

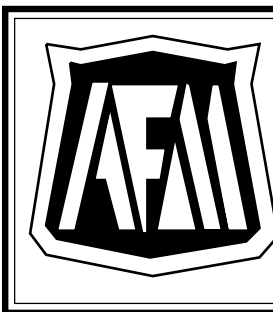
**The AFM, American Federation of Motorcyclists**, is a non-profit California corporation that was founded in 1954 by a group of sport riding enthusiasts in the North Bay Area. It is the oldest racing organization in the country dedicated solely to motorcycle road racing. AFM will celebrate its 54th year of holding amateur roadrace events in 2008!!!

Northern California has one of the largest populations of sport riders in the country. Many of those sport riders find their way from the area's mountain and canyon roads to the AFM and the race track. Many of them, after a season or two on the track, cut back or quit street racing when the relative safety of pushing their limits on the track becomes clear. A typical AFM race day will see 200 to 400 racers, which makes for up to 1200+ entries per event. Each new racer is required, before entering a race, to pass the an AFM approved New Racer School from AFM's outsource NRS providers: Keigwins, ZoomZoom or Pacific Track Time.

Eddie Lawson, Wayne Rainey, Kenny Roberts, Steve Rapp and Tony Meiring are a few who've raced with AFM.

The AFM holds races at **Infineon (Sears Point) Raceway** in Sonoma; in 2008 AFM will hold 4 events there from April to Sept. Infineon is known to be a "rider's track", a challenging mountain course where skill and handling are worth more than horsepower or engine size. The AFM also holds events at the SCCA race tracks, **Thunderhill Park**, near Willows, CA (off I-5 north of Sacramento), and **Buttonwillow Park**, near Buttonwillow, CA (off I-5 south-west of Bakersfield). Both courses are interesting and quite different... most racers really enjoy these tracks. There will be 2 events each at Thunderhill & Buttonwillow in 2008.

On racedays, awards are given to the top finishers in each class and the top novice rider. Points are tabulated towards Season Championships. Many classes also have contingency or sponsor monies offered by



## American Federation of Motorcyclists Championship Roadracing

various manufacturers, businesses or shops. The AFM's premier event, **The AFM's Formula Pacific Challenge...** *the fastest riders on the fastest bikes...* also has prize and contingency monies.

The AFM welcomes spectators and racers alike, and we try to provide the best show possible with the safest and most responsible crew you are likely to find. We are a volunteer organization and are always looking for interested people to join in the fun.

The AFM can be reached at (510) 796-7005, or at:

**AFM**  
**6167 Jarvis Ave, #333**  
**Newark, CA 94560**

**e-mail: [afm@afmracing.org](mailto:afm@afmracing.org)**

The AFM's website has more info about motorcycle roadracing:

**<http://www.afmracing.org>**

### How Do I Get Into Road Racing?

1. First, you have to join AFM. This entails filling out an application and sending in the appropriate fees (\$120 for a 2008 Competition license... \$60 after 6-30-08). The requirements are: 16 yrs. or older (if you are under 18, you must have your parents consent and attendance, and under 16 riders will need AFM Board approval); prior racing experience is not necessary but it helps if you have LOTS of riding experience; **you must also have your own personal medical insurance.**

2. Some time after we accept your application, you will receive your assigned racing number and the 2008 rulebook. If you have never raced before OR if it's been a long time since you last held an AFM expert license, you must take an NRS; See the list of AFM-approved NRS providers & their contact information in item #3 (below).

3. The NRS is a one-day class that is offered through AFM designated NRS class providers. You use your own race-prepared motorcycle and all your own racing gear. If you pass the NRS, you may begin racing the next day. \*AFM-approved providers are: Pacific Track Time (530-223-0622, [www.pacifictracktime.com](http://www.pacifictracktime.com)); Zoom Zoom Track Days (888-929-9666,

[www.zoomzoomtrackdays.com](http://www.zoomzoomtrackdays.com)); Keigwins At The Track (650-969-5609, [www.keigwin.com](http://www.keigwin.com)); please check with these NRS providers for specific fees, school dates & other details.

4. Safety Equipment... You must come with the following: a set of one-piece or zip-together leathers in excellent condition (no holes, rips or tears, if two-piece must zip 360° around waist); a full-face helmet with a 2000 or later Snell, ECE 22-05 or a BSI-6658-A sticker and in excellent condition; boots a minimum of 8" high; gloves in excellent condition; a back protector (either built into the leathers or separate) that consists of impact-resistant material & padding, and the back protector must cover the spine, extending from shoulders to below the waist.

5. The entry fee for the NRS School is determined by the provider (see above). AFM Race fees for 2008 will be approx. \$75-80 for your first race of the day, and \$50-60 for each additional race; Saturday practice fees vary from \$55-175 (depending on venue, day & length of the practice day). Entry fees are

**AFM is holding 8 events in 2008, from March through October...**

#### **TENTATIVE SCHEDULE!!!**

March 22 & 23 at Buttonwillow  
April 26 & 27 at Infineon  
May 24 & 25 at Infineon  
July 5 & 6 at Thunderhill  
August 16 & 17 at Infineon  
Sept. 6 & 7 at Thunderhill  
Sept. 26, 27\*\* & 28 at Infineon  
October 18 & 19 at Buttonwillow

\* See trackday groups listed in text at left for AFM-approved NRS Schools

\*\* Annual 4-Hr Endurance Race (tentative)

**Check the AFM Web site for updates!!**

*continued on next page...*

**THE BEST MOTORCYCLE ROADRACING ON THE WEST COAST... COME RACE WITH US!!!**

**How do I get into Roadracing, continued...**

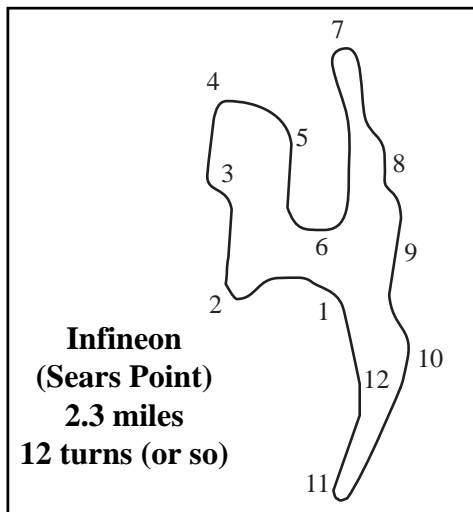
subject to change and are pre-entry only (no post entries are accepted). Gate fees are \$10 at each event.

6. To race prepare your motorcycle, you need to remove all the street stuff: turn signals, mirrors, license plate & bracket, passenger foot pegs, side & center stands. You will need to disconnect and tape over your headlight & tail light. Aftermarket side cases or approved case protectors are required on certain bikes, and ALL 4-strokes must have a "catch pan" installed. You will need to install three number plates (one on each side and one on the front). Novices must run yellow number plates with your assigned AFM number in black, and plates need to be firmly attached. Finally, you will need to safety wire certain bolts and fasteners; the AFM Rulebook specifies what's needed. If you need additional bike prep info, call Ed Shaimas (209) 836-7079, Dave Worthington (707) 576-1309 or Jason Butler (408) 898-0425. (These are evening numbers (9pm latest!). You can also e-mail Tech at: tech@afmracing.org

7. The New Racer School (NRS) covers: Classroom... racing lines, braking & cornering theories, AFM rules, practices & raceday procedures, warning flags, safety equipment; Riding Sessions... some riding is supervised or observed, some is open practice; and there is a written test. You must pass an NRS to be eligible to enter AFM races.

**General Information on the AFM's Competition Classes**

The following are basic categories that are offered in the 2008 AFM Championship Series. There are "General Requirements of All Motorcycles" which all bikes must meet, as well as specific requirements for different classes, as detailed in the AFM 2008 Rulebook.



**Clubman** - These classes are designed for entry-level and beyond riders, to give them a great place to learn and progress, at their own pace! This is your best starting point if you want to try out roadrace competition; Clubman comes in **Lightweight, Middleweight & Heavyweight** classes, and you can also "run up one class".

**Production** - AFM Production motorcycles are street machines that can be purchased by anyone at a dealership. They must be made for the United States market and be for street use. Limited edition motorcycles intended for racing are not allowed in Prod classes.

Suspension and engine mods are limited; Street legal, DOT approved tires must also be used. The gas tank, seat, fairing & other bodywork must be mostly unchanged.

The Production classes are further broken down by engine size, conforming to the typical sizes offered by manufacturers; Displacement groups: 175-250cc, 650cc Twins (450 multis OK), 451-600cc, 601-750cc, 751-Open cc.

**Superbike** - AFM Superbike motorcycles must also be manufactured for street use but for any place in the world (many interesting models are not sold in the US); Limited edition models may not be allowed; Twins & Singles have many exceptions within Superbike rules.

The frame and engine combination of Superbike bikes must be as sold (Twins & Singles excepted), but modifications allowed are almost unlimited and they may also use "racing only" slick tires. Many of these machines have hundreds of hours of development time and tens of thousands of dollars invested in them.

Superbike classes use the same displacement categories as for Production.

One interesting & unique Superbike class is **SuperDinosaur**, which are at least 12 year old (or older) street models running under Superbike rules.

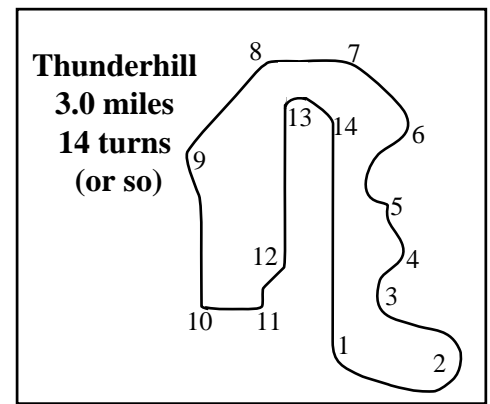
**Formula** - The AFM's Formula classes allow for even more radical machines. Bikes can be based on street machines and highly modified or be factory built race bikes. Refer to a rulebook for class specifics and formulas.

Modifications are essentially unlimited within the various classes provided they meet the engine size/type formula for the class.

**Formula I...** mostly radical four-stroke multis from 600 to 750cc and twins from 651 to 1000cc.

**Formula II** is where the true factory built, racing only 250cc water-cooled two-strokes rule, and street 250's, singles, etc..

**Formula III** also where factory built 125cc water cooled two-strokes racers rule, plus some radical 4-stroke singles & twins.



**Formula IV** includes street-based two-strokes, small four-stroke multis and twins & singles of various sizes.

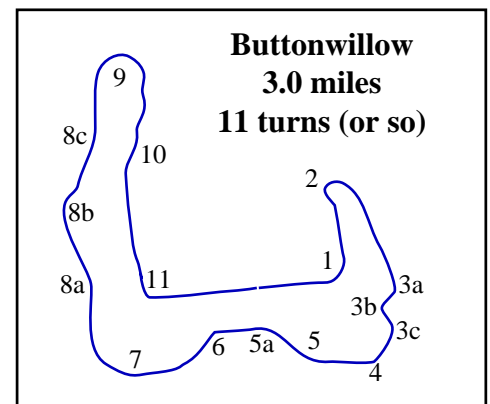
**Formula Singles** are four-stroke singles of unlimited size & any frame, suspension, etc. the builder wants to use.

**Formula Twins** are four-stroke twins in three categories (245-500cc, 501-650cc, 651-Open cc) using any frame, suspension, etc.

**Formula 40** are riders who are 40 years or older on any size bike.

**Formula Vintage** are bikes meeting the AHRMA Vintage rules and AFM safety rules.

**The Formula Pacific** class can be any machine as long as its rider can hustle it around Sears Point in 1 minute 48 seconds or less. These riders are racing for a cash purse and the AFM's Top 5 Plates for the following race season... *these ARE the fastest riders on the fastest bikes.*



**For Info. On Other Riding Schools:** The Motorcycle Safety Foundation offers "How To Ride, I & II" courses and is the best place to start if you don't already ride.

For more experience, many companies offer track riding schools; these outfits run track days at a number of tracks and for different skill levels. Contact the groups directly for more info on dates & details.

As far as getting ready for AFM racing, track day providers offer a good place to "get your feet wet" and to get additional riding and racetrack experience before entering competition. The race-oriented riding skill courses are also of great value. It all helps!

## AFM's Frequently Asked Questions from New Racers

*What kind of license do I need to race?*

- An AFM Competition license.

*How old do I have to be to race?*

- You have to be at least 16 years old to race; exceptions may be made for riders under 16 years, but the rider and parents must petition the AFM Board in person for an OK; if you are under 18 years, you must have your parents consensual signature on all releases, applications, and registration forms, and they must be with you at all events.

*Do I have to have a motorcycle driver's license?*

- Nope.

*How much riding experience do I need to race?*

- A lot, but it really depends on the rider. The key is that you have good control of your machine, you know how to take a turn at speed, are very proficient in the use of the engine, gears, and brakes... and aren't afraid to go really fast.

*How much does it cost to race?*

- First you need an AFM competition license, which is \$120 for the full season, then the New Racer School (prices vary), and '08 entry fees will be about \$75 per raceday for one race and about \$125 if you race twice a day (fees subject to change). Gate fee (track entry) is typically \$10. There are other expenses for practice, necessary bike stuff, fuel, tires, travel, etc.. The amount of these extras will depend on what kind of bike you run, how fast tires wear, where you live, etc..

*Do I have to have medical insurance to race?*

- Yes, you must have a personal medical policy to race with the AFM. The risk of not having insurance is just too great, so we require that everyone have coverage. Even if you aren't covered at work or school, a personal policy can be very affordable, especially if you are young, healthy, and get coverage with a higher deductible. Look in the phone book for providers (Blue Cross, Blue Shield, Kaiser, etc..) & call for quotes.

*Do I have to go through a school or course before I can race?*

- Yes, everyone has to pass an AFM ap-

proved New Racer School (NRS) before they can compete or practice at AFM events.

*Does going through the CLASS School, Calif Superbike, etc... qualify me to race?*

- No, you still have to pass one of the AFM approved NRS classes offered by Zoom Zoom Track Days, Keigwins @ the Track, or Pacific Track Time (See elsewhere for contact info; contact these companies directly for info, fees and schedules.)

*Does the AFM supply the bike or gear?*

- No, you use all your own bike & gear. See the answers below about equipment.

*Why can't my experience with the CLASS School, Calif Superbike, etc... substitute for the AFM NRS? What is involved with the AFM NRS that makes it different?*

While those schools are great for giving you track experience, an AFM-approved NRS is focused on preparing you to race in the AFM, including teaching you about safety flags, bike prep, mental & physical prep, what to expect and do while racing with other people, etc... This involves both classroom and riding sessions. An outline of the NRS is on the next page. As noted, AFM accepts only AFM approved NRS's from the three approved providers.

*Do I have to race to take the NRS?*

- No, but the school is designed for people who plan to go racing, and most people taking the NRS do begin racing. If you just want to try riding on a track, there are a number of good classes for that offered by Zoom Zoom Track Days, Keigwins @ the Track, Pacific TrackTime, CLASS, etc..; Or maybe consider working a turn if you are just curious... that's closest to the action and the very best seat in the house; you could get hooked, though.

*Can I take the AFM School on a different bike than I am going to be racing?*

- Yes, you can take the school on a different bike as long as it's race prepped and it passes Tech inspection.

*What do I need in terms of helmet, leathers, etc... to race with AFM?*

- You must have the following: a set of one-

piece or zip-together leathers in excellent condition (no holes, rips or tears; if zipped, must zip completely around the waist... 360°!); a full-face helmet with a visible 2000 or later Snell, ECE 22-05 or BSI-6658-A sticker and in excellent condition; boots at least 8" high; gloves in excellent condition; a back protector (either built into the leathers or separate) that consists of impact-resistant material and padding, and covering the spine from the shoulders to below the waist.

Leathers and protective gear are great investment for anyone intending to ride at speed on a motorcycle, be it on street or track... don't scrimp on safety gear!

*What kind of motorcycle do I need to race?*

- Any kind of motorcycle will do, as there are classes for bike sizes from 125cc to over 1000cc and for bikes with little/no modification to those made for racing only.

*What do I need to do to my motorcycle to make it legal for racing?*

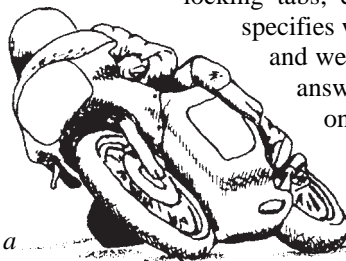
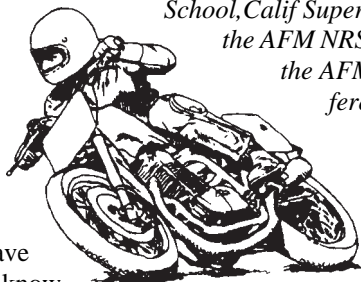
- You'll need to remove some of the street stuff: mirrors, turn signals, license plate & bracket, passenger foot pegs, side & center stands. Headlights & tail lights need to be removed or taped over. Aftermarket side cases or approved case protectors are required on certain bikes. All 4-strokes must have a "catch pan" or catch lower installed. Cooling systems cannot have any glycols... only water. You will need to install three number plates of the correct size (1 on each side and 1 on the front); on some bikes there is an area on the fairing or seat which is large and flat enough to put a "stick-on number plate". Novice number plates must be yellow with your assigned AFM number in black, and must be securely fastened. Finally, certain bolts, nuts, and fasteners need to be safety wired or have locking devices (nylocks, locking tabs, etc..). The AFM Rulebook specifies which ones need to be done, and we have Tech people who can answer questions you may have on prepping your bike.

*Do I have to strip my bike down to race it?*

- No, you just have to remove certain items mentioned above & described in the rulebook.

*How do I find out about setting up my motorcycle for racing?*

- There are a number of good ways to get such information: 1) Best way... go to a race, browse through the pits, look at the bikes, and talk to people about their setup. Most racers are friendly and willing to tell you what they run; 2) Or call one of the AFM's Tech people for tips; 3) Or read the roadracing



**AFM ROADRACING...  
O'BOY!!!**

newspapers for technical articles and race bike info; 4) Or make friends with an experienced racer and pick their brain over beer; 5) Or if you can afford it, hire the services of an experienced tuner/mechanic.

*If I was going to buy a motorcycle for racing, what type should I buy?*

- While the bike you choose is largely a personal preference, we usually suggest something that will allow a new racer to get the most racing time & fun for the least money, and isn't so large that it is either intimidating or hindering their learning to ride the turns. Bikes like 250 Twins (i.e. Ninja 250), Thumpers (single cylinder 4-strokes), 450 multis and 500-650 Twins are always good starting places.

*Where would I find a good bike to race that's already prepared?*

- One of the best places is from roadrace oriented want ads, like those on the AFM website, or in Roadracing World, etc..., or by browsing the pits on a raceday for "bike for sale" signs.

*How many races can I enter on a raceday?*

- As many as your bike(s) legally fits into, usually 2-3... BUT due to raceday grid limits, you may/may not get into all the races you enter; we'll do our best to fit you in.

*Can I race more than one bike on a raceday?*

- Yes, but you should consider costs, effort required, especially when starting out, and whether there's room in all your classes.

*For my first race, which practice session should I enter?*

- Practice sessions are decided for you based on lap times on record. If you don't have any prior times on record, please sign up for one of the slower sessions or try to get valid times so you are realistic in your selection..

*When do I become an Expert status rider?*

- Once you have finished at least 6 races over the course of 6 individual race dates you may graduate to Expert status.

*Where do I get sponsorship for my racing?*

- Ask at your local bike shop, your parts suppliers, etc... Your success will depend both on how well you do on the track and how well you can present yourself to prospective sponsors. Think about what you can do for them before asking for their support.

*If I don't win a race, is there something else that I can get for my finishes?*

- Well, if you don't win the race, you might still be First Novice in the race, in which case

you can get an award. But even if you don't get an award, you'll always get all the fun of racing and knowing you're giving your best.

*What if I want to race at another track?*

- You can race at AFM events at Thunderhill, Buttonwillow and Sears Point (Infineon), and most clubs accept the AFM competition license under reciprocity agreements (w/ discounted license fees, i.e. WSMC, OMRRA, WMRRA,



MRA, etc...). It's wise to contact the other organization for details & any extra fees, class rules, tech differences, etc...

*Where do I call if I have further questions?*

- You can call the AFM directly at (510) 796-7005 for questions of every type, or send e-mail... [afm@afmracing.org](mailto:afm@afmracing.org). For specific bike prep questions you can contact our Tech experts: [tech@afmracing.org](mailto:tech@afmracing.org), Ed Shaimas (209) 836-7079, Dave Worthington (707) 576-1309 or Jason Butler (408) 898-0425. (these are all evening numbers).

The Crew, AFM's turnworker organization can be reached at the AFM phone number or by e-mail at [crew@afmracing.org](mailto:crew@afmracing.org).

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## The New Racer School (NRS)

The NRS is designed to prepare and evaluate riders for racing in AFM events.

If you pass the NRS, you may begin racing the next day. AFM-approved providers are: Zoom Zoom Track Days (888-929-9666, [www.zoomzoomtrackdays.com](http://www.zoomzoomtrackdays.com)), Keigwins At The Track (650-969-5609, [www.keigwin.com](http://www.keigwin.com)) or Pacific Track Time (530-223-0622, [www.pacifictracktime.com](http://www.pacifictracktime.com)); please check with AFM or one of these companies for specific dates & details.

These are all-day classes held at Infineon (Sears Point), Thunderhill or Buttonwillow, starting EARLY with new racers registering, bringing their bikes to Tech for Tech Inspection.

The classroom session covers basic to advanced race & riding theory, equipment & physical prep, track safety, AFM rules & flags, attitude & sportsmanship, etc... There

is a quiz and some question & answer time.

The riding sessions may vary between follow the leader (one instructor at the front of a group (leading) and one at the back (observing)), to sessions where each rider gets to lead a one-on-one lap with their instructor observing, to open practices. During this time, the instructor is determining if you appear to know the track, ride on-line and with control and confidence, and if you are safe. In some cases, they will discuss individual problems with you, at other times, they will pat you on the back and describe what you did that was very good.. Open practices later in the day are an important part of the school, so riders get familiar with the course.

To pass the school, each rider must pass the written quiz, pass tech, pass the track sessions/instructor evaluations, and not fall down in any sessions. After you have passed the NRS and after the "you've passed" info is received by the AFM License Committee (which is sent to AFM by the NRS provider), you can enter races or practices at any AFM event.

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## AFM Clubman Classes

AFM is offering a great set of classes for new racers, designed to satisfy requests of a large portion of both the new and top-ranked AFM racers.

These classes are designed for entry-level riders, to give them a great place to learn and progress, at their own pace, and also for experienced riders who can help teach the new racers the way around the track. This is your best starting point if you want to try competition; the individual classes are **Lightweight, Middleweight & Heavyweight**, but each rider can "run up one displacement class" (e.g. middleweight bikes can also enter the heavyweight class).

Also, new racers who are within 115% of the class leaders can also run in the faster Sunday AFM races; look to the rulebook for more info or contact AFM with questions.



**American  
Federation of  
Motorcyclists  
Championship  
Roadracing**

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[www.afmracing.org](http://www.afmracing.org)



# American Federation of Motorcyclists Championship Roadracing

## AFM TECH INSPECTION

In order to get onto the track, all bikes must go through Tech Inspection. This is a mandatory procedure for everyone in the AFM Race School, all riders entered for practice on Saturdays before race day, and all riders on Sunday race days.

***IF YOU HAVE ANY QUESTIONS ABOUT WHAT IS REQUIRED FOR YOUR BIKE, PLEASE E-MAIL TECH AT: [tech@afmracing.org](mailto:tech@afmracing.org) ; OR CALL ONE OF THE FOLLOWING AMAZING AFM TECH GURUS:***

- ✓ **ED SHAIMAS\* :** 209-836-7079 \* Chief Tech Inspector
- ✓ **DAVE WORTHINGTON :** 707-576-1309 (North Bay)
- ✓ **JASON BUTLER :** 408-898-0425 (South Bay)

**Registration and Tech Form:** When a rider goes through **Registration** the morning of a practice or race day, he/she will be given a **Tech Inspection Form**. After receiving the form, riders should take their bike(s) to **Tech Inspection**, with lowers removed \* (no exceptions). This must be done on both Saturday and Sunday. You must also bring all riding gear (leathers, back protector, helmet, boots, gloves) your first time through **Tech**, where you will receive a "**Season Tech sticker**" on your helmet if you pass; thereafter, you just need to bring the Tech stickered helmet; NOTE – if you have crashed, all gear must be **re-Teched**. **\*If you are required to have a belly pan on your bike**, also bring your lower/pan with you to your first Tech Inspection of the season; it will be inspected for compliance and (if passing), will receive a Season Tech sticker and won't need to be brought to Tech thereafter. NOTE – if you have crashed, your belly pan & all safety gear must be re-Teched.

**At Tech Inspection:** Riders must give the **Tech form** to a **Tech Inspector**. The Tech Inspector will inspect each bike, and if approved will sign-off that it has been "OK'd". (If a bike is not approved, the rider will be given the form back with problem noted; they must make the necessary repairs/ corrections and return to Tech Inspection once again.) All riding gear will be checked the first time, and if passing, the helmet is given a Season Tech sticker and only the helmet needs to be brought to Tech thereafter.

The rider should continue through Tech and hand the "OK'd" form to a **Tech Helper** person, who will place a "**Tech sticker**" on the front number plate; this sticker also shows the rider's **Practice Session Group Number**. If a rider has more than one bike, a separate Tech Form will be issued for each bike. The OK'd form(s) will be kept by Tech after the rider has passed each of his/her bike(s) through Tech.

**Practice Session Groups:** After receiving a Tech sticker, bikes are ready to enter the track for the Practice Session Group Number shown on the sticker. Riders are grouped into practice sessions based on the rider's typical (true) lap times, taken from AFM records for the best race lap time at prior events, or if no race lap time available, the lap time given by the rider when he/she pre-entered the event. (Exceptions: first-time New Racers are typically put in the slowest session for their first event). **REMEMBER – Only a limited number of riders can be assigned to each practice group** (dependant on the track configuration). If a practice session group becomes full, all other riders (even those who may have requested that session) will be moved into the next available session (as determined by the Tech Helper). Coming early to **Registration & Tech** increases your chances of getting your preferred session.

Once practice begins, the **announcer** will call each session in order of group number; listen for it! Practice sessions will rotate beginning with Group 1. On practice days there are usually 4-6 groups; on race days there are usually 5-6 groups.

**Tech Inspectors may check for the following items to help ensure that bikes are safe to enter the track. It is the rider's responsibility to know/follow AFM rules for their particular classes and to make sure their machine has been prepared in a safe and workmanlike manner:**

*(CONTINUED ON NEXT PAGE)*

## **GENERAL EQUIPMENT:**

- AXLES - Cotter pin or safety wired?
- BODY WORK SECURED?
  - AFM legal belly pan? (Required on all 4-strokes)
  - Lights taped over or removed?
- BRAKES, FRONT/REAR (as applicable):
  - Brake Caliper Bolts - safety wired?
  - Anchor arm - safety wired or mechanical locking device?
  - Actuating mechanism (operating properly)
  - Brake Pads in good shape & have enough material?
  - Cables and hoses
  - Brake fluid level OK and cap tight?
- SIDE CASES - AFTER-MARKET SIDE CASES OR APPROVED CASE PROTECTORS ARE REQUIRED ON: Honda CBR 600RR and 1000RR, left side; Kawasaki ZX6RR & ZX10R, both sides; All Suzuki GSXR models, both sides; Suzuki 600 and 1100 Bandits, left side; Suzuki 600, 750 and 1100 Katanas, left side; Suzuki SV650 & TL1000 right side clutch cover; Yamaha YZF 600, right side; Yamaha FZR 400 and 600 models, right side; Yamaha R6, both sides; Yamaha R1, left side, After-market cases may be required on other models at anytime it is determined to be in the interest of track safety.  
*NO CARBON FIBER COVERS ALLOWED.*
- BELLY PANS - Aftermarket Oil Catch Pans or dammed lower fairings are required for ALL 4-stroke machines.
- VENTED CATCH TANK FOR ALL BREATHER BOTTLES
- CRANKCASE BREATHER TUBE INTO CATCH TANK OR AIR BOX
- OIL DRAIN PLUG, ENGINE - Tight & Safety wired?
- OIL PRESSURE SWITCH - Have RTV securing it?
- OIL FILLER CAP - Safety wired?
- OIL LINE BOLTS - Safety wired or RTV secured?
- BOLTS AND HOSES TO OIL COOLER - Safety wired?
- WATER JACKET DRAIN BOLTS - Safety wired?
- WATER PUMP DRAIN BOLTS - Safety wired?
- HOSE CLAMPS - Safety wire is recommended.
- RADIATOR CAP - Tight & wired?
- WATER-ONLY IN RADIATOR - No Glycols allowed!!
- NUMBER PLATES, FRONT & SIDES - All bikes must have three number plates (front, and one on each side as specified in the rulebook). Center-duct bikes need two plates, one on either side of duct.
  - Are plates securely mounted? (Zip ties are not allowed as sole fastening method. Please mount plates using at least two bolts, each with fender washers.)
  - Is number surface relatively flat? Must meet size requirements (10" X 12") for background surface.
  - Are numbers legible and easy for AFM workers to read? (Numbers should be a minimum of 5/2" tall, 1" stroke and spaced 3/4" apart. Don't use curvy numbers!)
  - Number on the bike the same as rider's AFM number?

- SCORING TRANSMITTER - Mounted correctly? Securely mounted by 2 methods? New 9V alkaline battery?
- CLEANLINESS - Is the bike clean? Is the engine and/or chassis excessively oily? Can you see if something is wrong?
- EXHAUST SYSTEM:
  - Header pipe fastening OK?
  - Rear supports OK?
  - Exhaust baffles - safety wired?
  - Quiet enough - noise limit is 101-103 dB MAX!
- DRIVE CHAIN TENSION OK?
- CHAIN TENSION ADJUSTERS TIGHTENED?
- MASTER LINK CLIP MOUNTED CORRECTLY AND IN GOOD SHAPE? (Peened links are recommended; safety wire is not allowed on master links AT ALL!)
- REAR WHEEL ALIGNMENT OK? Wheels Balanced?
- SPOKED & MAG WHEELS, FRONT AND REAR OK? No cracks on wheels anywhere, spokes (if lace-up) tight?
- TIRES OK? Steel valve caps? Correct pressure?
- SHOCK, REAR - NUTS, BOLTS, RETAINERS OK?
- FRONT END - TRIPLE CLAMP BOLTS TIGHT? Steering damper mounted correctly?
- HANDLEBAR - Tank clearance OK? Tightened?
- ON/OFF SWITCH? Functioning?

## **SAFETY GEAR:**

- LEATHERS, BOOTS, GLOVES & BACK PROTECTOR - Good condition? (No holes, tears, broken buckles or broken zippers.) Comfortable and well fitting?
- HELMET - SNELL 2000 (or later), ECE 22-05 or BSI 6658-A; Good condition? (No scrapes or gouges.) No Exceptions!
- KNEE PUCKS & TOE SLIDERS Securely Fastened?

## **OTHER IMPORTANT THINGS TO CHECK:**

- THINK - HAVE YOU REMOVED ALL YOUR TOOLS FROM THE BIKE? (Forgotten tools are dangerous passengers!)
- REMOVE ALL LOOSE ITEMS FROM YOUR MOUTH (gum, candy, dentures, etc.; these are choking hazards.)

**REMINDER:** The technical requirements for motorcycles contained in the rulebook are not to be regarded as all inclusive with respect to safe race preparation. It is the responsibility of the rider to make sure his/her bike is prepared in a safe, workmanlike manner; *take the time to do it right!*

Tech Inspectors shall judge the safety for competition of all motorcycles entered at a race meet. The Inspectors shall also judge as to the safety of, and compliance to, all apparel and/or equipment to be worn by the rider. The Inspector's reasonable judgment and the rules in the rulebook shall govern all such decisions. Disputes shall be judged by the Race Director or duly appointed referee. Please review the AFM Rulebook or call an AFM Tech person if you have any questions *before you come to the track.*

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