

MOTOAMERICAAMA ROAD RACING SERIES
FIM NORTH AMERICA CHAMPIONSHIP

2020 REGULATIONS

HERITAGE CUP



For Sporting Regulations, Disciplinary and Arbitration Code, Circuit Standards, Medical Code, Anti-Doping Code and Environmental Code see 2020 MotoAmerica Regulations.

HERITAGE CUP REGULATIONS

GENERAL UNDERTAKINGS AND CONDITIONS

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

1.0 SPORTING REGULATIONS

2.0 TECHNICAL REGULATIONS

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

All the persons mentioned above may be penalized in accordance with the provisions of the Regulations.

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

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

1.0 SPORTING REGULATIONS

1.1 INTRODUCTION

The MotoAmerica/AMA Road Race Series will organize a series of motorcycle Exhibition Events

1.2 THE PADDOCK

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

1.4 OFFICIALS

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

1.4.1 Permanent Officials

All permanent officials shall be appointed for the Championship by the Permanent Bureau.

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

a. Race Director

The Race Director is responsible for:

- Ensuring proper observance of the regulations.
- Communications between the Event Management Committee and the FIM North America Stewards.
- The control of the Exhibition session laps , adherence to the timetable and, if deemed necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.
- The stopping of practice or the Exhibition sessions in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct start procedure is carried out.

- All versions of the starting procedures.
 - Directing the use of medical cars/fast intervention vehicles.
- b. Rider Representative
- The Rider representative is responsible for:
- Assisting riders with interpreting and clarifying sporting and technical regulations
 - Accepting rider input regarding safety issues
 - Accepting, evaluating and making recommendations regarding rider concerns and requested exceptions
 - Coordinating with the MotoAmerica CMO regarding rider fit/unfit status
- c. FIM North America Safety Officer
- The FIM North America Safety Officer is responsible for the supervision of all aspects of safety.
- d. Technical Director
- The Technical Director is responsible for:
- Ensuring that technical regulations are correctly enforced
 - Supervising/scrutineering protests of a technical nature

1.4.2 Individual event officials appointed by FIM North America

All individual event officials shall be appointed for each event.

- a. FIM North America Chief Steward
- The FIM North America Chief Steward (with FIM Sporting Steward license) is responsible for ensuring that the event is conducted according to the regulations.
- b. FIM North America FMNR Steward
- The FIM North America FMNR Steward (with FIM Sporting Steward license) is appointed in coordination with the host federation and is responsible for ensuring that the event is conducted according to the Regulations.
- c. FIM North America Safety Officer
1. The FIM North America Safety Officer is appointed in coordination with MotoAmerica and serves as a permanent official. The FIM North America Safety Officer is responsible for:
 - Ensuring that the circuit is suitably prepared for and maintained during the event.
 - Ensure that all legal requirements applicable for the running of the event have been successfully completed.
 - Ensuring that all officials and services are in place. The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, medical services, moto-taxi, recovery and intervention vehicles, flags, etc.) alongside the circuit no later than 30 minutes prior to all on track activity.
 2. The Race Director, the FIM North America Safety Officer, and the Medical Officer will make the final inspection of the circuit to ensure that regulations are being followed 30 minutes prior to the beginning of the day's first practice sessions and/or warm up.
 - During the final inspection lap, the yellow flag must be waved at each flag

marshal post together with the display of other flags and equipment requested by the FIM North America Safety Officer.

1.4.3 Individual event officials appointed by the series or organizer

a. Secretaries

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

b. Other officials including; marshals, technical scrutineers, security personnel, medical staff, etc. required for the efficient running of the event.

1.4.4 The Race Direction

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

1.4.5 The FIM North America Stewards

The FIM North America Stewards shall be appointed for each event by FIM North America.

1.5 MOTOAMERICA RACE DIRECTION

a. The Race Direction will comprise the following persons:

- The Race Director (who will chair the meetings)
- The FIM North America Safety Officer
- The MotoAmerica Riders' Representative

b. The quorum for a meeting of the Race Direction is two (2) persons.

c. Each member has one vote and decisions are based on a simple majority.

d. The Race Direction will meet at any time required during the event.

e. The duties of the Race Direction are:

- To make decisions as provided in the regulations.
- To impose penalties for any infringements of the regulations.
- To adjudicate on any protest relating to infringements of the regulations.
- Race Direction may make change in the conduct and/or format of a Race and/or a practice session based on safety considerations and provided that such decision is necessary to resolve a situation not foreseen in the regulations. In such exceptional cases, such decision may prevail over specific provisions of the regulations.
- Provided that it is absolutely necessary to resolve a situation not foreseen in the regulations, the Race Direction may issue pre- Exhibition Event instructions or clarifications and in specific cases even create Exhibition Event regulations (e.g. to take into account the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the regulations.

1.7 FIM NORTH AMERICA STEWARDS

- a. There will be a panel of two (2) FIM North America Stewards (with FIM Sporting Stewards license) supervised by the Chief Steward who will chair the meetings.
- b. The FIM North America Stewards are responsible for enforcing the regulations. All Stewards officiating at more than four events in any year shall be approved by the Permanent Bureau.
- c. The quorum for a meeting of the FIM North America Stewards is two (2) persons.
- d. If the Chief Steward is indisposed during the event, the second FIM North America Steward will fill the vacancy.
- e. The second FIM North America Steward may be replaced by the FMNR steward or a selected FIM steward at events conducted in conjunction with World Championship events.
- f. Each member has one (1) vote. Decisions are based on a simple majority. In the case of a tie, the Chairman will exercise a casting vote.
- g. The FIM North America Stewards have no executive role in the running of the events.
- h. The FIM North America Stewards will meet at any time required during the event.
- i. The FIM North America Stewards are responsible for:
 - Ensuring that the event is conducted according to the regulations and reporting any infringement to the Race Direction.
 - Adjudicating on any appeal against the decisions of the Race Direction.
 - All decisions of the FIM North America Stewards must be communicated in writing to the Race Direction and all affected parties.

1.8 LICENSE REQUIREMENT AND ELIGIBLE COMPETITORS

- a. United States riders must be in possession of a membership issued by the AMA.
- b. The registration form and the entry fees are posted on the website:
 1. www.motoamericaregistration.com
 2. The withdrawal of entry from an event must be communicated to MotoAmerica no later than seven (7) days before the event takes place. The communication must be written and sent through e-mail to registration@motoamerica.com. Riders failing to communicate this circumstance may be penalized.
 3. AMA and MotoAmerica have the right not to accept or to reject an entry.
 4. A compulsory rider/entrant briefing will be held for all riders participating in the event.
 5. Failure to attend the briefings in full may result in disqualification from the event or penalty.
 6. A waiver can be granted to a rider by Race Direction.
- c. A rider shall be deemed to have taken part in the event when the rider participates in, at least, one practice session.
- d. A rider shall be deemed to have started an Exhibition Event when the rider participates in, at least, the first lap of the Exhibition Event session.

1.9 STARTING NUMBERS

- a. Each rider accepted for any class in the MotoAmerica Series will be allocated a specific starting number that will be valid for the entire Championship.
- b. Numbers associated with motorcycles or requested will be considered

1.10 SCHEDULE

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

1.11 TECHNICAL CONTROL AND MEDICAL CONTROL

- a. All motorcycles should be checked by the technical stewards on the day preceding the event up to one (1) hour before the first practice session of the event according to the published schedule. At the discretion of the Technical Director, machines and protective clothing may be checked earlier than the schedule if the machines are ready.
- b. Teams may present for technical control one (1) motorcycle per rider, which will be specially identified by the technical controllers.
- c. Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or any medical controls will not be allowed to take part in the event.
- d. The procedure for technical control is described in the Technical Regulations, articles 2.0 thru 2.13. The procedure for medical control and doping control is described in articles 5.0 and 6.0.

1.12 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- a. Instructions may be given by the Race Director to teams and/or riders by means of special circulars in accordance with the regulations. Circulars must be posted on the official notice board and available to each team representative. Circulars that are posted on the official notice board and/or delivered to the team representative will be deemed as proof of delivery.
- b. All classifications and results of practice and the Exhibition Laps, as well as all decisions issued by the officials, must be posted on the official notice board. Posting on the official notice board will be deemed as proof of delivery and official publication.
- c. Any official communication from Race Direction or the Permanent Officials to a team or rider must be communicated in writing, by time keeping displays or radio. Similarly, any communication from a team or rider to the Race Direction or the Permanent Officials must also be made in writing.
- d. MotoAmerica Race Control communicates schedule, track, rider and motorcycle status information on the frequency published in the supplementary regulations and/or timing screens throughout each Exhibition session event. It is mandatory that each team possess either a radio or scanner to monitor MotoAmerica Race Control. Radios must not be capable of broadcasting on the control frequency. Every team is required to bring an example of their equipment to technical inspection prior to the first on track activity and a once a year log will be maintained to monitor rule compliance. All teams must have at least one crew member monitor this "listen only" communications channel during all practice, and Exhibition sessions. Teams must also monitor timing screens similarly. Failure to comply may result in a penalty or fine by Race Direction.

1.16 FLAGS AND LIGHTS

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

1.16.1 Flags and lights used to provide information:

- a. Green Flag
The track is clear. This flag must be waved at each flag marshal post for the first lap of each practice and Exhibition sessions. The green flag must be shown waved at the flag marshal post immediately after an incident that necessitated the use of one or more yellow flags. When the pit-lane exit is open, the green flag must be waved at the pit-lane exit.
- b. Yellow and Red Striped Flag
The adhesion on this section of the track could be affected by any reason other than rain. This flag must be shown waved at the flag marshal post.
- c. White Flag with diagonal red cross (stroke width of the cross between 10 and 13 cm)
Indicates drops of rain on this section of the track. This flag must be waved at the flag marshal post.
- d. Yellow and Red Striped Flag together with the White Flag with diagonal red cross
Indicates it is raining on this section of the track. This flag must be waved at the flag marshal post.
- e. Checkered Black / White Flag
This flag will be waved at the finish line to indicate the finish of Exhibition session or practice session.
- f. Checkered Black / White Flag and Blue Flag
The checkered black/white flag(s) will be waved together with the blue flag at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line.
- g. Green Light
If used this light must be switched on at the pit lane exit to signal the start of each practice sessions, the start of the Exhibition session .

1.16.2 Flags which convey instructions:

- a. Yellow Flag
 1. A standing yellow flag at the flag marshal post indicates that there is a danger ahead beside the track. Riders must exercise caution; overtaking is forbidden up until the point where the green flag is waved.
 2. Waving yellow flag at the flag marshal post indicates that there is a hazard wholly or partly blocking the track, or other high-risk situation. Riders must slow down and be prepared to stop. Overtaking is forbidden from the first yellow flag up until the point where the green flag is waved. Riders found in violation may be subject to fines.
 3. During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, and Exhibition sessions.
- b. Red Flag and Red Lights
 1. When the practice or Exhibition session is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

2. When the pit-lane exit is closed, this flag will be waved at the pit lane exit and the light will be switched on. Riders are not allowed to exit the pit lane. Any infringement of this rule may be penalized by Race Direction.
 3. The red flag may also be used to indicate the track is closed.
- c. Blue Flag
1. This flag indicates to a rider that he is about to be overtaken and will be waved at the flag marshal post. During the qualifying sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the Exhibition session, the rider concerned is about to be lapped and must allow the following rider(s) to pass at the earliest opportunity. Overtaking within a group of lapped riders is forbidden under the blueflag.
 2. Any infringement of this rule may be penalized by Race Direction.
- d. Black Flag
1. This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart when this flag results from a penalty.
 2. This flag can also be presented to a rider for a reason other than a penalty (e.g. to rectify a non-dangerous technical problem such as a transponder issue).
 3. Any infringement of this rule may be penalized by Race Direction.
- e. Black Flag with orange disk (40 cm)
1. This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal posts together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.
 2. Any infringement of this rule may be penalized by Race Direction.

1.16.3 Flag dimension

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

1.16.4 Flag Marshals posts

The location will be assigned during the circuit homologation.

1.16.5 Marshals uniforms

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

1.17 SAFETY CARS

The safety cars should be equipped with flashing lights.

1.18 PRACTICE

1.18.1 Practice sessions

- a. Practice sessions may be conducted as practice and in all cases, are timed for tracking purposes.
- b. Riders will commence practice from the pit lane when the green light and/or the green flag is displayed at the exit of the pit lane. Riders will be released separately on the pit lane to ensure sufficient spacing is achieved.

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

1.18.2 Lap Times

All laps for all sessions will be timed for tracking purposes. Both for practice and for Exhibition Races, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.

1.19 BEHAVIOR DURING PRACTICE

- a. Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule may be penalized according to the provisions of article 1.21/b.
- b. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit lane. Any infringement of this rule may be penalized with one of the following penalties:
 - fine
 - ride through
 - disqualification
 - suspension or any other penalty at the discretion of Race Direction
- c. Riders must pass on the outside only to reduce the risk of incident
- d. Riders should use only the track and the pit lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the officials or at a place which does not provide an advantage or safety issue. Any infringement of this rule during the practices or warm up will be penalized by exclusion from the event.
- e. Any repairs or adjustments along the track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the motorcycle and holding it while any repairs or adjustments are made. The marshal may then assist him to re-start the motorcycle.

- f. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- g. If the rider encounters a problem with the motorcycle, which will result in his retirement from the practice or the Exhibition session, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his motorcycle in a safe place as indicated by the marshals.
- h. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- i. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- j. Riders are not allowed to transport another person on their motorcycle or to be transported by another rider on his motorcycle (exception: Another rider or by another rider after the checkered flag or red flag).
- k. Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an official.
- l. No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship promoter.
- m. Riders may be required to carry "on-board" cameras on their motorcycle. The cameras and associated equipment must be carried during entirety of the practice or Exhibition Race sessions.
 - 1. Teams must give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment.
 - 2. The video recorded on the cameras is the sole property of MotoAmerica and must not be downloaded or copied.
- n. A speed limit of 60 km/h (approximately 37 mph) will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 Km/h crossed out is placed.
 - 1. Any rider found to have exceeded the limit during the practice could be subject to a fine of 150 USD.
 - 2. Any rider who exceeds the pit lane speed limit during an Exhibition session will be penalized with a ride through.
 - 3. The Race Direction must communicate the offence to the pit of the rider after having received the information from the official in charge.
- o. Stopping on the track during any session is forbidden with the exception of a practice start outlined in article 1.21/p.
- p. Practice Starts:
 - 1. During the practice sessions practice starts are permitted.
 - 2. When it is safe to do so, at the pit lane exit before joining the track.
 - 3. After passing the checkered flag at the end of practice sessions when it is safe to do so. The rider must be off the racing line in the designated Practice Start Zone(s) and following the procedure, as communicated to teams prior to the first practice session.
 - 4. Any rider found to have infringed this rule may be subject to an instant fine of 150 USD. Further penalties may be applied.

- q. After the checkered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.
- r. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.
- s. Any rider or team whose motorcycle spills oil on the track causing interruption of practice, or Exhibition sessions may be penalized with one (1) of the following penalties:
 - fine
 - disqualification
 - suspension or any other penalty at the discretion of Race Direction
- t. All riders and team members must conduct himself or herself at all times in an appropriate, morally correct manner and in a manner to advance the positive goodwill and image of the AMA, FIM North America and MotoAmerica.
- u. All riders and team members must follow policies and procedures presented in the Teams Handbook and Entrant Agreement.

1.25 CHECK AREA

- a. At the end of the Exhibition Final session, or the final part of a Exhibition session that has been interrupted, all the classified motorcycles will be directed to a compulsory check area (parc fermé) pending inspection by the Technical Stewards. It is the responsibility of the riders to ensure that the machine is in the parc fermé.
 - 1. Motorcycles will normally be released from the parc fermé withn 30 minutes after the finish of the Exhibition Final session .

2.0 TECHNICAL REGULATIONS

Amendments to the technical regulations may be made by the MotoAmerica permanent bureau at any time.

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

2.1 INTRODUCTION

Motorcycles for the MotoAmerica Heritage Cup shall consist of period motorcycles or replicas. Motorcycles with historical significance are preferred.

For a machine to be approved photos and machine history must be submitted to via motoamericaregistration.com

2.2 ELIGIBLE MOTORCYCLES

2.2.1 AMA Vintage Superbikes

- a. Pre-1986 AMA Superbikes either original or replica

2.2.2 Open Exhibition

- a. Motorcycle of historical significance or interest

2.3 GENERAL ITEMS

2.3.1 Materials

- a. All materials used must appear to be period correct as used in the original manufacturing of the machine. 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.

2.3.2 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 in order to prevent trapping of the rider's fingers
- e. Repair by welding of light weight alloy handlebars is prohibited.
- f. Composite handlebars are not allowed.
- 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, 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.

2.3.3 Compulsory Safety Items

- a. All drain and fill 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. 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.

2.3.4 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. Wheel balance weights may be discarded, changed or added to.
- c. Any inflation valves may be used.

2.3.5 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 must be at least 2.5 mm.
- c. The surface of a slick tire must contain three 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 2 of these indicator hollows are worn on different parts of the periphery.

2.3.6 Tire warmers

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

2.3.7 Use of tires

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

2.3.8 Time keeping 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 the 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 manufacture suggested direction of the transponder should also be respected.
- d. It is the team's responsibility to ensure that the transponder is always in an optimal position and working properly and any machine without a working transponder is not allowed on the circuit.
- e. 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 always be working.

2.3.9 Crash Protection

Crash protection may be fitted to the frame, using existing mounting points, or pressed into the ends of the wheel axles.

2.4.0 Minimum weight

Original series weight restrictions should be respected.

2.4.1 Numbers and number plates

Numbers must be easily legible, in a clear simple font and contrast strongly with the background color. Backgrounds must be of one single color over an area large enough to provide a minimum clear area of 25 mm around the numbers.

Numbers conforming to original rules and guidelines will be accepted in order to adhere to the authenticity of the machines.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

2.4.2 Engine

- a. All engine components (cylinder head, camshafts, pistons, connection rods, crankshaft, transmission and clutch) must be period correct for the machine in the specific series.

2.4.3 Lateral covers and protection

- a. Oil containing engine covers cannot be secured with aluminum bolts.
- b. All lateral covers/engine cases containing oil, and which could be in contact with the ground during a crash, should be protected by a second cover made from metal such as aluminum alloy, stainless steel, steel or titanium. Each side (left and right) of the engine should have at least one (1) protective cover installed on the farthest protruding engine cover containing oil.
 - i. The secondary cover should cover a minimum of 1/3 of the original cover. It must not have sharp edges that could damage the track surface. 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.
 - ii. Heavy duty engine case covers may be used in lieu of secondary case covers.
 - iii. The Technical Director has the right to refuse any cover not satisfying this safety purpose.
- c. Plates or crash bars from aluminum or steel also are permitted in addition to these covers. All these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- d. Oil containing engines covers as per original rules and guidelines will be considered to maintain authenticity of the machine. Must be submitted to technicaldirector@motoamerica.com

2.4.4 Oil pumps and oil lines

- a. 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.

2.4.5 Cooling System

- a. The only liquid engine coolant permitted is water.

2.4.6 Fuel System

- a. The fuel system (fuel injection, carburetors, fuel tank, pumps, regulators and fuel lines) must remain period correct and as raced in the machines specific series.

- b. 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 in such a way that they are protected from crash damage.
- c. Quick connectors or dry break connectors may be used.
- d. Fuel vent lines may be replaced.
- e. Fuel filters may be added.

2.4.7 Exhaust System

- a. Exhaust pipes must remain period correct and appear as raced in the machine's specific series.
- b. The noise limit will be 115 dB/A (with a 3 dB/A tolerance after the Exhibition Race only) measured at 6000rpm (4-cylinder) and 5500rpm (2-, 3- cylinder).

2.4.8 Frame body, rear sub-frame, suspension components

- a. The main frame must remain period correct and as raced in the machine's specific series.

2.4.9 Wheels

- a. Wheels may be replaced but not modified (see article 2.3.4) and associated parts may be altered or replaced from those fitted to the homologated motorcycle.

2.4.10 Brakes

- a. Brake system must remain period correct and as raced in the machines specific series.

2.4.11 Fairing and bodywork

- a. The fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer.

2.4.12 The following items MAY BE altered or replaced from those fitted to the motorcycle

- a. Any type of lubrication, brake or suspension fluid may be used.
- b. Gaskets, seals and gasket material
- c. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
- d. Fasteners (nuts, bolts, screws, etc.) may be altered or replaced. Internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
- e. Thread repair may be made using inserts of different material such as Helicoids and Timeserts.
- f. External surface finishes and decals

2.4.13 The following items MAY BE removed

- a. Instrument and instrument bracket and associated cables
- b. Tachometer, Speedometer and associated wheel spacers
- c. Chain guard

2.4.14 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, Horn, License plate bracket
- c. Helmet hooks and luggage carrier hooks, Passenger footrests, Passenger grab rails
- d. Safety bars, center and side stand brackets welded to the main frame may be removed.

