

AFM COMPETITION RULES FOR 2018

The technical requirements for motorcycles contained in this rulebook are not to be regarded as all-inclusive relative to safe race preparation. It is the responsibility of the rider to make sure his/her motorcycle is prepared in a safe, workman-like manner.

Vendors at the track, or who have advertisements in the raceday program should not be interpreted as having an endorsement by AFM.

The American Federation of Motorcyclists, Inc., (AFM), a non-profit California Corporation, began in 1954 as a handful of enthusiasts and has grown to hundreds of competition members.

Overall control of the AFM rests with the Board of Directors of AFM, Inc. elected by the membership. Race promotion and local matters are handled by chapters, one in the San Francisco Bay Area, and one in the Los Angeles area (currently inactive). Chapter meetings are held monthly in the Northern Chapter. Check the AFM website (www.afmracing.org) for meeting day and time.

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 rules, then It is forbidden.

1.0 AUTHORITY AND RESPONSIBILITY FOR MANAGEMENT OF RACE MEETS

1.1 CHAPTER

The overall responsibility for the proper conduct and management of race meets rests with the sponsoring AFM Chapter, regardless of the extent to, or means by which authority may be delegated to race meet officials.

1.2 RACE DIRECTOR

The Race Director shall be in overall charge at any race meet. The duties and responsibilities include, but are not necessarily limited to, course preparation and safety; providing and supervising turn marshals; ruling on protests; disqualifying riders or motorcycles who (which) fail to meet the requirements set forth elsewhere in these rules

1.3 ENTRY COMMITTEE

The Entry Committee shall be responsible for processing all entries; maintaining a current file of license-holder data and copies of Medical Treatment and Authorization Forms; verifying the credentials of all riders; and for scoring all races. The Committee shall also furnish complete race results (including all finishers and numbers of entries) to the AFM Secretary within 14 days following the race meet. Only official, confirmed, signed results will be sent via e-mail to the manufacturers for any awards or benefits, unless otherwise requested by the sponsor.

1.4 TECHNICAL INSPECTION (TECH)

The Tech Inspector(s) shall judge the safety for competition of all motorcycles entered at a race meet (ref. Section 3.2, 7.1, 8.0, 8.5). The Inspector(s) shall also judge as to the safety of, and compliance to Section 7.2, all apparel and/or equipment to be worn by the rider (ref. Appendix A). The Inspector's reasonable judgment and these rules shall govern all such decisions. Disputes shall be judged by the Race Director or duly appointed Referee (ref. Section 1.6).

1.5 STARTER

The Starter shall start and finish all races and practice sessions in accordance with the procedures set forth in Section 3.4. The communication to all riders of these procedures, and of the meaning and use of flags, shall be his responsibility.

1.6 REFEREE

The Race Director may appoint a Referee to assume the Race Director's complete authority on race day with regards to the following matters: (1) Deciding protests and assigning appropriate penalties; (2) Deciding Tech disputes; (3) Disallowing or disqualifying riders or machines found not to

be in conformance with these rules; (4) Conducting the Rider's Meeting; (5) Handling rider complaints and questions.

1.7 APPEAL OF DECISIONS

This appeals process applies to raceday protests, disqualifications, etc. The Race Director, or Referee, shall decide all protests. Appeals of their decision must be made in writing to the AFM Board within two (2) weeks and will be considered by the AFM Board of Directors. All Race Director/Referee decisions may be appealed, including disqualifications. Appeals must be made in writing to the AFM Board within two (2) weeks and will be considered by the AFM Board of Directors. Appeals may be mailed to AFM Appeals: 395 Taylor Blvd #130, Pleasant Hill, CA 94523; OR sent via e-mail to afm@afmracing.org.

2.0 LICENSING AND ENTRY INFORMATION

2.1 LICENSING

2.1.1 Upon receipt of the items listed hereunder, the AFM shall, with discretion, issue an AFM Competition License:

- a) A properly executed application. The signature of a parent or legal guardian is required for all applicants less than 18 years of age. The minimum age for all accepted applicants is 16 years. Exceptions may be made for persons under 16 years of age. Potential riders under 16 years old must petition the AFM Board of Directors for approval. Track policy may determine age limit at some events.

Requirements for riders less than 18 years of age:

- Riders 15 years of age and under must have the following:
 - Complete an approved New Racer School, or carry a current year Expert license from an AFM-approved club.
 - Provide a resume for the past two years of their road racing experience to include dates, tracks, classes, finishing position and numbers of starters (if available).
 - A recommendation letter from an AFM-approved club.
 - A notarized AFM Minor License application, signed by BOTH the mother and father of the underage rider.
 - Schedule and undergo an interview by three board members. This can be done over via phone or Skype.

Once AFM has received the membership application, an interview will be scheduled with the Board of Directors.

- Riders under the age of 15 may not participate at Sonoma Raceway.
 - Riders 16 or 17 must have the following:
 - Notarized AFM Minor License application signed by EITHER the mother or the father.
 - Provide a current year Roadracing Expert license from an AFM-approved club, OR complete an approved AFM New Racer School.
 - Riders under the age of 15 are limited to a 125cc 2 stroke, up to 500cc 4-stroke.
 - Riders 15-17 (AND with the AFM Board approval) may ride a bike no larger than 250cc 2-stroke or 650cc 4-stroke.
- b) Medical Information and Treatment Authorization Form; signed and dated. Signature of parent or legal guardian required for minors.
- c) Personal major medical insurance is required for all competition members.
- d) Release and Waiver of Liability Agreement form; signed and dated before a notary, must be submitted. Signature of parent or legal guardian required for minors.
- e) Photocopy of valid driver's license, state-issued picture identification or notarized copy of birth certificate may be required upon request at any time.
- f) Rider has demonstrated ability to comprehend the English language in both oral and written forms.
- g) All applicable fees.

2.1.2 License Fees for 2018:

Competition	Full Season (Jan. 1- Dec.31)	\$165.00
	Half Season (July 1- Dec. 31)	95.00
	Single Event	45.00

Reciprocity Partner Clubs	No Fee
(OMRRA, WMRRA, UTAHSBA, MRA, MotoWestGP, CVMA)	

Non-Partner	Full Season (Jan. 1- Dec.31)	75.00
Club	Half Season (July 1 - Dec. 31)	45.00
Associate	Full Season (Jan. 1-Dec. 31)	45.00
	Half Season (July 1 - Dec. 31)	25.00

2.1.3 Reciprocity license holders will NOT receive or accrue points, either in class or overall.

a) Riders applying for a Reciprocity License or New Member Experienced License who want to by-pass an AFM authorized school, must provide documentation from the other racing club that the rider is classed as a Novice or Expert. If the rider cannot provide such documentation, the rider must take and pass an AFM authorized school. Only approved motorcycle roadracing clubs are accepted for Reciprocity License purposes; other racing forms (dirt, moto, supermoto, mini, etc.) are not accepted.

b) Reciprocity riders are not eligible for season-end championships; they may appear on results/standings prior to the season-end final standings.

c) Reciprocity license holders may upgrade to a full competition license prior to July 1, 2018 only.

2.1.4 Riders will be classified as First Year, Novice Clubman, Novice, Expert or Pro at the discretion of the License Committee. All riders must meet the eligibility requirements listed in rule 2.2 and 2.2.1.

2.1.5 Numbers: An AFM Competition Number is assigned to each member. It is printed on the license. It will be used exclusively on any machine raced by the member (except as allowed by the Race Director at a specific race meet). Numbers 1 to 5 are issued on the basis of rider performance in the Formula Pacific class from the 2017 AFM season. Numbers 6 to 10 will be issued on the basis of points accrued in all other classes (Top Overall Points standings.) Numbers 11-999 are issued at the discretion of the Licensing Committee with consideration given to previous

AFM Competition Number.

a) Riders holding a 2-digit number from 2017 who have not participated (e.g., not started a race) for three or more seasons will be converted on renewal for 2018 to the same 2-digit number with an "X" suffix. If that rider starts racing again, they will run the "X" number and will be eligible to regain the non-X number should it become available. Endurance races do not count as "participating entries" in regards to this rule; Clubman races do count.

2.1.6 AFM Licenses shall expire at the end of the calendar year in which they are issued.

2.1.7 The AFM License Committee and/or AFM Board of Directors, at its discretion, may delay or deny issuing of a license, or suspend an already issued license for, or remove raceday privileges for, but not limited to:

- a) Falsifying any information on the license application form.
- b) Forging the signature of a parent, guardian or Notary on any forms.
- c) Failure to cooperate fully in the execution of all forms or documents as may be reasonably required to settle insurance claims or legal actions.
- d) Failure to make reimbursement for returned checks or declined credit cards within ten (10) days, or prior to the next event, whichever comes first.
- e) Failure to pay the fee on returned checks or declined credit cards.
- f) Any of the actions listed in Section 5.1.
- g) Conduct in public in such a manner as to cast a poor public image on the AFM.

2.2 NEW AND NOVICE RIDERS AND RETURNING EXPERTS

New Rider is one who has had little or no previous experience as a road racing motorcycle competitor and must complete an AFM-approved New Racer School (NRS) before competing. Prior to completing an NRS, the riders' classification is FY (First Year); after successful completion of a School, the rider will be classified as a Novice or NC (Novice Clubman). Successful completion of an NRS is required before a rider may partici-

pate in a regular race day as a Novice. At the discretion of the AFM, outside companies such as track day providers may be approved to conduct NRSs that follow AFM requirements. Race Schools from other approved racing clubs (WMRRA, OMRRA, etc.) may also qualify for the AFM's Race School requirement. Students from such approved new racer schools may be required to pass an AFM written quiz prior to registering for their first practice entry.

2.2.1 Expert and Novice riders who have not participated in races for extended periods may be required to take an AFM-approved school.

- a) Prior expert licensed riders can be unlicensed and not participating in AFM or other road race events for up to five (5) years before they have to take and pass an AFM-approved school. It is the riders' responsibility to provide proof of licensing and/or participation. AFM Experts holding an AFM license continually will stay at the Expert level, regardless of whether they are active racing members or not. If the member becomes active, they do not need to take the New Racer School.
- b) Returning members who were previously Expert status will return to Expert status after passing an AFM-approved School. People in this category must notify the license committee. They must also meet the requirements of 6.1.
- c) Novices who have not participated in the prior two seasons must re-take and pass an AFM-approved School.
- d) Riders who passed an AFM-approved School must license with AFM within one year of the date of completion of that school for it to be accepted towards AFM's School requirements.

2.2.2 Novice or Novice Clubman riders who are racing with the AFM for the first time will be required to enter Clubman races (ref. Sec. 6.1). After the initial requirement, Clubman is not mandatory. A Novice rider is one who has less than six (6) completed road races on at least six (6) different race events and has not won a class championship. A mid-season change of status (Novice to Expert) may be authorized by petitioning the License Committee.

Chapter Optional, Endurance and Exhibition races do not count toward advancement to Expert status. A Novice may stay a Novice until they meet the requirements below.

- a) Requirement for a Novice rider to elect to advance to Expert in the next season: You must hold a Novice Clubman and/or Novice license and complete six (6) road races on at least six (6) different race events. There is no time limit to complete the six race events. It is the rider's choice to advance to Expert. You may remain a Novice for as long as you like, so long as you do not meet the mandatory advancement criteria.
- b) Requirement for mandatory advancement to Expert status in the next season: If a rider finishes in the top three of any Novice class in year-end points.

2.2.3 Novice Riders must use yellow number plates with black numbers.

2.3 ENTRY PROCEDURE

2.3.1 The following are required to constitute a valid race meet entry: Completed entry/tech form for that race meet. Only entry/tech forms approved by the AFM Board of Directors may be used. When the rider is under 18 years of age the rider's parent or legal guardian must sign the Release and Waiver of Responsibility on the first day of rider participation in the race meet and the signature must be witnessed by the Entry Committee. All signatures on a minor Release and Waiver of Responsibility must be notarized.

2.3.2 Current AFM Roadrace Competition License.

2.3.3 Personal, major medical insurance currently in effect. Any rider found to be without personal medical insurance will be suspended for 12 months from the date of the infraction.

2.3.4 Medical release form from a licensed physician in the event of an injury at a previous event that was classified as serious or life-threatening.

2.3.5 Payment of applicable entry fee(s).

- a) A person who pays fees to AFM with NSF (insufficient funds) checks or declined credit cards will not be allowed to

participate in AFM events until all NSF checks and/or declined credit cards and their applicable bank charges are covered. Race entries made with NSF checks and/or declined credit cards may be considered VOID, and all points and monetary awards obtained withdrawn. At the discretion of the Entry Committee, all further checks and/or attempted credit card charges may be refused, and all race entries denied until NSF checks and/or declined credit cards are covered and withdrawn money is repaid. Additional fees may apply to any and all charges denied to AFM.

- 2.3.6** Additional documents to verify identification or age. Riders may be asked to submit secondary proof of identification or age, such as driver's license or birth certificate, at the request of any AFM official.
- 2.3.7** The Entry Committee may refuse any entry at its reasonable discretion.
- 2.3.8** If an entrant falsifies information on an entry form, he/she shall be subject to a fine of up to \$200 and/or disqualification.
- 2.3.9** Entries and Administration fees are handled in the following manner:
 - a) All fees not used on a specific race day by a specific rider will be credited to the same rider for future entries. All entry monies collected by the AFM will not be refunded.
 - b) The AFM online pre-entry tool, with instructions, allows current AFM competition members to pre-enter practices and races over the internet via the AFM website. All relevant entry rules apply, including all race, acceptance and deadline dates. Endurance races may NOT be entered online.
 - c) Pre-entry notification and race schedules are sent by email blast at least four weeks prior to each event. Entries not received by the cut-off date will be subject to a non-refundable post entry fee.
 - d) Entries are prioritized by the date received and accepted based on space available. Every rider is guaranteed at least one entry per race day, if your entry is received by the cut-off date. After the cut-off date, riders may add to an existing entry

by adjusting their entry at sign-in.

- e) Entries are submitted by mail, fax or online.
- f) Riders who are already entered in an event may add another class at the track at that event, prior to the gridding completion and availability.
- g) An administration fee may be charged for each grid spot issued in which the rider did not start the race (DNS). Riders who crashed on that day are exempt from this fee. (Ref. Appendix C)
- h) A processing fee equal to a first entry fee will be charged for race cancelation due to curfew, complete rain out, etc. For an incomplete event, rider will be charged only for the practices/races run. (Ref. Appendix C).

2.3.10 Practice fees are charged by (1) full day session and (2) after lunch or PM session. All bikes receiving a separate session sticker will be charged the same amount for each sticker.

2.3.11 Scoring transponders are required for all Competition and Reciprocity members, and must be mounted and functioning during all practices and races; failure to do so may result in the rider being black flagged and/or not scored. Riders may also be penalized for not running an operational scoring transponder (ref. 5.1). A hand scoring fee will be charged for all finishing places with a non-working transponder. Transponders will be available at all practice and race events. AFM Registration must be notified if a rider changes transponders.

2.3.12 Choice of practice session will be determined by the riders' best lap time as determined by official AFM timing data. This will be done automatically by the entry system.

3.0 RACE ORGANIZATION

This section sets forth minimum standards for proper conduct and management of AFM Race Meets. Should these standards not be reasonably met at a given race meet, the AFM Inc. Board of Directors may: suspend the Charter of the sponsoring Chapter; levy a fine of not more than \$500.00 against the sponsoring Chapter; or any combination thereof.

3.1 RACE MEET PREPARATION

The following preparations are required for every race meet before any practice session or race may be held (ref. Appendix A):

- 3.1.1** The course must be reasonably free of surface hazards (dirt, gravel, oil, etc.)
- 3.1.2** Fully-charged fire extinguishers suitable, for use on gasoline fires, must be in place and readily available on the course.
- 3.1.3** Turn personnel must be in position, equipped with flags, brooms and grease sweep, and must be in communication with Race Control.
- 3.1.4** At least two ambulances (defined as vehicles with medically-qualified personnel, all necessary safety and first aid equipment, and capable of transporting injured persons to a hospital) must be provided at all times.
- 3.1.5** Suitable medical and liability insurance, covering riders, race meet officials, spectators, the owners and managers of the track facility and AFM Inc., shall be provided and in effect during the entire race meet. Such insurance must meet minimum standards as determined by the AFM Inc. Board of Directors.
- 3.1.6** Waivers releasing AFM from liability must be executed by all persons entering the course premises. Such waivers must be approved by the AFM, Inc., Board of Directors.
- 3.1.7** Reasonable spectator control shall be provided.

3.2 TECHNICAL INSPECTION

- 3.2.1** All motorcycles must be inspected and passed by the Technical Inspector(s) before any access to the track will be allowed.
- 3.2.2** All protective apparel and/or equipment, as required in Section 7.2, must be inspected and passed by Tech the first time the motorcycle and apparel pass through Tech each season. The helmet will then be affixed with a season-long apparel sticker. The rider will be required to bring the bike and helmet (displaying the season-long sticker) to Tech for the remainder of the season, but leathers, boots, gloves and back protector do not need to be re-inspected each race event. The motorcycle will not be approved without the stickered and approved helmet. All apparel and equipment must be re-inspected after a crash.
- 3.2.3** At any time during a race meet, after Tech inspection closes, the Tech Committee may inspect a rider's motorcycle and/or protective equipment

to assure that the motorcycle and/or equipment are still safe for competition.

- 3.2.4** If a motorcycle is suspected by Tech of being illegal for the class in which it is entered, Tech may recommend to the Race Director that the machine be inspected for conformance to class rules.
- 3.2.5** Falsification or misuse of Tech stickers and/or helmet stickers shall subject the rider to a fine of up to \$100 and disqualification.
- 3.2.6** The lower part of all fairings must be removed for initial Tech Inspection.
- 3.2.7** Excessively dirty and/or oily motorcycles will not pass inspection.
- 3.2.8** Belly pans will be inspected the first time the bike goes through Tech each season, then be affixed with a season-long tech sticker.

3.3 RIDER'S MEETING

- 3.3.1** A Rider's Meeting shall be held before the first race at all race meets.
- 3.3.2** Attendance at the Rider's Meeting is mandatory for all riders. Any registered rider who is found not attending the Rider's Meeting may be fined per rule 5.1.13.
- 3.3.3** The following matters shall be discussed or announced at all Rider's Meetings and/or printed in all instruction sheets or programs:
 - a) Starting procedure.
 - b) Use and meaning of all flags.
 - c) Insurance coverage.
 - d) Prohibition of all but entered riders and motorcycles from the course.
 - e) Special ground rules or procedures applicable to that particular course or race meet.
 - f) Course entry and exit points.
 - g) Schedule of events.

3.4 STARTING PROCEDURE

- 3.4.1** As soon as a race is called by the Starter, all riders shall take their positions on the starting grid as directed. Grid positions will be determined by points accrued in that class in the current year. Specific classes may be gridded by qualifying times, noted by AFM previous to a race event.

- a) Experts and Novices, referred to as classification, are gridded separately, with Experts gridded first, then Novices. Depending on class size, Experts and Novices may be given separate start sequences, or started together, at the discretion of the Race Director. Separate wave starts will be indicated by the “2nd WAVE” board being shown to the second wave.
- b) Gridding for the first race of the year will be determined by rider classification, then points accrued in the previous year for that class.
- c) Gridding after the first race will be determined by rider classification, then points in that class; once all points holders in the class have been gridded, the remaining riders will be gridded based on the following in that same class: points from prior season, current year finish(s), prior year’s finish(s); then riders with no points/finish(s).
- d) The Formula Pacific grid will be set by the fastest lap (qualifying) set by any Formula Pacific entrant in any of the Saturday practice sessions held the same weekend as the race event. In the event of a tie, the tie shall be decided by points in class. Any rider not able to qualify, for any reason, will be added to the back of the grid.
- e) It is the riders’ responsibility to know his/her grid position. If you have to ask an official while on the start line, you will be directed to the last position on the grid for your class.
- f) Notwithstanding section (a), if any Expert rider can prove (through official AFM timing data from Saturday practices) that they are within three (3) seconds of the fastest lap time for that class from the previous race at that track, they may be given a gridding exception and may be placed in or after the 4th row of that class. This exemption MUST be requested on Saturday for the Sunday events.

3.4.2 When the “5” board is displayed, all riders have adequate time to complete a warm-up lap. At the discretion of the Race Director, the “3” board will be displayed. The track will then be closed for a warm-up lap, and riders will be directed to the grid. The “3” board will continue to be displayed while riders are completing their warm-up lap and arriving at the grid.

- 3.4.3** When the Starter determines that all, or substantially all, motorcycles are properly positioned on the grid, he shall initiate the starting procedure by displaying the “2” board. Riders arriving at the grid during this interval shall assume grid positions as directed by the Starter. Motorcycles that stall but are restarted may resume their grid positions during this interval only. No holds shall be permitted at any time.
- 3.4.4** Following the “2” board, the “1” board shall be displayed by the Starter. Late arrivals shall be held until the race has started. Riders may not move into or start from any grid position other than their assigned grid number or at the back of the grid. Any rider whose bike stalls **MUST** signal (e.g., hand(s) held high in air.)
- a) When the “1” board is displayed, the contact patch of the front tire must be positioned in the middle of the chalked grid position.
- 3.4.5** The “1” board shall be turned sideways by the Starter at any time after it has been displayed in a vertical position. All motorcycles should be in gear and ready to start the race. A rider may not dismount or otherwise attempt to restart a stalled motorcycle at this time; s/he must instead raise his/her hand until the grid is clear or follow any special instructions from the Starter.
- 3.4.6** After the “1” board has been turned sideways, emergency stopping of the start shall be accomplished by the display of a red flag in front of the green one. This procedure immediately terminates the race.
- 3.4.7** The Starter shall signal the start of the race by displaying the green flag after turning the “1” board sideways.
- 3.4.8** Any rider whose contact patch of their front tire crosses the line above his/ her assigned grid position before the start of the race (ref. Section 3.4.7) will be penalized for gaining an advantage. The penalty will be up to the discretion of the Race Director (Ref. 5.1).

4.0 FLAGS, RIDER CONDUCT, PROTESTS

4.1 FLAGS

4.1.1 Flags and their meaning are as follows: (Ref: Appendix B)

Green Start or All Clear.

Yellow (Motionless)	Caution.
Yellow (Waved)	Extreme Caution, incident on track or in direct impact area.
Yellow with Red Stripe	Debris on course.
Green with Black Stripe	Oil, fluid, or slippery material on course.
Red	All riders safely reduce speed, signal to riders behind them, and proceed with caution to the pit lane.
White with Red Cross	Ambulance or emergency vehicle on course (or impact area of track apron): proceed cautiously.
White	Last Lap (used in both practice sessions and races).
Crossed Green and White	Half Way through the Race.
Checkered	Finish.
Black with Red Dot	Displayed with rider number at Start/Finish. Rider of that number to complete that lap and report to Starter.
Deer	Animal on or near track, race will be red flagged.

4.1.2 Where the red flag is displayed, All riders must stop racing, signal to riders behind them, safely reduce speed, and proceed with caution to the pit lane (Ref. Appendix B).

- a) In the event of a red flag situation, the leader must have completed at least four laps for the race to be considered complete. Scoring will revert back to the previous, completely scored lap, with the exception of any rider not active on course at the time of the red flag. A completely scored lap is defined as from when the leader passes the Finish line until the rider before the leader or new leader passes the Finish line.
- b) At all tracks, the red flags will be displayed at Start/Finish and at all turn stations.
- c) The deer flag (yellow with leaping deer logo) will be displayed if there is a deer or other animal on or near the course in that turn. The event will be red-flagged. Riders seeing the deer flag

should take appropriate action to avoid the animal.

4.1.3 When the yellow, oil, debris, or ambulance flags are displayed, riders must hold their relative positions until clear of the hazard. The “no passing” zone is described as from the flag station(s) until clear of the incident (or until clear of the next flag station if no incident is visible). (Ref. Appendix B).

a) The ambulance flag is displayed at Start/Finish when an ambulance is anywhere on the course. There will be no passing from the turn preceding the location of the ambulance (either moving or parked) where the ambulance flag will again be displayed, to the ambulance. Passing may be resumed once past the ambulance.

b) A standing yellow flag will precede every waving yellow flag (i.e., when there is a waving yellow in turn 3, there will be a standing yellow in turn 2). There is no passing until clear of the incident.

4.1.4 Flags shall measure at least 30 x 24 inches.

4.1.5 If the black flag with a large red dot is displayed to you at Start/Finish accompanied by a board with your AFM number on it, there is something wrong with you or your motorcycle, and you must complete the lap and report to the Race Director. If you are believed to be leaking fluid, the oil flag (green with black stripe) will be displayed in conjunction with the black flag with the red dot. Exit the course as soon as is safe.

a) If the course workers notice that you are leaking fluid, they will point to you to let you know that there is a problem. Exit the track surface as quickly and as safely as possible.

4.1.6 The checkered flag shall mark the end of the race. In multiple class races the winner of each class shall be determined by the number of laps completed at the time the checkered flag is displayed. The same procedure shall apply to the remaining finishers in the slower classes of multiple class races.

4.2 RIDER CONDUCT

4.2.1 Each rider is responsible for the actions and conduct of his/her pit crew and associates in his/her pit area and may be fined or disqualified for any violations by the above.

a) All people in the pits will keep noise levels low after 10:00pm.

Riders, or their guests, found to be unruly, overly loud, or engaging in other disruptive behavior will be subject to penalty. As a courtesy, generators should not be run after 10pm.

- 4.2.2** Each rider shall be responsible for leaving his/her pit area in a clean and acceptable condition at the end of a race event.
- 4.2.3** Fuel cans, Fuel jugs, and any container for the transport or storage of fuel must be marked with the rider's name and number. Riders are responsible for fees incurred by the AFM in the course of disposal for fuel cans and/ or trash, etc.
- 4.2.4** Each rider shall be responsible for arranging the removal of his/her motorcycle, car, van and/or trailer, and any personal equipment from the course environs if he/she is physically unable to remove them him/herself at the end of a race event.
- 4.2.5** Riders are financially responsible for any and all fees (checks, money orders, or credit cards) given as payment for entry fees, license fees, fines, banquets, scoring transponders, and payment for any other AFM function.
 - a) If there is a problem with a credit card used in the entry system, and the rider corrects the situation by use of a different card, or cash, there will be no additional fee charged. If payment is not satisfied by the end of the race event (i.e., returned check or denied credit card), there will be a \$50 administrative fee.

4.3 PROTESTS

- 4.3.1** All protests must be filed in writing with the Race Director or Referee within 30 minutes of the posting of the results of the protested event and all applicable fees must be submitted, in cash, at the same time. Once a protest has been filed with the Race Director or Referee, it cannot be retracted by the protesting party.
- 4.3.2** Protests can only be made by and against riders in the same class, except when foul, unfair or dangerous riding is the subject of the protest.
- 4.3.3** Any protest that can be visually seen requires no fee.

- 4.3.4** Any protest requiring engine teardown is subject to the following fees: Base fee \$50 (all bikes- for small tear down, e.g., dyno covers, carbs, etc.): 2-cycle motors: top end \$100, complete tear down \$150; 4-cycle motors: top end \$300, complete tear down \$400. Protest fee will be refunded if protest is valid, and fee will be paid to protested rider if not valid.
- 4.3.5** The Race Director, or Referee, shall decide all protests. Appeals must be made in writing to the AFM Board within two (2) weeks and will be considered by the AFM Board of Directors.
- 4.3.6** Protests, if upheld, shall result in the disqualification of the protested rider(s) as applicable (ref. Section 5.1).
- 4.3.7** A rider disqualified for performance modification (ref. Section 4.3.9), first offense, shall lose points for that day in event protested. The second offense shall lose points from event protested and two best finishes to date in class protested. A third offense shall lose all points to date in class protested.

5.0 PENALTIES AND CRASHING

5.1 PENALTIES

Riders may be penalized by the Race Director for actions including, but not limited to, those described in this section. Penalties may range from monetary fines up to \$250, an imposed time penalty, the docking of a lap from a race finish, disqualification from participation in one or more seasons, and/or disqualification from a race meet (including loss of points and awards) or any combination of the above.

- 5.1.1** Riders using drugs, chemical intoxicants or alcoholic beverages.
- 5.1.2** Participating in practice sessions or races at any race meet in which he/ she:
- a) Is not properly entered;
 - b) Uses any name other than his/her own;
 - c) Allows any other person to use his/her license;
 - d) Uses a motorcycle not passed by the Tech Inspector(s);
 - e) Allows any other person to use his/her motorcycle without prior approval of the Entry Committee or Race Director.

- 5.1.3** Riding or pushing a motorcycle on or near the active course, for any reason, against the course direction.
- 5.1.4** Bad conduct on or off the course at a race meet.
- 5.1.5** Disregard of any flag signal, directive of any race meet official or established AFM race meet policy or procedure.
- 5.1.6** Accepting any outside assistance, except from course officials, during a race.
- 5.1.7** Utilizing any outside source of motive power to propel a motorcycle other than the efforts of the rider or natural causes such as gravity.
- 5.1.8** Operating any motorcycle or other vehicle, or allowing his/her pit crew members to operate such a vehicle, at over five (5) miles per hour in the pit area.
- 5.1.9** Foul, unfair, or dangerous riding. This would include unsportsmanlike riding, including swerving erratically, intentionally cutting off or contacting another rider, or other dangerous maneuvers.
- 5.1.10** Unfit physical or mental condition such as may endanger any other rider, official or spectator.
- 5.1.11** Disregard of any applicable provision(s) of the AFM Competition Rules.
- 5.1.12** Actions not in the best interest of the AFM.
- 5.1.13** Failure to attend the Riders Meeting.
- 5.1.14** Riders found to be using other than after-market cases on any motorcycle that requires them by the AFM Board of Directors (Ref. Appendix A).
- 5.1.15** Falsifying any membership, registration, tech or contingency information.
- 5.1.16** Motorcycles found using a glycol-based water additive.
- 5.1.17** Riding a 4-stroke motorcycle without the required belly pan on track (Ref. 8.1.2).
- 5.1.18** Using on-board camcorders not inspected and approved by Tech (Ref. 8.1.15)

5.1.19 Deviating from the established course. This can include cutting through cones rather than following the course, not being able to make the first turn after the checkered flag, or using any non-course area as a shortcut to pick up positions or improve lap times.

5.1.20 Harassment or verbal abuse of fellow competitors, race day staff, volunteers or spectators.

5.1.21 Exhibitionist behavior on the track that endangers other riders.

a) Exhibitionist behavior includes but is not limited to jumps, stoppies, intentional wheelstands, and interference with other riders or their motorcycles.

b) All types of exhibitionist riding are prohibited in the pits and paddock areas.

c) Power wheelies are excluded from this definition, and are defined as a minimal lifting of the front wheel while on track exiting a corner or cresting a rise and simultaneously accelerating.

5.1.22 Tampering with someone else's motorcycle or gear without authorization.

5.2 UNSPORTSMANLIKE RIDING AND CRASHING (Ref. Appendices F and G)

5.2.1 A rider who crashes in any practice session or race may not restart that practice session or race.

5.2.2 A rider who crashes in any raceday practice or race must have his/her helmet, leathers and motorcycle (including belly pan) re-inspected by a designated AFM Official before he/she may enter the active course for subsequent practices and/or races.

a) If the belly pan has damage beyond what can be repaired on a raceday (due to a crash), and the motorcycle can otherwise enter other events of the day, it will be allowed to do so after approval from a designated AFM official (Tech Inspector or Race Director).

5.2.3 Overly aggressive/unsportsmanlike riding, crashing, or disregard of safety rules is subject to review and disciplinary action by the Race Director. The frequency, circumstances, consequences,

and severity of such incidents will be some of the factors taken into consideration. When a rider has three incidents in one season, the Race Director will notify a designated Board member, hereafter referred to as the interviewer, to contact the rider and conduct an interview of the circumstances of the incidents. The interviewer will make a written report on their findings and make a recommendation to the Race Director of any disciplinary action to be taken. The Race Director and/or the Board of Directors reserve the right to take action prior to the accumulation of three incidents (Ref. 5.1).

5.2.4 Individual crashes may be appealed to the Race Director, who will be responsible for allowing or denying the appeal.

a) Crash appeals must be received within 2 weeks of the incident. Appeal letters must be sent via mail or e-mail to the Race Director as listed on page 4. Riders may also appeal to the Race Director in person at the race track.

b) It is the rider's responsibility to send in any witness letters or worker input.

c) Any mechanical evidence supporting removal of a crash from the rider's record must be shown to the Chief Tech Inspector or Race Director on the day of the incident.

5.2.5 After receiving notice of their penalty, racers may appeal that penalty (not the individual incidents) to the Chapter Board. Penalty appeals must be received within 2 weeks after the racer receives notice. The penalty will be on hold until after such appeal is reviewed. Appeal letters must be sent via mail or e-mail to AFM, as listed on page 4.

5.2.6 A rider under suspension may NOT compete in the AFM Endurance Race.

5.2.7 Crashes/incidents/infractions are not carried over from the previous season.

6.0 CLASSES AND POINTS

6.1 CLASSES

The following classes are recognized for competition at an AFM Race

Meet (Exhibition classes will be run at the discretion of the Race Director and Board of Directors). Except for 6.1.4 and 6.1.5, these are “Sunday” races as referenced elsewhere.

- a) Riders will be removed from the track (black flag with red dot) if they are riding in a race day event so slowly as to be a hazard, or dangerous to other competitors. Future entries in that class may be placed on hold until the rider has demonstrated to race day officials that they are fast enough to not present a hazard to other riders, or themselves.
- b) First-time riders may be required to enter Clubman classes (ref 6.1.4) or Formula AFemme (Ref. 6.1.5) before their entries are accepted if they don't meet the recommended lap times.
 - i) All riders who enter Clubman must also pre-enter for Saturday practice and Sunday races. All riders who enter Formula AFemme and would otherwise be required to enter Clubman must also pre-enter for Saturday practice and at least one other class. They will have to show official AFM lap times from their Clubman or Formula AFemme race with those listed in rule 6.1 before being eligible for the above classes.
- c) Clubman or Formula AFemme racers who DNF or who do not have a working transponder will be considered to have missed the lap time requirement unless a special exception is granted. The rider requesting such exemption will contact a Rider Rep or the Race Director. The Race Director will rule on the exemption and notify Registration personnel.
- d) Riders who **MUST** enter Clubman or Formula AFemme:
 - i) First-year Novice riders who have not completed a Clubman or Formula AFemme race with lap times within those required by rule 6.1.
 - ii) Visiting/Reciprocity Novice riders who are riding with the AFM for the first time.
- e) Riders **MAY** be allowed to enter Clubman or Formula AFemme if they are not meeting the lap time requirements for a particular class.
- f) In the event that Clubman or Formula AFemme races are canceled, Novice Clubman riders will be allowed to race all other entered classes, and those lap times will be used in lieu of Clubman times for

advancement to Novice status.

- 6.1.1 FORMULA (GP)** Formula Rules apply (ref. Section 9.3). SuperStock - and Superbike -legal bikes may also run in Formula classes. Individual classes are as follows:

Formula IV

- 250-650 cc 4-stroke twin-cylinder, plus Yamaha FZ07
- 250-450 cc 4-stroke multi-cylinder
- 201-250 cc Street based, 2-stroke, twin-cylinder
- 500-Open cc 4-stroke, single cylinder
- 251-810 cc 4-stroke, 2-valve, air-cooled twins
- 251-1050 cc 4-stroke, push-rod, 2-valve, air-cooled twins
- 1200 cc 4-stroke, push-rod, 2-valve, air-cooled twins that comply with the AMA Pro Racing XR1200 Race Series Rules

Formula III

- 100-125 cc 2-stroke water-cooled
- 100-250 cc 2-stroke air-cooled singles
- 100-450 cc 4-stroke singles
- 100-200 cc 2-stroke air-cooled twins
- 100-400 cc 4-stroke street-based twins

Formula II

- 201-250 cc 2-stroke
- 201-Open cc 2-stroke single cylinder
- 201-430 cc 2-stroke air cooled
- 251-350 cc Street based, 2-stroke, twin cylinder
- 451-Open cc 4-stroke singles
- 125 cc GP, factory manufactured, water-cooled

Formula I

- 251-500 cc 2-stroke (250 cc GP factory-manufactured, water-cooled) bikes also allowed)
- 651-1000 cc 4-stroke twin cylinder
- 451-750 cc 4-stroke multi cylinder

Open Grand Prix

500-Open cc 2-stroke multi cylinder

751-Open cc 4-stroke. Open cc bikes are limited to stock manufactured displacement plus one mm overbore.

Formula Singles

245-Open cc 4-stroke single cylinder, naturally aspirated

Formula Twins (Each of the following displacement categories is a class)

245-500 cc 4-stroke twin cylinder, naturally aspirated

501-650 cc 4-stroke twin cylinder, plus Yamaha FZ07, naturally aspirated PLUS up to 810 cc 2-valve twins. These twins may run in both 650 and Open Twins classes on a given raceday. 1200 cc 4-stroke, push-rod, 2-valve, air-cooled twins that comply with the AMA Pro Racing XR 1200 Race Series Rules.

651-Open cc 4-stroke twin cylinder, naturally aspirated. Open cc is limited to stock manufactured displacement plus one mm overbore

Formula 40 (Will not count for overall points, and is Chapter Optional Riders who are 40 years of age or older.

Lightweight: Formula III, Formula IV (Buell XB9 per Formula IV is allowed), 250 Superbike, Legacy 250, 450 Superbike, 700 SuperStock, Lightweight Twins, Formula Twins 650, Super Dinosaur (up to 600 cc), and Vintage. Participation in class must be from riders meeting the lap time requirement (see chart above).

Middleweight: Formula I, Formula II, 600 SuperStock, 600 Superbike, 750 SuperStock, 750 Superbike (twin cylinder engines up to 1000cc are allowed), and Super Dinosaur (601cc and larger). Participation in class must be from riders meeting the lap time requirements (see chart above.)

Heavyweight: Open SuperStock, Open Superbike, Open Grand Prix, and Formula Twins Open. Participation in class must be from riders meeting the lap time requirement (see chart

above).

Formula 50 (Will not count for overall points, and is Chapter Optional)
Riders who are 50 years of age or older.

Formula Pacific

0-Open cc.....A class for the fastest riders. At Sonoma, riders must achieve a consistent lap time of 1:47.0 to enter; at Thunderhill, 1:59.0; at Buttonwillow, 1:56.0 (1:59.0 counter clockwise). If a rider appears they will be lapped before the end of the race they may be black-flagged.

Riders may be required to prove lap time eligibility from official AFM time sheets. Any rider receiving the meatball flag because they did not meet the lap time criteria may not re-enter the class until they can show such proof. This class is for Experts only.

Formula Vintage (Will not count for overall points, and is Chapter Optional)
For 1982 and earlier motorcycles and like (i.e., the Yamaha Seca XJ550 was originally introduced in 1981, but was produced through 1983. The '83 model would be allowed); using DOT tires, with period modifications only. Vintage will be scored as one class (no displacement breakdowns). For any additional information on Vintage rules. Please call the Formula Vintage coordinator Dave Crussell (925) 846-0482, evenings until 10PM.

6.1.2 SUPERBIKE

Superbike Rules apply (ref. Section 9.2). SuperStock-legal bikes may also run in Superbike classes. Each of the following displacement categories is a class:

175-250 cc

251-450 cc

451-600 cc

601-750 cc

751-Open cc

a) The following 4-strokes may run down one class in Superbike:

Singles, Twins and 675 cc triples.

- b) Water-cooled twins are limited to a 250 cc displacement advantage when running down a class.
- c) 600 cc and 750 cc class bikes may run up a class.
- d) Open cc bikes are limited to stock manufactured displacement plus 1mm overbore.
- e) A disabled cylinder motorcycle (Ref. 6.1.7) may run in 450 SuperStock, 450 Superbike, Formula AFemme, Formula IV, Formula 40 Light, and Legacy Light classes with a maximum functional displacement of 450cc. The 4th cylinder must be permanently disabled. Rule 8.1.1(c) does not apply.

Super Dinosaur

No displacement limits; bikes must be model year 2001 and older.

Legacy

(Models 2007 and earlier). Superbike rules apply (Ref. 6.1.2). Participation in class must be from riders meeting the lap time requirement (see chart above). (Will not count for overall points, and is Chapter Optional)

250:.....250 SuperStock, Super Dinosaur (up to 250 cc), and Vintage.

Light:Formula III, 250 Superbike, Formula III, Formula IV (Buell XB9 per Formula IV is allowed), 450 Superbike, ~~650~~ 700 SuperStock, Lightweight Twins, Formula Twins 650, Super Dinosaur (up to 600 cc), and Vintage. Bikes eligible for Legacy 250 excluded.

Middle:.....Formula I, Formula II, 600 SuperStock, 600 Superbike, 750 SuperStock, 750 Superbike (twin cylinder engines up to 1000cc are allowed), and Super Dinosaur (601cc and larger).

Heavy:.....Open SuperStock, Open Superbike, Open Grand Prix, and Formula Twins Open.

6.1.3 SUPERSTOCK

SuperStock Rules apply (ref. Section 9.1). Each of the following displacement categories is a class:

TBD* cc300 World SuperSport (see description 6.1.3 (h))
251-350 cc Plus KTM Cup 390 motorcycles that comply with
the MotoAmerica Race Series
351 – 450 cc..... Plus 399-450 cc import/domestic 4-cylinders. ref.
6.1.3(g), and 3/4 600 cc bikes ref 6.1.7.
451-600 cc
600-700 cc Twin cylinder motorcycles
601-750 cc
751-Open cc

- a) The following four-strokes may run down one class in SuperStock as long as the bike meets all other SuperStock requirements: Singles, Twins, 675cc Triples and 636 4-cylinders.
- b) Twins may not run down a class into 250 SuperStock. Singles running down into 250 SuperStock are limited to 400 cc.
- c) Water cooled Twins are limited to a 250 cc displacement advantage when running down a class.
- d) 600 cc and 750 cc class bikes may run up a class.
- e) 700 SuperStock will be exempt from bodywork limitations in Rule 9.1.6(j) and (k).
- f) "Open cc" bikes are limited to stock manufactured displacement under SuperStock 9.1 rules.
- g) 399-450 cc import/domestic 4-cylinders may also have the cylinders bored to the class limit of 450 cc. The cylinder heads may be ported and camshafts may be changed.
- h) In 2018, AFM will retain the 300 World SuperSport class based on the FIM World SuperSport 300 Series (WSS 300) and Moto America's Jr. Cup*. This will provide a chance for riders to participate in a class which conforms as closely as possible to FIM specs, and gain experience on machinery at world spec level. As there are some components in these regarding equipment that is not available to the USA/North American market, exceptions will be made until the listed equipment is available. Full FIM rules may be found at:

www.fim-live.com/en/sport/regulations-and-documents/supersport-300-world-championship/.

*2018 Moto America has created a class based on these rules. The rules are currently provisional. Any adaptations to MotoAmerica rules will be announced via AFM Technical Bulletins.

- i) Bikes makes/models currently listed for 2018: Honda CBR500R, Kawasaki Ninja 300 (EX300ADF), Kawasaki Ninja 400*, KTM RC390, KTM RC390R, Yamaha YZF-R3, KTM RC 390.
- ii) Minimum weights will be strictly enforced: Honda CBR500R-156 Kg/331lbs, Kawasaki EX300-140Kg/309 lbs, Kawasaki EX400* - 150Kg/331 lbs, Yamaha R3 - 140Kg/309 lbs, and KTM 390 - 136Kg/300lbs.
*Currently the Kawasaki EX 400 Ninja is not eligible to run In AFM. Any changes will be announced via Technical Bulletin.
- iii) No age limitations. Must meet current AFM age rules.
- iv) AFM number plate rules apply.
- v) May run up to 101 octane pump gas.
- vi) DOT tires or slicks ok
- vii) Side covers required
- viii) Side cover bolts: no aluminum may be used. Replacement bolts must be same weight/material of original.
- ix) Rain light mounted but NOT turned on.
- x) Ignition/Engine Control system (ECU): any piggy-back box may be used, but this will change when FIM announces an approved unit AND it's available in the USA.
- xi) Rev Limiter / Quick Shift: Any quick shift may be used until FIM announces an approved unit AND it's available in the USA.
- xii) Data logging - TBD
- xiii) Spares - no limit.
- xiv) AFM will notify members via a Technical Bulletin when updates occur.

6.1.4 CLUBMAN

Will not count for overall points, and is Chapter Optional. Each Clubman class incorporates machines from other AFM classes (Ref. Section 6.1). Eligible riders must enter the Clubman race that fits their

machine, and may also “run up” a class with the same machine (same bike may be entered in both classes).

Lightweight: Formula III, Formula IV, (Buell XB9 per Formula IV is allowed), 250 Superbike, 250 SuperStock. 450 Superbike, 700 SuperStock, Lightweight Twins, Formula Twins 650, Formula Singles, Super Dinosaur (up to 600cc), and Vintage.

Middleweight: .. Formula I, Formula II, 600 SuperStock, 600 Superbike, 750 SuperStock, 750 Superbike. (Twin cylinder engines up to 1000cc are allowed), and Super Dinosaur 601cc and larger.

Heavyweight: ... Open SuperStock, Open Superbike, Open Grand Prix, and Formula Twins Open.

6.1.5 Formula AFemme

Will not count toward overall points and is Chapter optional. Racers must be female and licensed as described in section 2.0. All motorcycles legal per section 6.1.1 are eligible. There is no lap time requirement for this class.

Formula AFemme Lightweight

Will not count toward overall points and is Chapter optional. Racers must be female and licensed as described in section 2.0. All motorcycles legal for 6.1.4 Lightweight are eligible. There is no lap time requirement for this class.

6.1.6 Electric Motorcycles

Electric motorcycles may be allowed to compete in AFM classes for points with approval from the AFM Board of Directors and Race Director.

- a) Eligible classes for electric motorcycles are to be determined on a case-by-case basis for specific makes and models of electric motorcycles. Riders and/or teams interested in competing on electric motorcycles must petition the AFM Board of Directors to get approval for their specific make and model motorcycle to compete in AFM (class eligibility will be determined by the AFM Board of Directors, Race Director and/or Chief of Tech).
- b) Electric motorcycles allowed in SuperStock and Superbike classes

are subject to rules 9.1 and 9.2 regarding machine availability and allowed modifications.

- c) Electric motorcycles are required to comply with the tech and safety requirements of TTXGP as well as any AFM specific requirements as determined by the AFM Chief of Tech. This includes any requirement for safety equipment and safety quarantine areas within the riders' pit area. Competitors on electric motorcycles are required to contact the AFM Chief of Tech for discussion of all safety and technical requirements before participating in any AFM event.
- d) In order to allow AFM workers to recognize that a motorcycle is electric, these motorcycles are required to use green number plate backgrounds with white numbers for Experts, and yellow numbers for Novices. All other number and number plate requirements apply.

6.1.7 Disabled Cylinder Motorcycles

- a) A disabled cylinder motorcycle is a 600 SuperStock or 600 Superbike motorcycle with a cylinder disabled to produce a 450 SuperStock or 450 Superbike motorcycle.
- b) The cylinder disablement must include some physical modification to the engine (i.e., cam lobes removed, valves removed, fuel injector(s) bypassed or spark plug removed.)
- c) The disabled cylinder's fuel or spark (or both) must be disabled in a manner that is readily verifiable from the outside of the motor.
- d) The disabled cylinder's reciprocating mass may not be removed (i.e., bob weighted crankshafts are not allowed.)

6.2 POINTS AND AWARDS

6.2.1 Points shall be awarded in accordance with the following schedule (for all classes EXCEPT Formula Pacific):

Finishing Position	Points Awarded
1	36... +starters beaten
2	30... +starters beaten
3	25... +starters beaten
4	21... +starters beaten

5	17... +starters beaten
6	13... +starters beaten
7	10... +starters beaten
8	8... +starters beaten
9	6... +starters beaten
10	5... +starters beaten
11	4... +starters beaten
12	3... +starters beaten
13	2... +starters beaten
14	1... +starters beaten
15 starters beaten
.	
.	
38 starters beaten
39 starters beaten

- 6.2.2** Points will not be awarded for finishers beyond 40th place. The maximum possible number of points per race is 75 (36 + 39 starters beaten). The maximum possible number of points per DOUBLE POINTS RACE is 150.
- 6.2.3** To be eligible for points, a motorcycle in a given class must complete at least 80% as many laps as the winner of that class.
- 6.2.4** 6 of the 7 race events in 2018 are points events and will be counted towards class and overall championships (including top novice). If a racer has raced all 7 event weekends, the racers lowest round of points awarded will be dropped from Class and Overall Championships. An exception is any event where non-optional classes are cancelled; points from that day do not count towards the overall championships, although classes that are run will count for class championships. These policies are subject to change. Overall standings are based on a rider's one best points finish from applicable events.
- a) Points won in Novice classes do not count toward Top 10 Overall Awards (plates 1-10).
- 6.2.5** The Top 5 points earners in the 2018 Formula Pacific class will receive numbers 1-5 for the 2019 season. The top overall points

earners in 2018 will receive numbers 6-10 for the 2019 season, excluding everyone already receiving a 1-5 number.

- 6.2.6** Points for Formula Pacific shall be awarded in accordance with the following schedule:

Finishing Position	Points Awarded
1	51 Points
2	46
3	42
4	39
5	37
6	35
7	33
8	32
.	
.	
38	2
39	1
40	0

7.0 GENERAL EQUIPMENT

7.1 GENERAL REQUIREMENTS OF ALL MOTORCYCLES

- 7.1.1** All motorcycles must be inspected by the Tech Committee before participating in any practice sessions or races at any race meet and must bear a seal of approval affirming that inspection. All previous stickers must be removed before Tech will affix a new seal.
- 7.1.2** Excessively oily motorcycles shall be prohibited from participation in practice sessions or races, and will not be allowed through Tech Inspection.
- 7.1.3** The Race Director may inspect or direct a Technical Inspector to inspect a motorcycle for compliance to the rules of the class in which it is entered at any time during a race meet. Any motorcycle found illegal may not compete for points or awards in that specific class at that meet. It may or may not be allowed to compete. A recommendation to the Race Director that a machine be inspected may be made by any race meet official, or, if the

request is made before the race, by any participant at a race meet.

- 7.1.4** Any and all modifications must be made in a safe and workmanlike manner. Modifications are subject to the approval of Technical Inspection. (Remember - your life may depend on the quality of the job you do!)

7.2 EQUIPMENT REQUIRED OF ALL RIDERS

Safety is paramount. The Tech Inspector's judgment or the decision of the Race Director shall prevail during the race meet. Riders should make every effort to seek out information that will indicate the best safety equipment available. The safety for competition use of any items of apparel or other equipment shall be subject to the reasonable judgment of the Tech Inspector (ref. Section 1.4).

- 7.2.1** The following apparel must be worn at all times when riding on the active course, hot pit lanes, warm-up areas or other designated areas.
- 7.2.2** Leather 1-piece or zipped together 2-piece suits must be worn. Leathers must be zipped up at all times while on the race track or riding in the hot pit area.
- a) Two-piece leathers must zip completely around the waist.
 - b) Kevlar™ panels can only be used for expansion flexibility (arms and legs) and not to replace other large areas of leather.
 - c) Sparking knee pucks, toe sliders or other items are not allowed.
- 7.2.3** Back protectors consisting of an impact resistant material and padding extending from the shoulder area to below the waist are mandatory for all riders.
- 7.2.4** Leather gloves with no holes or other openings except breathing pin holes.
- 7.2.5** Leather boots of sufficient height to overlap the trouser leg all times and in no case less than eight (8) inches.
- 7.2.6** Helmets certified by the Snell Memorial Foundation and bearing 2010 (or newer) approval stickers; or have the British Standards

Institute approval sticker BSI 6658-A, or have EU approval sticker ECE 22-05. All helmets must be full coverage (no open-faced or flip-up helmets). Helmets, in the judgment of the Tech Inspector, must be in sound condition, including shell, liner and strap.

a) All riders who crash in a practice session or race must have their helmet and all safety apparel (leathers, boots, gloves and back protector) re-inspected by a designated race official before participating in any further practices or races.

b) Helmets deemed to be unsafe may be rendered useless.

7.2.7 Shields or goggles of shatterproof nature and in sound condition.

a) Tear-offs are not allowed.

7.2.8 Each rider shall have a four and a half (4.5) pound minimum fire extinguisher readily available at all times in his/her pit area. Such extinguishers must be of dry chemical or CO₂ type and carry current recharge tags.

7.2.9 Hydration devices such as Camelbacks must be approved by tech. When used, such devices may be filled only with still (non-carbonated) water; no juices, energy drinks, or similar fluids are allowed.

7.2.10 A scoring transponder is required equipment for all AFM events. See also rule 2.3.10.

8.0 EQUIPMENT REQUIREMENTS

8.1 *MECHANICAL REQUIREMENTS OF ALL MOTORCYCLES*

8.1.1 Engines

a) Engines of any type falling into a class listed in Section 6.1 may be used.

b) Engines must be naturally aspirated (turbos, ref. Section 8.1.9).

c) Cylinders may be bored to a maximum of 1.0mm over the bore size corresponding to the class displacement for a given stroke in Formula, Grand Prix, and Superbike classes. The stroke of SuperStock class motorcycles may not be changed. SuperStock class motorcycles may NOT be over-bored (Ref.

9.1.11).

- d) The rearward end of the pipe(s) may not be directed in such a way so as to create dust or interfere with other riders.
- e) A six (6) ounce clear or translucent, gas-resistant, catch tank or reservoir must be provided for any and all breather hoses venting the following areas: cambox and/or top end, crank case, primary drive case, transmission, oil tank(s), radiator and/or coolant tank(s). Such catch tank(s) must be situated in such a way that they will not normally overflow unless more than 2/3 full and the overflow tube must be routed to the belly pan for bikes equipped with a belly pan. All drains must be properly sealed.
- f) All plugs and fittings with oil or coolant behind them must be securely fastened and safety wired. Banjo bolts with oil or coolant behind them must be secured with safety wire and/or RTV Safety-pin style clips are only allowed for oil filler or radiator caps or oil dipstick(s) and must be wired properly.
- g) Liquid-cooled motorcycle engines must use water as a coolant or water with Prestone™ Water Pump Lube, Redline™ Water Wetter, RC20, or Amsoil Dominator Coolant Boost (and diluted as recommended by manufacturer).
- h) Oil coolers must be mounted in front of the rider.
- i) After-market or AFM approved cases are required as shown In Appendix A.
- j) Only OEM filters are allowed. Oil filters must be secured with a metal hose clamp around the diameter of the oil filter. The metal hose clamp must be held under tension in the direction of not allowing the oil filter to spin loose. This can be done with safety wire or by the hose clamp gear mechanism being wedged up against a non-moveable part of the engine. Oil filters with factory drilled hex head attachments may also be used. Quick release pins or clips are NOT allowed.

8.1.2 Belly Pans

- a) Belly pans are required on all 4-stroke motorcycles.
- b) Belly pans will be constructed of fiberglass, sheet metal,

carbon fiber, plastic, or structural composite material. Flexible materials (cloth, nylon, etc.) are not allowed.

- c) Belly pans require a minimum of three solid mounting points. Zip ties, safety wire, plumbers tape, etc., are not allowed.
- d) Belly pans must have a three quart capacity or engine oil capacity (whichever is less), and must have a dam in the rear of the pan.
- e) Belly pans should cover the bottom on the engine and transmission.
- f) If the belly pan has damage beyond what can be repaired on a race day (due to a crash), and the motorcycle can otherwise enter other events of the day, it will be allowed to do so after approval from a designated AFM official (Tech Inspector or Race Director).

8.1.3 Frames

- a) Frames shall be free of cracks and kinks.
- b) All welds shall be structurally sound.
- c) Motorcycles must have both front and rear suspension.
- d) All shock reservoirs must be securely fastened.
- e) Toe guards at rear sprocket are REQUIRED.

8.1.4 Tanks

- a) All tanks, whether for fuel, oil or coolant, must be leak-free and securely mounted.
- b) Fuel tanks must be fitted with readily accessible shut-off valves in working order.
- c) Positive clamping is mandatory on all oil, fuel and coolant line connections. Slip fits are not permitted. Stock wire-type clamps are acceptable.

8.1.5 Tires and Rims

- a) Wheels must be true, round, in alignment, and be free of any cracks or other defects.
- b) Wheel weights must be taped.
- c) All wheels must have metal valve stem caps with o-ring. Rubber valve stems with an exposed length of more than 1"

are prohibited; metal valve stems are recommended.

8.1.6 Brakes

- a) Efficient front and rear wheel brakes are required.
- b) Brake anchor-arm fasteners must be safety wired or secured with lock nut.
- c) Disc brake caliper-mounting fasteners must be secured by safety wire or by clips on each fastener that are safety wired together to prevent the fasteners from coming loose from each other.
- d) Air scoops, if fitted, must have screens and be clear of all working parts.
- e) All brake system banjo bolts are recommended to be secured by RTV.
- f) Brake lever guards are REQUIRED. Clutch lever guards are optional, but recommended.

8.1.7 Handlebars and Controls

- a) Handlebars shall permit the front wheel to be turned at least 20 degrees to each side from the straight ahead position.
- b) Hand controls must have ball ends at least 1/2 inch in diameter.
- c) The minimum clearance between handlebar and gas tank is one (1) inch, measured at the grips at full lock as determined by the fork stops. Handlebars must not contact the gas tank.
- d) Brake lever guards are REQUIRED. Clutch lever guards are optional, but recommended.
- e) All controls must operate effectively and reliably.
- f) All foot controls must be free from sharp or ragged edges.
- g) Throttles must be self-closing.
- h) All motorcycles must have an operating kill switch or button accessible to the rider with hands on the hand-grips.
- i) Electric fuel pumps must shut off automatically when the engine dies or be shut off by an easily identified electrical master switch at the instrument pod or top fork clamp.

8.1.8 Footrests

- a) Footrests must be positioned for ready access to applicable controls.
- b) The minimum diameter for all footrests is 3/4 inch.
- c) Footrests may fold up and rearwards at a 45 degree angle, but must be prevented from folding accidentally.
- d) Only one set of footrests may be fitted. Passenger footrests must be removed.
- e) Footpegs may not have sharp edges.

8.1.9 Superchargers/Turbochargers are legal in all classes (excluding Formula Singles and Twins). They must run at a displacement handicap of 0.75 of the given limit (i.e., for a bike running a turbo in 750 cc SuperStock, the maximum displacement would be 562.5 cc).

8.1.10 The following equipment must be removed:

- a) License plate and mounting bracket, if not an integral part of the tail brake light assembly.
- b) Center and side stands.
- c) Mirrors.
- d) Turn signals.
- e) Luggage racks, saddlebags, crash bars (case protectors may be accepted by Tech), etc.
- f) Exhaust pipe heat shields, high pipes excepted.

8.1.11 All glass and plastic parts which may break or shatter must be securely taped (fairing bubbles excepted).

8.1.12 Snap-on type side covers must be secured to prevent them from falling off.

8.1.13 Chains and Sprockets

- a) Drive chains must be in good condition with no rollers missing, and must be either continuous, having a peened, screwed or clip type masterlink.
- b) Master link clips must not be safety wired.
- c) Sprockets must be in good condition.

8.1.14 Suspension and Chassis

- a) The rear axle nut must be safety wired or secured with a clip, cotter pin or lock-nut. Axles or axle pinch bolts must be

secured by safety wire.

- b) At least one front axle pinch bolt on each fork leg must be safety wired. If the front axle threads into a fork leg then the opposite end of the axle must be safety wired. If the front axle threads into a collar, nut, or bolt then it must be safety wired.

8.1.15 Camcorders and Data Recording Devices

All camera systems and data recording devices must be inspected and approved for use by Tech before the motorcycle is allowed on the track. Cameras and devices may NOT be mounted on the helmet. Any rider found to be using a camera or device on the track that has not been inspected will be subject to a fine. All cameras and recording devices must be marked with the riders' race number, and must be tethered to a solid mount point on the motorcycle.

- a) AFM reserves the right to inspect and download footage from onboard cameras. All equipment and data will be returned to the rider. All footage created at AFM events is considered the property of AFM, Inc. and for use by members unless otherwise specifically notified to the contrary by AFM, Inc. in writing.

8.2 NUMBERS AND NUMBER PLATES

8.2.1 Number Plates

- a) A front number surface must be centered on the front of the bike; bikes with a duct in the center of the front fairing require a number surface on both sides of the duct. Side number surfaces must be located on each side of the front fairing (i.e., close to the engine), on each side of the tail section, and/or side fairing, and/or on the belly pan, whichever is the larger and more visible surface. Numbers must be clearly visible from the side.
- b) Number surfaces on faired machines can be either rectangular or oval in shape. Number plates or surfaces must be approximately 8 inches high and 10 inches wide, and must be on a flat or slightly radiused surface. Numbers on complex curves are unacceptable.
- c) Motorcycle must bear the rider's official, assigned AFM

number only. Exceptions must be approved by Race Director AND Chief Scorer.

- d) Number surfaces shall be white with black numbers. Novice riders only shall use yellow number surfaces with black numbers. Expert Class Champions from any year may run black number surfaces with white numbers. Former Top Ten number plate holders may run number plates with a red background and white numbers.
- e) Numbers shall be at least 5 inches high and have a $\frac{3}{4}$ inch stroke. Numbers must be spaced at least $\frac{3}{4}$ inch apart. Numbers shall be sans serif (NO curly cues or fancy stuff) for better visibility.
- f) Number surfaces must be securely fastened or painted on the bike or bodywork.
- g) Numbers must be clearly visible and legible from a distance of 75 feet with rider in the normal racing position. Riders with numbers that are illegible, difficult to read, or in any way not conforming to this section (8.2.1) will be penalized.

8.3 NOISE

8.3.1 Exhaust Noise

- a) Measurement may be taken at any track venue during an AFM event.
- b) No vehicle shall at any time produce sound levels exceeding 101db measured at 50 feet. Track management may randomly spot check with certified sound level measuring equipment. One warning will be given to the operator of any vehicle, which measures between 101db and 103db. Any vehicle measured at over 103db, or over 101db after an initial warning , will not be allowed to participate further in the event, and may, at the discretion of track management, be immediately ejected from the facilities.
- c) The above noise regulations will be in effect but may be superseded by race track requirements, subject to Race Director's decision.

8.3.2 Generator Noise

There is an 80db daytime limit for electrical generators in the AFM pits, as measured based on OSHA sound measuring protocols; this applies when measuring or comparing sound readings.

8.4 FUEL

8.4.1 Fuel

- a) No fuel may be carried on any motorcycle except in tanks securely mounted for that purpose.
- b) Nitrous oxide, Methanol, Alcohol, and Nitromethane are not allowed.
- c) All race fuel cans in a rider's possession must have their race number on it.
 - i) Riders found to have left empty fuel cans at the end of the event will be fined per can.

8.4.2 Pit Lane Refueling

- a) All refueling in the pit lane must be done with "dead" engines. The rider must be off the bike and the bike on a stand before refueling is allowed. The rider must remain off the bike until all refueling is completed. A fire extinguisher must be readily available.

8.5 DECORATIVE ADDITIONS TO MOTORCYCLES/RIDERS

- 8.5.1** AFM prohibits the addition of toys, dolls, hood ornaments and other unnecessary articles to motorcycles or rider safety gear. Any and all decorative items must be painted on, or be a part of the motorcycle or rider safety gear.

9.0 RULES FOR AFM CLASSES

9.1 REQUIREMENTS OF SUPERSTOCK MOTORCYCLES

- 9.1.1** SuperStock motorcycles shall be limited to those manufactured for street use in the U.S.A. Such motorcycles must be readily available to the general public from established manufacturers, distributors and/or dealers, and are subject to the approval by the AFM Board of Directors. The only permissible modifications from the stock, OEM motorcycle are listed in this section. No other changes from the stock, showroom motorcycle will be allowed.

- 9.1.2** No up- or back-dating of parts will be allowed unless specified by the rules.
- 9.1.3** Factory direct replacement kit wiring harnesses are allowed.
- 9.1.4** The following items may be removed; disconnecting any wires belonging to the components may only be done at the closest connector to the component, not by cutting any wires:
- a) Lights and reflectors.
 - b) Instruments, instrument brackets and associated cables.
 - c) Radiator fan and wiring.
 - d) License bracket.
 - e) Passenger footrests and mounting brackets.
 - f) Passenger grab rails.
 - g) Chain guards.
 - h) Rear fender or rear section of rear fender may be removed as long as there is tail/seat bodywork covering the top of the rear wheel. Front fender may be spaced upward for tire clearance.
 - i) Cooling systems thermostat.
 - j) Brake light switches.
 - k) Left handlebar switch pod.
 - l) Keyed ignition switch.
 - m) Antilock brake system (ABS) can be disconnected and ECU can be dismantled. The ABS rotor/wheel can be deleted, modified or replaced. (in any class)
- 9.1.5** The following emissions equipment may be removed:
- a) Air injection valve and hoses; air box and vacuum ports for these hoses must be sealed.
 - b) Reed valves and covers, air ports must be closed or new reed valve covers may be made which do not allow any air passage.
- 9.1.6** The following items may be replaced by aftermarket parts except as noted:
- a) Handlebars, hand controls, foot controls, may be changed. Brake and clutch levers may be replaced with aftermarket parts.
 - b) Hand/foot controls do not include brake reservoirs which must

remain absolutely stock.

- c) Aftermarket throttles are permitted. If the stock throttle housing includes electrical controls, it may be removed for the installation of an aftermarket throttle. An aftermarket kill switch may be added to comply with rule 8.1.7(g).
- d) Handlebars and hand/foot controls may be relocated.
- e) Ignition switch. Ignition switch eliminators are acceptable. Only the following additional parts may be added to the instrument cluster area of the bike: shift lights, oil pressure, oil temperature, and water temperature gauges or lights may be added. For example: an oil pressure light may be changed to a gauge. A shift light may be added even if one did not exist from the factory.
- f) Control cables.
- g) Speedometer drive or electronic speed sensor or pickups. Captive wheel spacers are allowed.
- h) Oil, oil filter, lubricants and fluids.
- i) Final drive sprockets and chains. Chain size may be changed.
- j) Rear shock (linkage must remain stock).
- k) Fairing and bodywork (not including fuel tank) may be replaced with cosmetic duplicates of the original parts. Size and dimensions must be the same as the original parts ("Double bubble" windscreens are allowed.) Construction must be of plastic or fiberglass (no carbon or carbon composite fiber.)
- l) Original combination instrument/fairing brackets may be replaced with aftermarket brackets.
- m) Should the stock fairing include air-ducting tubes, those tubes may be removed. However, if used, the tubes must be original, stock parts.
- n) Fire-retardant foam may be installed in the fuel tanks.
- o) Seat, seat base and associated bodywork may be replaced with parts similar in appearance to the original, stock parts. Seat brackets may be added, but not removed from frame. Profile may be changed to allow for proper number display.
- p) Standard fasteners may be replaced with aftermarket

fasteners. Fasteners may be drilled for safety wire but intentional weight-saving modifications are not permitted.

- q) Fairing/bodywork fasteners may be changed to quick-disconnect type.
- r) Brake pads and brake lines. Brake discs may be replaced by aftermarket discs which comply with the following requirements:
 - i) Brake discs must retain the same material as the OEM disc.
 - ii) The outside and inner diameters of the brake disc must not be larger than the ones on the OEM disc.
 - iii) The thickness of the brake disc may be increased but the disc must fit into the OEM brake caliper without any modification. The number of floating buttons is open.
 - iv) The affixing of the carrier to the wheel must remain the same as on the OEM disc.
 - v) Wave rotors are legal as long as they meet the above requirements
 - vi) After-market master cylinders are allowed in Open SuperStock.
- s) Exhaust systems may be replaced with aftermarket exhaust systems. Original components may be cut, welded or modified. Wrapping of exhaust systems is prohibited except in the area of the rider's foot for protection from heat.
- t) Tires: slicks are allowed.
- u) After-market fuel caps are allowed.
- v) Stock batteries may be replaced with an aftermarket part, but must remain in the stock location.

9.1.7 Frame modifications are limited to frame brackets installed to permit the use of racing-type stands and toe guards. The use of frame brackets to improve the original strength or stiffness of the frame is not allowed. Modification of the kickstand perch for ground clearance is allowed.

9.1.8 Fork modifications are limited to the following:

- a) Standard production internal parts of forks may be modified to alter damping qualities.

- b) Aftermarket damper kits or valves may be installed.
- c) Fork springs may be replaced with optional or aftermarket springs.
- d) Fork caps may be modified or replaced with aftermarket parts.
- e) Additional fork bracing is not permitted.
- f) A steering damper may be added or replaced with an aftermarket damper.

9.1.9 Carburetor/fuel injection/intake modifications are limited to the following:

- a) Carburetor jets and needles may be replaced.
- b) Re-sizing of air metering holes involved in CV carburetor throttle slide control is permitted. Throttle slide and return spring may be replaced with aftermarket parts.
- c) Electronic or mechanical richening devices must remain installed but may be deactivated.
- d) Fuel lines and vent lines may be replaced.
- e) Aftermarket fuel filters may be added.
- f) All components involved in fuel injection systems must remain standard except electronic control modules, which can be modified or replaced with aftermarket modules. Piggyback modules (for example Dynojet) are considered modifications to the electronic control module, and are allowed.
- g) Replacement modules must connect to the original connectors.
- h) Installation of additional components to the fuel injection system is not permitted.

9.1.10 The original equipment airbox must be retained but the air filter may be replaced with a commercially manufactured aftermarket filter designed to specifically replace the OEM filter. Filtering material must be made from paper, foam or gauze. All intake air must pass through the filtering material. The only modification permitted is the sealing of airbox drains.

9.1.11 Engine/ignition modifications are limited to the following:

- a) Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal,

blueprinting or surface treatments.

- b) Pistons, rings, piston pins, and circlips may be replaced only with standard bore, stock production items. There is no allowance for overbore.
- c) Cam sprockets may be slotted solely for the purpose of altering cam timing. Press-on cam sprockets may be replaced with aftermarket steel bolt-on cam sprockets and adapters. Aftermarket cam chain tensioners are permitted. Camshafts must be installed in their originally designed position (i.e., a stock intake camshaft has to operate the intake valve and a stock exhaust camshaft has to operate the exhaust valve).
- d) Cylinder head, cylinder and crankcase gasket surfaces only, may be machined for increased compression. All other surfaces of the cylinder head, cylinder and crankcases must remain absolutely stock, with no metal removal. Light cleaning of gasket surfaces with steel wool, Scotch-Brite™, etc. is allowed. Deburring radius of machined area must not be greater than 0.020" or 0.5mm.
- e) Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite™.
- f) Valves must remain as produced with no modifications. Valve springs may be shimmed with standard or aftermarket shims. Valve seat inserts may be reworked or replaced with OEM or aftermarket seats of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Aluminum casting of cylinder head ports and combustion chambers must remain absolutely stock, with no metal removal.
- g) Gaskets may be replaced with aftermarket parts.
- h) Clutch plates and springs may be replaced with aftermarket parts.
- i) Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized. Shifter return or detent springs may be replaced with aftermarket springs.

- j) Electronic ignition cutout shift devices are permitted. These devices may not physically operate the shift lever or the shift mechanism.
- k) Oil pressure sending units may be replaced with a safety-wired pipe plug.
- l) Modifications to the stock starting and charging systems are not permitted. Starters and complete charging system must be in place, connected and functional before, during and after an event. Charging systems must meet manufacturer's minimum output specifications, as listed in the service manual.
- m) Engine case guards in the form of strengthened engine side covers may be installed and must be no lighter in weight than the stock covers. Engine case guards that are AMA/MotoAmerica-approved may also be installed.
- n) 49-state model engine and ignition components may replace those same components of California-only motorcycles of the same manufacturer, year and model.
- o) The complete ignition/engine control system must be the original OEM parts of the model being used in competition except as follows: Ignition timing may be altered by slotting the ignition trigger mounting plate or replacing the stock ignition rotor with an aftermarket rotor.
- p) Ignition control modules may be modified or replaced with aftermarket modules. Replacement modules must connect to the original connectors.
- q) Spark plugs and plug wires may be replaced with aftermarket parts.

9.1.12 All other parts, except as previously noted, must remain as originally produced by the motorcycle manufacturer at the time of sale to its dealer network.

9.2 REQUIREMENTS OF SUPERBIKE MOTORCYCLES:

9.2.1 Superbike classes shall be limited to those motorcycles manufactured for street use. Such motorcycles must be readily available to the general public from established manufacturers, distributors and/or dealers, and are subject to the approval of the AFM Board of Directors. The engine cases and frame

combination must be as produced by the manufacturer. In this context, the engine is described as the as produced engine case halves (top and bottom or left and right); cylinders and heads may be replaced. (For example: you may not swap a motor of a different displacement from the same or another manufacturer into a frame not originally equipped with same). Changes introduced by a manufacturer to a specific model configuration (e.g., Suzuki GSXR 750) subsequent to the original introduction of the model, may be fitted within the limits of normal assembly procedures.

- 9.2.2** All requirements of Sections 8.1.1 through 8.1.13 must be met.
- 9.2.3** The tail light assembly may be removed.
- 9.2.4** If a brake light is fitted it must be disconnected or completely taped.
- 9.2.5** Removable exhaust pipe baffles must be safety wired.
- 9.2.6** The frame geometry and steering head position may NOT be changed. Strengthening/gusseting is allowed, as is the modification/addition/removal of brackets, tabs, engine mount points and any portion of the sub-frame or swingarm. Major replacement of frame components is not allowed.

9.3 *MECHANICAL REQUIREMENTS FOR FORMULA AND GRAND PRIX MOTORCYCLES*

The Formula classification shall apply to motorcycles optimized and suitable for roadracing.

- 9.3.1** The front wheel, with the exception of the tire, must be clearly visible from either side.
- 9.3.2** Fairings may not extend forward of a line drawn vertically upwards from the front edge of the wheel rim.
- 9.3.3** Fairings may not extend behind a line drawn vertically upward from the rear axle, seat and tail section excepted.
- 9.3.4** The rider must be completely visible from either side and from above, forearms and hands excepted, in the normal racing position.
- 9.3.5** The use of any transparent material to avoid application of these requirements is not permitted.
- 9.3.6** Fairings must clear the front tire at all times, regardless of

suspension or steering attitude.

- 9.3.7** Handlebars, levers and riders' hands must have at least 1 inch clearance with enclosed bar type fairings and at least 2 inches with cutout type fairings.

9.4 ENDURANCE RULES

- 9.4.1** AFM Formula Rules apply (ref. Section 9.3).
- a) There will be classes for 350, 450, 600, 750, and Open displacements.
 - b) Singles and Twins may choose to run down a displacement class.
- 9.4.2** Rider must have Expert status OR have finished four races (not race days; Clubman races accepted); Novice riders must also comply with rule 2.2.1.
- a) Others must be approved by Race Director.
 - b) Out-of-state/club riders must be approved by Race Director.
 - c) Riders with three crashes MAY compete in the Endurance Race, and will delay their penalty until the next event the same season.
- 9.4.3** Two to six riders are allowed per team.
- 9.4.4** Riders may not compete on more than one team. A team may field only one bike.
- 9.4.5** No motorcycle substitutions allowed (frames).
- 9.4.6** All refueling apparatus must be Tech inspected with the bike. Refueling towers not allowed. Only non-sparking units allowed. Swapping of fuel tanks as a form of refueling is NOT allowed.
- 9.4.7** All refueling must be done with "dead" engines. The rider must be off the bike and the bike on a manually operated rear wheel stand before re-fueling is allowed. The rider must remain off the bike until all refueling is completed.
- 9.4.8** All support equipment must be removed from the active pit lane, except during pit stop. The active pit lane area is only to be used for short pit stops (rider change, fueling, minor adjustments, etc.) For major mechanical work, rest periods, etc., the motorcycle and all support equipment must be removed from the active pit lane.
- 9.4.9** Maximum of five people in the active pit lane during pit stop, including riders.

- 9.4.10** Fire extinguishers must be readily available (ref. Section 7.2.8).
- 9.4.11** Should bike break down, the crash truck may bring it in, with no penalty.
- 9.4.12** Each team may be required to supply competent scorer(s).
- 9.4.13** Scoring in an Endurance Race will reflect laps completed.
- 9.4.14** Crashes in an Endurance Race will not be counted towards the AFM crash rule penalties, unless racing privileges have already been suspended. Endurance races will not be counted toward crash penalty removals (ref. 5.2).
 - a) If a rider crashes in the Endurance Race, and the bike is not leaking fluids and is rideable, the rider and bike must enter the pits and be re-inspected by a Tech Inspector before re-entering the race.
- 9.4.15** Speed limit in the active pit lane shall be 30mph.
- 9.4.16** All pit crew members shall wear appropriate clothing, including long pants and closed shoes while in the active pit lane.
- 9.4.17** No smoking is allowed in the pit lane or during any fuel handling operation anywhere.
- 9.4.18** Pit areas assigned to each team are to be used for all pit stops, mechanical work, etc. Teams may not block or otherwise constrict the pit areas of their neighbors, and teams may not cut through the pit spaces of others, except those adjacent to your pit space, when performing pit stops.

9.5 *REQUIREMENTS OF SIDECARS OR OTHER EXHIBITIONS*

- 9.5.1** If there is scheduled to be an exhibition race of any type, including Sidecars, AFM will distribute rules and regulations prior to that event. All riders and machines participating in such an exhibition event must comply with all AFM safety rules, as well as specific rules for that event.