

### Superbike Cup Special Procedures

Stock 1000 was introduced in 2018 as a development class for Superbike riders. As the industry is in a period of growth, MotoAmerica proposes the following Superbike Scholarship Cup for Stock 1000. In previous years, Superbike grids included riders campaigning the Stock 1000 or 750 class. This program allows riders to campaign both. Additionally, MotoAmerica and the AMA has created license changes which allow riders who would have been ineligible to maintain eligibility for Stock 1000 while transitioning to the Superbike class.

The following benefits would be available to all riders who participate:

1. Eligibility to both Superbike and Stock 1000 purse.
2. No entry fee for Superbike class
3. Eligibility to Superbike Cup points fund, where the top three riders participating in the entire season receive a season ending purse of \$25,000, \$10,000, \$5,000. To be eligible for season ending purse rider must have participated in both superbike races for seven total events.
4. Purse for 10-15 in Superbike has been increased to \$1250 per race.
5. Free set of tires for the top five participating Stock 1000 riders in each race, based on Superbike race finishes.
6. Additional exposure with 20 of 20 races planned live on Fox Sports

### 2020 MotoAmerica Superbike Cup Technical and Sporting Regulations

#### General:

To be eligible to participate in the Superbike Cup you must hold a Superbike with Stock 1000 endorsement competition license.

All machines must follow Section 2.6 Stock 1000 technical regulations as stated in the 2020 MotoAmerica regulations.

All riders will participate in Stock 1000 Practice 1 and Qualifying 1. Those riders who have achieved a time of 108% of the fastest Superbike time in combined results of Superbike Qualifying Practice 1 and Qualifying Practice 2 will be eligible to participate in Superbike Free Practice 3 in lieu of Stock 1000 Qualifying 2.

To qualify for the Superbike races, a Superbike Cup rider must achieve a time in a Qualifying session at least equal to 108% of the time recorded by the fastest Superbike rider of the combined Superbike Qualifying Practice session(s). Any rider who fails to achieve a qualifying time may be permitted to take part in the race provided that a time of at least 108% of the fastest Superbike rider of the combined Superbike Qualifying Practice sessions is achieved in Stock 1000 race 1. Any decision made to permit a rider to take a position in a race is determined by Race Direction. Provisional starts may be applied for and approved by the Race Direction. Grid positions for Superbike will be based on the riders fastest time in any qualifying session. The results will be combined with Superbike QP1 and QP2 results and all Stock 1000 riders gridded behind those assigned a time in Superpole. If there is a climatic difference in the Stock 1000 and Superbike sessions, as determined by race

direction, the Superbike riders will be gridded first. Race direction's decision regarding climatic conditions and the grid shall be final.

### **Tire allocation:**

Stock 1000 Competitors will be given four (4) additional tire stickers which may only be used during Superbike races.

### **Main frame and spare motorcycle (Superbike Cup participants only)**

Competitors participating in the Superbike Cup may have a complete back up machine to be used in limited situations as described below:

- a. During the entire duration of the event each rider may only use one (1) complete motorcycle for both classes Stock 1000 and Superbike, as presented for technical control, with the frame clearly identified with a seal. In case the frame needs to be replaced, the rider or the team must request the use of a spare frame to the Technical Director.
- b. One (1) spare complete motorcycle is allowed per rider.
- c. A team may opt to have one (1) spare machine shared by two (2) 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 or in any other incident and is declared unrepairable (safely and in the available time) by the Technical Director, 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 earliest the complete spare machine would be eligible for use will be after the Stock 1000 race 1 is complete. If the rider's primary machine is damaged in any session before Stock 1000 race 1 (including all practice and qualifying sessions) then the competitor must follow the Stock 1000 spare frame rule as specified in section 2.6.10. If the competitor switches to their complete spare machine after Stock 1000 race 1 or any session afterward then they will be required to continue to use that machine until the end of the event (this includes warm-up, Stock 1000 race 2, Superbike race 2). The new serial number will be recorded by the Technical Director.

During set up day (usually the day before first official practice session) no restrictions apply regarding the location of the spare motorcycle. From the start of the first practice session, any spare motorcycle must be kept out of view. It is recommended that team working areas incorporate an area for this purpose. 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 to which the incident occurred rendering the primary bike not able to be used. In a race situation, if the primary bike is required to be replaced with the spare machine at any time during Race 1, 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 a continuation of the original race or session.

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