end (plug) which is permanently fixed, made of aluminum, plastic, Teflon® or an equivalent type of material (minimum radius 8

mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety purpose.

2.5.10.10 Fuel tank

a. For the Daytona 200, fuel tanks must be the originally fitted and homologated parts with the following modifications allowed:

   i. Fuel Tanks may be modified to accept a female dry break valve. Tanks may not be modified beyond what is necessary to accept the female dry break, the decision of the Technical Director regarding the modification is final. (See also Art. 2.3.15).

   ii. If the fuel tank filler cap is replaced by a “quick-fill” type, when closed must be leak proof. Any tampering to the opening or closing of the quick fuel valve system of the fuel tank will be considered as an infraction to the safety requirement (leak proof). Additionally, the system must be secured to prevent accidental opening at any time (See also Art. 2.3.17).

   iii. The addition of any type of secondary fuel tank is prohibited.

b. Fuel capacity is limited to a maximum of 19 liters.

c. All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. "Explosafe®").

d. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.

e. Fuel caps may be changed. Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.

f. If the tank has a filler ‘neck’ (tube) inside the tank that restricts its complete filling, then the neck may be removed or have vent holes drilled through it.

g. A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.

h. The tank may not have a cover fitted over it unless the homologated machine also features a full cover.

i. The sides and rear of the fuel tank may be protected with a cover made of a composite material. These covers must follow the shape of the fuel tank exactly.

j. The fuel tank may have a heat reflective sheet attached to its bottom surface.

k. No other fuel tank modifications are allowed.

2.5.10.11 Fairing / Bodywork

a. Fairing, mudguards, and body work must conform in principle to the homologated shape as originally produced by the manufacturer. The use of carbon fiber or Kevlar® materials is not allowed in fairing, fuel tank cover, seat, seat base and associated bodywork construction. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas. Headlights must be included even when considered external.

b. All bodywork paint and decal designs are free.

c. The fairing has a tolerance of +/-10mm from the original homologated road fairing, respecting the design and features of the homologated fairing and any articles below. The overall width of the frontal area may be +10mm maximum. The decision of the Technical Director is final.

d. For Supersport Next Generation: The fairing has a tolerance of +/-8mm from the original homologated road fairing, respecting the design and features of the homologated fairing and any articles below. The overall width of the frontal area may be +5mm maximum. The decision of the Technical Director is final.

e. The windscreen may be replaced.

f. Fairing brackets may be altered or replaced.

g. The ram-air intake must maintain the originally homologated shape and dimensions.

h. For Supersport: Original air ducts running between the fairing to the air box may may only be replaced by exact cosmetic replicas of the original parts. If the part serves another function (ie Dash Mounting) then the airflow passage must retain the homologated internal shape and the part must be listed in the Eligible Parts for competition List. Material is free.

i. For Supersport Next Generation: Original air ducts running between the fairing to the air box may be altered or replaced by exact cosmetic replicas of the original parts.

j. Particle grills or “wire meshes” originally installed in the openings for the air ducts may be removed. Flap valve systems may be removed. Air ducts cannot be added if they are not present on the original machine.

k. The lower fairing must be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine if they are not present on the original machine. (min. 5 liters). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.

l. The lower fairing must incorporate one (1) hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions, as declared by the race director.

m. Minimal changes are allowed in the fairing to allow clearance for protective engine covers.

n. Motorcycles may be equipped with a radiator shroud to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

o. Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer. Front mudguards may be replaced and the use of carbon fiber or Kevlar® composites are allowed.

p. Front mudguard may be spaced upward for increased tire clearance.

    i. The front portion of the front fender may be trimmed for quick change applications.

q. Rear hugger type mudguards fixed on the swing-arm may be replaced with a cosmetic duplicate of the original part. The use of carbon fiber or Kevlar® composites are allowed.

r. The chain guard may be removed if it is not incorporated in the rear hugger. If the chain guard is incorporated in the hugger, then the chain guard section may be removed or modified to accommodate larger diameter rear sprockets.

s. The chain guard may be removed if it is not incorporated in the rear fender.

t. The existing rear mudguard under the seat may be removed.

u. The exact appearance, shape, size, and location of the front headlights of the homologated motorcycle must be respected and should be obtained by applying a plastic or metallic film on the front of the motorcycle.

v. Supersport Next Generation, if the proposed machine is not fitted with a fairing, then a fairing from the manufacturers' range may be used by agreement with DWO and the Technical Director. A belly pan is compulsory.

2.5.10.12 Seat

a. The seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated motorcycles.

b. The top portion of the rear body work around the seat may be modified to a solo seat.

c. Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10 mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.

d. The appearance from the front, rear and profile must conform in principle to the homologated shape.

e. The same material as fairing must be used (article 2.5.10.11.a).

f. All exposed edges must be rounded.

2.5.10.13 Rear safety light

For the Daytona 200, rear safety lights are not required.

2.5.10.14 Fasteners

a. Standard fasteners may be replaced with fasteners of any material and design.

b. Aluminum fasteners may only be used in non-structural locations.

c. Titanium fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

d. Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

e. Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.

f. Threads repairs may be made using inserts of different material such as Helicoils and Timeserts.

g. Fairing/bodywork fasteners may be changed to the quick disconnect type.

2.5.11 The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.

a. Any type of lubrication, brake, or suspension fluid

b. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used

c. Gaskets, seals, and gasket materials

2.5.12 The following items MAY BE removed.

a. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices)

b. Speedometer and related wheel spacers

c. Bolt on accessories on a rear sub frame

2.5.13 The following items MUST BE removed.

a. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
b. Rear-view mirrors
c. Horn
d. License plate bracket
e. Toolbox
f. Helmet hooks and luggage carrier hooks
g. Passenger footrests
h. Passenger grab rails
i. Safety bars, center and side stands must be removed (fixed brackets must remain)
j. Catalytic converters.
k. Rear mudguards affixed to the seat unit.

2.11 FUEL, OIL AND COOLANTS

2.11.1 Fuel

a. **The designated fuel is VP Racing Fuels MGP-R for the Daytona 200.**

b. Not applicable for the Daytona 200.

c. Not applicable to the Daytona 200.

d. No other additives or fuels are permitted for use**.**

2.11.1.1 Fuel technical details

a. The general physical properties for VP Racing Fuels MGP-R are available at:

VP Racing Fuels MGP-R

b. Not applicable to the Daytona 200.

2.11.2 Air

a. Only ambient air may be mixed with the fuel as an oxidant.

2.11.3 Primary tests

2.11.3.1 The AMA/FIMNA may require tests of fuels to be administered before, or at the time of delivery to an event at which such fuels are to be used.

2.11.3.2 The fuel company supplying fuel to participating teams must submit **if requested** ten (10) liters (2 x 5 L) to the laboratory appointed by the AMA/FIMNA for analysis in accordance with the specification. Provided that the fuel is within the specification, a certificate containing a test report number will be issued to the fuel company. The contact for fuel analysis is: technicaldirector@motoamerica.com

2.11.4 Fuel sampling and testing

a. The Technical Director has the sole responsibility for the administration and supervision during the taking of fuel samples.

b. The preferred fuel test method is gas chromatography or the GC fingerprint method.

Gas chromatography (GC) is an analytical technique for separating compounds based primarily on their volatility and polarity. Gas chromatography provides both qualitative and quantitative information for individual compounds present in a sample. Gas chromatography is widely used for the analysis of fuels.

The GC fingerprint is a comparison between the given reference and the fuel drawn from the competitor. With the fingerprint method, any changes in composition and concentration of the fuel against the reference are detected. The separation is done with a non-polar column suitable for fuel analysis. The detection of the components is done with a flame ionization detector.

c. **The fuel samples will be transported to the AMA/FIM North America appointed laboratory by an official courier, using the appropriate containers.**

d. Riders selected for fuel controls will be directed with their motorcycles to the inspection area.

e. Only new sample bottles will be used for the fuel samples.

f. The fuel to be tested will be transferred into three (3) bottles (3 small sample containers), marked A, B and C, and identified by reference to the motorcycle from which the sample was taken. The bottles will be closed, sealed, and labelled by the Technical Director and/or the fuel analysts supervised by the Technical Director.

g. The fuel sample declaration form will be filled out immediately, containing all information as shown on the sample sheet including the rider's name and race

number, date, and location of fuel sampling. A responsible team member will sign this declaration after verifying that all the information is correct.

h. Samples A and B will be given to the appointed laboratory staff present at the event for analysis or be sent to the respective laboratory by the organizer if no trackside laboratory is available. Sample B will be kept by the laboratory staff as a retained sample in case of a dispute. **All samples will be accompanied by a copy of the fuel sample declaration form without disclosing the rider/team.** Costs for the analyses of samples A and B will be paid by MotoAmerica.

i. Sample C will be given to the AMA/FIMNA for safeguarding in case of appeals and/or requirement of a counter-expertise by an AMA/FIMNA appointed laboratory, **accompanied by a copy of the fuel sample declaration form without disclosing the rider/team.** Costs for the analysis of sample C **if requested** will be paid by the team concerned.

j. As soon as possible after receipt of the samples and completing the testing, the fuel analyst/AMA/FIMNA appointed laboratory will report the results of the fuel sample analyses directly to the Technical Director.

k. **In the case of non-conformity, the Technical Director must notify the results to FIMNA Stewards, and the rider/team representative concerned. Failure of the sample to correspond to the controlled fuel will result in the disqualification of the rider/team from the entire event. The entire event is further defined as all sessions and races that take place during the event weekend.** The result of the competitor's fuel sample analysis ("A" or "B" sample) more favorable to the competitor will be considered. **The result of the competitor's fuel sample analysis ("A" or "B" sample) is considered a statement of fact.**

l. Within 48 hours of receipt of the notification of the results of the test of sample A and/or B, the team must notify the Technical Director if a counter-expertise is required (or not required) for sample C.

m. **If there is a request to have sample C tested, AMA/FIMNA in coordination with the Technical Director shall arrange for the "C" sample to be tested by an independent AMA/FIMNA appointed laboratory. The result of the competitor's fuel sample analysis ("C" sample) more favorable to the competitor will be considered. The result of the competitor's fuel sample analysis ("C" sample) is considered a statement of fact.**

n. **The FIMNA Stewards shall conduct a hearing with the rider/team representative immediately following the notification of the results or as soon as practical and take a decision. They shall notify the MotoAmerica Permanent Bureau, Technical Director, and the rider/team representative of the decision.**

o. **No appeal may be lodged against the results as they are considered a statement of fact by a judge of fact per Article 3.6.1. An appeal for any other reason against the decision of the FIMNA stewards must be received within 5 days of the receipt of the sanction notification. The appeal shall be heard by FIMNA appointed Appeal Stewards and the decision is final if the FIMNA Appeal Stewards confirm the FIMNA Stewards decision.**

2.11.5 Fuel storage

a. Fuel must only be stored in metal, sealable containers in the competitors' pit.

b. Fire Firefighting equipment, protective devices and staff must conform to the

c. Firefighting equipment, protective devices and staff must conform to the requirements imposed by the local authorities and by-laws.

d. The organizer must have fire extinguishers of a size and type approved by the local by-laws, available to each competitor in the pit area.

2.11.6 Coolants

a. The only liquid engine coolants permitted other than lubricating oil is water.

AMA / FIM NORTH AMERICA ROAD RACING
FUEL SAMPLE DECLARATION FORM
(Internal Version)

DATE FUEL SAMPLES TAKEN
FOR LAB ANALYSIS ….. /….. / …..

RIDER #:

_____

SESSION:

_____

RIDER NAME:

_____

Sample "A"	
Label #	Seal #
Sample "B"	
Label #	Seal #
Sample "C"	
Label #	Seal #

MOTORCYCLE MAKE: _____

TEAM: _____

The above listed details refer to fuel samples taken from the fuel tank of the motorcycle specified after the race while in the Check Area for a period of 30 minutes pending any protest.

Sample "A" and "B" will go to the laboratory appointed by AMA/FIM North America for analysis. Sample "B" will be kept by the laboratory staff as a retained sample in case of a dispute.

Sample "C" will be safeguarded by the AMA/FIMNA in case of an appeal and/or counter-expertise is required.

As a responsible member of the team named on this sheet, I,

(print Name): _____

have controlled the serial numbers of seals and serial numbers of labels and hereby certify the accuracy of the listed information.

Time: Signature: _____

Team Position: _____
(OWNER/MANAGER/MECHANIC)

AMA / FIM NORTH AMERICA ROAD RACING
FUEL SAMPLE DECLARATION FORM
(External Laboratory Version)

DATE FUEL SAMPLES TAKEN
FOR LAB ANALYSIS ….. /….. / …..

EVENT:

_____

SESSION:

_____

Sample "A"	
Label #	Seal #
Sample "B"	
Label #	Seal #
Sample "C"	
Label #	Seal #

The above listed details refer to fuel samples taken from the fuel tank of the motorcycle specified after the race while in the Check Area for a period of 30 minutes pending any protest.

Sample "A" and "B" will go to the laboratory appointed by AMA/FIM North America for analysis. Sample "B" will be kept by the laboratory staff as a retained sample in case of a dispute.

Sample "C" will be safeguarded by the AMA/FIMNA in case of an appeal and/or counter-expertise is required.

As a responsible member of the MotoAmerica Technical team named on this sheet, I,

(print Name): _____

have controlled the serial numbers of seals and serial numbers of labels and hereby certify the accuracy of the listed information.

Time: Signature: _____

_____
(AMA/FIMNA/MOTOAMERICA POSITION)

2.12 PROTECTIVE CLOTHING AND HELMETS

2.12.1 Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points (knees, elbows, musters, hips etc.).

2.12.2 Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

2.12.3 Riders must also wear leather gloves and boots, with which the leather suit provides complete coverage from the neck down.

2.12.4 Leather substitute materials may be used, providing they have been checked by the Technical Director.

2.12.5 Use of a back protector is highly recommended. For 2024 use of a back protector will be required.

2.12.6 Rider suit air bags are recommended. For 2024 use of a rider suit air bag will be required for permanent riders and riders participating in more than five (5) events.

2.12.7 Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.

2.12.8 Helmets must be of the full-face type (integral) and conform to one of the recognized international standards:

- Europe ECE 22-05 ‘P’
- Japan JIS T 8133:
- USA SNELL M2015, M2020D and M2020R
- FIM FRHP (Circuit Racing Certification)

2.12.9 All helmets used by season riders in competition must be equipped with either a manufacture installed emergency cheek pad removal system or an Eject emergency helmet removal system. Single event riders will be granted a one race exemption from this requirement, however, on their second event weekend the device will be required if the helmet manufacture does not have an incorporated emergency cheek pad removal device. If used, riders will be responsible for ensuring that the Eject device is properly installed and operable during all on-track activities. The inflation tube must exit at the left chin bar. Riders must attach the provided Eject logo installed on the helmet's left chin bar. Helmets with a manufacture installed emergency cheek pad removal system must have either manufacture labeling on both chin bars or labeling provided MotoAmerica.

2.12.10 Helmets are to provide protection and are not a platform to attach foreign objects. No foreign objects, including cameras, are permitted to be attached to the rider’s helmet.

2.12.11 Visors must be made of a shatterproof material.

2.12.12 Disposable "tear-offs" are permitted.

2.12.13 The riders clothing must include their name, emergency contact, and blood type adhered to the left-side lining adjacent to the main zipper.

2.12.14 Any question concerning the suitability or condition of the riders’ clothing and/or helmet shall be decided by the Technical Director, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

2.13 PROCEDURES FOR TECHNICAL CONTROL

A team/rider is always responsible for his motorcycle. During the initial technical inspection, the team/rider must declare the year, make and model of the motorcycle to be used in competition. The declared motorcycle must conform to technical rules applicable to the year, make and model per the homologation.

2.13.1 At each circuit, the technical checking area consisting of the *parc fermé* and the inspection area must be clearly defined:

a. "Parc fermé"

   i. The parc fermé is a restricted access area sealed with fences or other physical divisions with one or more gates.

   ii. The gates and the area are under the control of marshals when the parc fermé is in use (e.g. after practice/qualifying/race).

   iii. The parc fermé area must be sufficiently large to give shelter to all participating motorcycles.

b. The only persons allowed to enter the parc fermé are the:

   i. MotoAmerica Technical Director and technical staff

   ii. Race Direction members

   iii. FIMNA stewards

   iv. Tire manufacturer's staff

   v. Riders and team managers of motorcycles staying in the parc fermé.

   vi. Up to two (2) team mechanics until dismissed by the technical stewards.

c. No other persons have the right to enter and stay in the parc fermé unless invited by the Technical Director.

2.13.2 Inspection area

The inspection area is a sensitive area where motorcycles are disassembled, inspected and technical meetings are held. Therefore, the inspection area is highly restricted.

a. The following persons are allowed to remain in the inspection area:

   i. The MotoAmerica Technical Director and technical staff

   ii. The Race Direction members

   iii. The FIMNA stewards

   iv. The rider, team managers or their representatives of the inspected motorcycles.

   v. For disassembling operations, up to two (2) mechanics per motorcycle may be present.

b. Any other persons may enter or stay in the inspection area at the sole discretion of the Technical Director. In the case of an engine inspection, the inspected entrant has the right to request a reserved area where other entrants cannot watch closely.

c. In the inspection areas under the control of the technical stewards and the supervision of the MotoAmerica Technical Director, suitable equipment will be installed to conduct the various tests for example:

   i. Equipment for measuring the noise of the motorcycle.

   ii. Weighing scales with check weights for calibration purposes

   iii. Instruments for measuring engine capacity.

iv. Rulers and degree discs and gauges for measuring other dimensions.

2.13.3 The technical control procedure will be carried out in accordance with the schedule set out in these regulations. The technical stewards must be available throughout the event to check motorcycles and equipment as required by the Technical Director.

2.13.4 Presentation of a motorcycle will be deemed as an implicit statement of conformity with the technical regulations. A rider's presence at the technical control is not mandatory.

2.13.5 The motorcycle will be inspected under the name of the rider.

2.13.6 For each motorcycle, the Technical Stewards will prepare a digital or paper technical control card on which will be recorded, amongst other information, the team presenting the motorcycle and the rider.

2.13.7 The technical stewards must inspect the motorcycle for obvious safety omissions and the Technical Director may, at his discretion, choose to check the motorcycles for technical compliance with all other aspects of these regulations.

2.13.8 The Technical Director will refuse any motorcycle that does not have an operational transponder and team radio (listen only).

2.13.9 At the conclusion of the check, the technical stewards will place a sticker on the motorcycle indicating that it has passed the safety checks.

2.13.10 The Technical Manager will prepare a report on the results of technical checks which will be submitted to the event management committee via the Technical Director.

2.13.11 The technical stewards must re-inspect any motorcycle that has been involved in an accident. This would normally be carried out at the inspection area.

2.13.12 The technical stewards must be available, based on instructions from the Technical Director, to re-inspect any motorcycle for technical compliance during the meeting or after the race and to supervise inspection of a motorcycle following a protest on a technical matter.

2.13.13 At the end of the qualifying, qualifying practices, and races, the Technical Director will ensure that all classified motorcycles are placed in the parc fermé for a period of at least 30 minutes from the end of the session (unless held longer at the discretion of the Technical Director).

a. Competitors must ride directly into parc fermé from hot pit if they took the checkered flag in any qualifying session or race.

b. If the machine is in the hot pit when the session ends, work to the machine must be stopped (including data download) and the machine must be taken to parc fermé immediately.

c. If at any time a motorcycle leaves the hot pit during qualifying it must go directly to Parc Ferme or all times before the departure from the hot pit will be disallowed.

d. If a rider leaves the hot pit during a qualifying session and returns the track and subsequently follows the above procedure his times after the return the track are allowed.

Competitors must retrieve their motorcycles within approximately 30 minutes after the session results have been made official, except for those motorcycles chosen for disassembly. After this time limit the parc fermé officials will no longer be responsible for the motorcycles left behind.

2.13.14 The Technical Director may require a team to provide such parts or samples as he may deem necessary.

2.13.15 If a motorcycle is involved in an accident the Technical Director or his appointed staff must check the motorcycle to ensure that no defect of a serious nature has occurred.

However, it is the responsibility of the rider or the team to present his motorcycle for this re-examination together with helmet and clothing.

If the helmet is clearly defective, the Technical Director must arrange to retain this helmet. The medical director must send this helmet, together with the accident and medical report (and pictures and video, if available) to the AMA/ FIMNA and/or the federation of the rider.

2.13.16 Noise may be checked at any time of the event by request of the Technical Director. On request of rider, team or mechanic, noise of their own motorcycles can be checked at any time during the event.

2.13.17 The random weight check during practices will be held with minimum disturbance to the riders.

2.13.18 The Technical Director has the final authority in case of a dispute on the conformity of the parts in question and for their acceptance.

2.13.19 The parc fermé session may be reduced to 15 minutes and/or be held in hot pit if time constraints deem it necessary. A shortened parc fermé session will be referred to as quick parc fermé. The decision will be made by the Technical Director. In the case that quick parc fermé is imposed the time limit for protests will also be modified. (see art. 3.4.2)

2.13.20 The Technical Director may at any time during the event and until one hour after the finish of the last race, choose to inspect any machine, or team equipment (including but not limited to laptop and other computer equipment) for conformity to these regulations. Logged data may be collected at any point (for any session) for analysis.

Refusal to allow inspection of machine or team equipment will be referred to race direction for accessed penalty.

2.13.21 Dyno tests of any machine may be made at any point during the event at the discretion of the technical director.

2.14 VERIFICATION GUIDELINES FOR TECHNICAL STEWARDS

2.14.1 Verification for the classes

a. Make sure all necessary measures and administrative equipment are in place at least one (1) hour before the technical control is due to open.

b. Decide who is doing what and note decisions. "Efficiency" must always be the watchword. Always keep a positive environment and remember the reasons for technical controls: SAFETY AND FAIRNESS.

c. Be well informed. Make sure MotoAmerica has supplied you with all technical "updates" that may have been issued subsequent to the printing of the technical regulations. Copies of all homologation documents must be in your possession.

d. Inspection must take place under cover with a large enough area.

e. Weighing apparatus must be accurate and practical. The scale must be certified in the current year.

f. Rules regarding noise level and measurement must be respected.

g. The scales and noise meter will be available to the teams or riders for pre-race checking in the technical control area.

2.14.2 General

a. The motorcycles will not be required for weight and/or noise check at the pre-race technical inspection.

b. Noise test must take place in a clear area adjacent to the technical control at least five (5) meters from any possible noise reflecting obstruction.

c. The riders and teams must be aware that the weight and noise may be checked at random during practice or qualifying in the pit-lane and at the end of each race.

i. Claiming that the noise and weight were not officially controlled before the race will not be grounds for appeal. Conformity of the rules is the responsibility of the rider and the team (or of the participants).

d. The Technical Director reserves the right to spot check the weight and noise of any motorcycles on pit row during any timed session. This can occur at any time during a free practice and in the first two-thirds (2/3) of any qualifying session. This will be carried out with the least possible inconvenience to the rider or the team.

e. Motorcycles arriving later than the first free practice must be controlled in the technical control area.

f. At the conclusion of the inspections, the results will be recorded electronically indicating that the motorcycle has passed or failed the inspection.

g. The Technical Director must re-inspect any motorcycle that has been involved in an accident.

h. The technical stewards must be available on instructions from the Technical Director or the technical manager, to re-inspect any motorcycle for compliance during the meeting.

i. The Technical Director reserves the right to check any motorcycles during or after any session for technical compliance. This will be carried out with the least possible inconvenience to the rider or the team.

2.14.3 Timetable

The technical stewards must be present and available during the opening hours of the technical control area. The Technical Director and the technical manager will instruct

the technical stewards to verify motorcycles for compliance with technical and safety rules.

See event specific timetable for final instructions.

2.14.4 Equipment list

- Revolution meter
- Sound meter and calibrator
- Slide caliper
- Depth gauge
- Steel measuring tape
- Seals
- Weighing apparatus (scales) with calibration weights
- Tools for measuring engine capacity.
- Tools for measuring valve lift.
- Weighing apparatus for investigation of valve weights
- Color for marking parts.
- Magnet for materials testing
- Computer with homologation documents

2.14.5 Documents list

- Regulations of the CURRENT year.
- Homologation documents
- Homologation information
- Technical control forms
- Writing materials

2.15 SOUND LEVEL CONTROL

Sound limits in force:

The maximum sound level shall be measured at a mean piston speed of 11 m/sec. The fixed RPM specified in article 2.15.5 may be used.

2.15.1 Sound level shall be measured with the microphone placed at 50 cm from the exhaust pipe at an angle of 45° measured from the centerline of the exhaust end and at the height of the exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.

2.15.2 During a sound test, motorcycles not equipped with a gear-box neutral must be placed on a stand.

2.15.3 The silencers will be marked when they are checked and it is not allowed to change them after the verification, except for any spare silencer which has also been checked and marked.

2.15.4 The rider shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified revolutions per minute (RPM). Measurements must be taken when the specified RPM is reached.

2.15.5 Noise control

a. Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the noise test is conducted is calculated at 11 m/sec.

	2 cylinders	3 cylinders	4 cylinders
600cc	5,500 RPM	6,500 RPM	7,000 RPM
750cc	5,500 RPM	6,000 RPM	7,000 RPM
over 750cc	5,000 RPM	5,000 RPM	5,500 RPM

b. The maximum sound level for engines with more than one (1) cylinder will be measured on each exhaust end.

c. A motorcycle which does not comply with the maximum sound limits may be presented several times at pre-race control.

d. The surrounding sound must not exceed 90 dB/A within a five (5) meter radius from the power source during tests.

e. Apparatus for noise control must be to international standard IEC 651, type 1.

f. The sound level meter must be equipped with a calibrator for control and adjustment of the meter during periods of use.

g. The "slow response" setting must always be used.

2.15.6 Sound control after the competition

a. In a competition which requires a final examination of motorcycles before the results are announced, this examination may include a sound control measurement of at least the first three (3) motorcycles listed in the final classification.

b. At this final test, there will be a three (3) dB/A tolerance.

2.15.7 Noise control during a competition

a. In a competition which requires noise control tests during the event, motorcycles must comply with the noise limits without tolerance.

2.15.8 Guidelines for use of sound meters

a. The technical stewards must arrive in sufficient time for discussions with the Technical Director and other technical stewards to agree upon a suitable test site and testing policy.

b. Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

c. Two (2) sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.

d. Tests may take place in rain or excessively damp conditions. Motorcycles considered excessively noisy must be individually tested if conditions allow.

e. In other than moderate wind, motorcycles must face forward in the wind direction. (Mechanical noise will blow forward, away from the microphone).

f. The 'slow' meter response must be used.

g. 'A' weighted setting on the sound level meter must be used.

h. No rounding down of the meter reading is permitted, that is: 110.9 dB/A = 110.9 dB/A.

2.15.9 Corrections

a. Type 1 meter: deduct one (1) dB/A

2.15.10 Precision of the method (tolerances)

a. All corrections are accumulated.

b. Action and decisions will depend on the sporting discipline concerned, and decisions taken during prior discussions with the Technical Director.

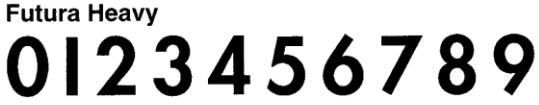
2.15.11 Noise Control Compliance

a. Riders found to not be in compliance with the limits will initially receive an Official Warning. The penalty for subsequent occurrences of non-compliance will normally be addressed with a fine but an additional penalty may be applied by the FIM North America Stewards.

b. Penalties will not be issued for non-compliance of noise limits that result from crash damage and mechanical issues.

2.16 APPROVED NUMBER FONTS

Futura Heavy



Futura Heavy Italicy

Univers Bold

Univers Bold Italic

Oliver Med.

Oliver Med. Italic

Franklin Gothic

Franklin Gothic Italic

2.17 HOMOLOGATION

MotoAmerica homologation procedures will follow the requirements of the FIM homologation rules for Superbike, Superstock, Supersport and Junior Cup. MotoAmerica reserves the right to make exceptions to the FIM homologation rules under the guidance of the Permanent Bureau. The decision of the technical director is final.

2.17.1 MotoAmerica Twins Cup and KOTB homologation procedures will follow the requirements of MotoAmerica.

2.17.2 Homologation List

a. FIM homologation list:

   http://www.motoamericaregistration.com/competitor-info/

b. MotoAmerica homologation list:

   http://www.motoamericaregistration.com/competitor-info/

2.17.3 Period of homologation

a. Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of:

   i. Superbike and Superstock 1000: 8 years

   ii. Supersport 600 and Junior Cup: 8 years

   iii. Twins Cup: 20 years (MotoAmerica Homologation)

   iv. King of the Baggers: 12 years (MotoAmerica Homologation)

b. A homologation will be withdrawn if the motorcycle no longer complies with the technical rules.

c. A homologation will be granted only if the fee has been paid.

d. The Manufacturer of the homologated model can request an extension of a homologation before the end of the 8-year homologation period. The FIM may grant a 2-year extension of the homologation period. All Homologation documents must be updated to the latest standard, but no fee will be charged for a homologation extension.

3.0 DISCIPLINARY AND ARBITRATION CODE

Refer to the 2024 MotoAmerica AMA Road Racing Series FIM North America Championship Regulations.

4.0 CIRCUIT STANDARDS

Refer to the 2024 MotoAmerica AMA Road Racing Series FIM North America Championship Regulations.

5.0 MEDICAL CODE

Refer to the 2024 MotoAmerica AMA Road Racing Series FIM North America Championship Regulations.

6.0 ANIT-DOPING CODE

Refer to the 2024 MotoAmerica AMA Road Racing Series FIM North America Championship Regulations.

7.0 ENVIRONMENTAL CODE

Refer to the 2024 MotoAmerica AMA Road Racing Series FIM North America Championship Regulations.