



MOTOAMERICA COMPETITOR BULLETIN

06-2017 V2

The American Motorcyclist Association and MotoAmerica have edited the 2017 Regulations to provide more specificity regarding the spare motorcycle in Superbike/Superstock 1000. The regulations have been edited as follows:

2.4.10 (2.6.10) Motorcycle Use

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, Superpole and races.

The frame of this motorcycle will be officially sealed by the MotoAmerica 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 MotoAmerica 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 it, 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 MotoAmerica 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 MotoAmerica 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.

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 anytime during Race 1, the first opportunity to use the spare machine is the next session or race. Race 1 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 MotoAmerica Technical Director for later examination

Please contact permanentbureau@motoamerica.com for any questions.

