



Suzuki Big Kahuna Nationals
Virginia International Raceway, Alton, VA
August 14-16, 2009



Supplementary Regulations
(8/05/2009 – subject to change)

EVENT

The Suzuki Big Kahuna Nationals are Round #10 of the 2009 AMA Pro Road Racing season, featuring AMA Pro National Guard American Superbike presented by Parts Unlimited, AMA Pro Daytona SportBike presented by AMSOIL, AMA Pro SuperSport presented by Shoei and AMA Pro SunTrust Moto-GT races.

CIRCUIT

Course length is 2.25 Mi (3.62 Km) for all classes. All AMA Pro Racing flagging and signaling will take place on the Official Starter Stand on the front straight. **A repeater flag station will be located at turn 7.**

LICENSES & CREDENTIALS

All riders and entrants in the event must be members of AMA Pro Racing and hold valid 2009 licenses. Every participant entering the facility is required to have a valid credential issued by AMA Pro Racing or the race facility. The lanyard issued with the AMA license/credential is considered part of the license/credential and must be used together with the license/credential. All riders must hold a 2009 AMA Pro Racing license or a current FIM International License issued by the rider's FMN. Foreign participants are required to submit a copy of their current FIM or National license, and a letter issued by their National Federation confirming insurance coverage and giving permission to participate in this AMA Pro Racing event. Licenses will not be issued at the track.

ENTRIES

Entries close for all classes except SuperSport on July 13, 2009, with a Late Entry deadline of July 20, 2009. Entries received after the entry due date will not be accepted. Entries must be received by AMA Pro Racing no later than the established entry due date for each event or the late entry fee will apply. Post entries for SuperSport licensed riders will be accepted only on Thursday, August 13 at the track from 3:00pm to 7:00pm.

REGISTRATION/CREDENTIALS

Registration and credentials will be located in the Raceplex Industrial Park, which is the last right turn prior to the guard house and main entrance to VIR. Riders, entrants and crew may pick up their season credentials or register for single event credentials. A photo ID must be presented to obtain a credential.

PRE-EVENT RACE TRANSPORTER STAGING

Pre-event race transporter staging will be in the grass lot adjacent to the skid pad starting on Wednesday. Transporter washing is allowed at the spigot on the back side of the skid pad.

GARAGES

All garages have been allocated for this event.

PADDOCK PARKING

Race transporter paddock parking will be from 8:00am to 5:00pm on Thursday, August 13. **CB users tune to channel 32 for staging and move-in instructions.** AMA Pro Racing credentials are not required on Thursday, but may be purchased at AMA Pro Racing Registration starting at 3:00pm on Thursday. Starting Friday, only race transporters and service provider vehicles displaying a TRANSPORTER parking pass are allowed in the paddock area and must park within the team's paddock footprint. Rental cars, buses, motor homes or other vehicles will not be permitted in the paddock without prior approval of AMA Pro Racing or the facility. Paddock is open 24 hours daily for credential holders. **All race teams, transporters and RVs must clear the paddock on Monday by 12:00pm.**

TEAM, RENTAL AND PERSONAL VEHICLE PARKING

Parking for riders, crews and officials displaying a P1 parking pass will be located at the back of the Main Paddock. Team, rental and personal vehicles must park in the designated P1 parking area. Vehicles displaying a P1 parking pass may make deliveries to the paddock until 11:00am daily. The driver of the vehicle must surrender their credential to the guard at the entrance to the paddock and will be allowed no more than 30 minutes to complete deliveries. The driver will retrieve their credential and return the vehicle to the designated P1 parking lot. Participants who abuse this policy risk revocation of their credential and/or P1 parking pass.

TRANSPORTER passes are to be displayed throughout the weekend in the primary tow vehicle for each team. Any vehicles displaying a TRANSPORTER pass that are not the primary tow vehicle will be towed and the pass revoked for the team.

PIT LANE ASSIGNMENTS

Pit lane assignments for all classes are based on current season point standings. The top teams for all classes will be assigned pit areas first, followed by the remaining teams in the point standings. First-time and one-event teams will be assigned pit areas last. Each team is allotted a 15' section of wall per rider for their canopy unless otherwise directed. No tent stakes or tying canopies to electrical conduit in the pits or paddock is permitted. All teams must affix their assigned competition number on the track side of the pit wall at their assigned space, with digits a minimum of 10 inches tall. Competitors must remove the numbers at the conclusion of the event.

RVs AND CAMPING

RV parking for registered AMA Pro Racing participants and officials is available at the back of the Main Paddock. Contact M1 Entertainment at 303-377-3278 or jsan@moto1usa.com to make reservations. Pets are not allowed in the VIR paddock.

MANDATORY BRIEFINGS

All riders and entrants must attend the pre-practice and pre-race briefings as published on the schedule and check in with AMA Pro Racing staff. All briefings will be held in the Tech Inspection building.

PACKAGE SHIPPING & RECEIVING

Packages shipped to the track must be identified with a contact name and team name on the shipping label for correct sorting. The shipping address is:

Contact Name
Team Name
Virginia International Raceway
1245 Pine Tree Road
Alton, VA 24520
Phone: 434-822-7700
www.virclub.com

Packages can be picked up at the Patriot Building located just past the crossover bridge on the left-hand side, 8:00am-5:00pm. A photo ID is required.

THURSDAY PRACTICE/TRACK DAY

No practice/ track day is scheduled at VIR on Thursday, August 13.

SCORING TRANSPONDERS

Once a rider is issued a scoring transponder (including teams using their own hard-wired or rechargeable transponders), it must be properly mounted, charged and operational at all times when on track. Riders who pre-enter for the season will be issued one (1) hard-wired transponder per class. Riders who pre-enter single events will be issued a rechargeable transponder at no cost. Additional transponders can be purchased. Riders will be responsible for the loss or damage to transponders, unless the loss or damage is the result of a verified on-track crash during official practice, qualifying or race at the event. Remember to return transponders at the completion of your event to AMA Pro Racing Tech Inspection.

TIMING BEACONS

Timing Beacons should be placed in a safe and secure manner on near the start/finish line.

SIGNAL AREA

The rider signal area is along the wall adjacent to the front straight. Access is restricted to personnel presenting a valid AMA Pro Racing Crew Credential and who meet the dress code as outlined in the 2009 AMA Pro Racing Rulebook. Each rider is permitted a maximum of two team personnel in the signal area. Team personnel must stay in the area designated for signaling. Signaling is not permitted in any other area.

OPEN "CONTROL" RADIO FREQUENCY FOR TEAMS

Teams may use radios to monitor Race Control at 461.4750203.5. It is strongly encouraged that all teams have one crew member monitor this "listen only" control channel during all on-track activity.

SCOOTERS/PIT VEHICLES & BICYCLES

All scooters or pit vehicles used in the paddock must display an AMA Pro Racing-issued sticker. These are available in a limited number at Tech Inspection. Scooters and other pit vehicles will not be allowed in the cold pit area and must be parked adjacent to the entry gates. All scooters or pit vehicles that leave the paddock must be licensed and street legal, and all riders are required to wear helmets.

TECHNICAL INSPECTION

All machines must be presented for technical inspection in the designated area prior to participation in their initial practice session and when requested by AMA Pro Racing.

FUEL

The official fuel of AMA Pro Road Racing is Sunoco 260GTX Racing Gasoline (98 octane unleaded). Fuel will be dispensed from a truck by Hank Thomas Performance (336-764-0854) located in the paddock. They will accept MasterCard, Visa, cash and checks.

Fuel Service Hours

Thursday: 3:00pm - 7:00pm

Friday: 7:30am - 5:00pm

Saturday: 7:30am - 5:00pm

Sunday: 7:30am - 12:00pm

Based on AMA Pro Racing's move to a spec fuel it is imperative that we review basic fuel handling procedures to be used in the paddock and on hot pit lane.

All refueling must be done outside of the garages or team canopies. Refueling in a well ventilated area should help eliminate vapor build up.

A fire extinguisher must be in the immediate vicinity and ready for use during all refueling procedures.

All components of the fueling procedure need to be grounded the entire time. This includes the fuel source, the refueling personnel and the machine. The more positive the grounding method, the better.

Particular care should be taken when using plastic fuel bottles as static build up and discharge is more prevalent with plastic.

All fuel jugs being filled from a large drum should be placed on the ground before and during filling.

Supply drums should be on the ground as well, not in the transporter or bed of a pickup truck.

When removing the funnel or pump from the fuel container keep it physically in contact with the container while the last of the fuel drains out. Fuel that drains from a funnel or pump creates an electrical charge. If the pump or funnel breaks ground with the container or drum while this is happening it will create an electrical discharge in the form of a spark and can create an undesirable hazardous condition.

TIRE REGULATIONS

Competitors may only use tires distributed and mounted by Dunlop at each event. Dunlop will provide AMA Pro Racing a list of compounds and markings for tires available to the competitors at the beginning of each event. Dunlop will provide AMA Pro Racing with several sample sets of tires of each available compound at the beginning of each event.

During free practice, qualifying, warm up and race, no motorcycle is allowed on the race course with tires that are not properly tagged. Penalties for violation of this policy may be assessed by AMA Pro Racing.

In the case of a dispute AMA Pro Racing may exchange a competitor's tire or tires with a tire sample under AMA Pro Racing's control. The exchanged tires will remain under technical control and may be exchanged for the tires of another competitor.

TIRE CONTROL

At each event, from the first practice until the conclusion of racing, each American Superbike and Daytona SportBike competitor will be allowed nine (9) rear tires and six (6) front tires. Each competitor that qualifies for Super Pole will be allocated one (1) additional set of tires.

Competitors in SuperSport will be allowed four (4) rear tires and four (4) front tires.

Entrants will be given their sticker allocation at the beginning of each race weekend during their initial technical inspection.

All tires used in official practice sessions, qualifying sessions and race events must be marked with an assigned adhesive backed sticker on the left sidewall. There will be a designated area that all competitors must ride through to have their stickers monitored.

It is the responsibility of the entrant to maintain control of the stickers and to make sure they are properly located on the tire before the bike goes on track. At the end of the weekend all unused stickers must be returned to tech inspection or a penalty may be assessed.

If a sticker is damaged upon installation or a new or near new tire is damaged, a competitor can request a replacement sticker or replacement tire from AMA Pro Racing. Dunlop and AMA Pro Racing will make the final determination on damaged tire replacement. AMA Pro Racing will make the final determination on damaged stickers.

In the event of a red flag:

No additional tires will be allocated for a red flag situation.

If a red flag is displayed during Superpole, affected riders may be allowed a replacement set of tires at the discretion of the technical director.

In the event of wet racing conditions:

American Superbike entrants will be allowed three (3) rear intermediates (DOT) and three (3) front intermediates (DOT) that will count against their tire allocation.

In American Superbike and Daytona SportBike, competitors will be allowed four (4) full wet rear and four (4) full wet front (Double Header Race Event) or three (3) full wet rear and three (3) full wet front (Single Race Event).

Competitors in SuperSport will be allowed two (2) full wet rear and two (2) full wet front.

Full wet tires will not be deducted from a competitors tire count for the race weekend.

BACK-UP BIKES FOR RAIN RACES & PRACTICE

During practice and qualifying only the primary bike may be on the hot side of the pit wall except for the last 15 minutes of the first practice session of either American Superbike or Daytona SportBike.

Per the 2009 AMA Pro Road Race Rulebook, a backup bike may only be used in a race during a red flag situation if the leader has completed two laps or less. After the leader has crossed the start finish line for the third time the backup bike is no longer a viable option. If a rider chooses to use his backup bike he must start from the back of the grid.

If a dry race is red flagged within two laps and declared a wet race, a rider may use his backup bike for the wet, but must start from the back of the grid. Riders will be given at least 20 minutes to make changes to their primary bike for wet conditions.

If the riders have not had an opportunity to ride in the existing conditions, AMA Pro Racing will hold a 10 minute practice session for acclimation purposes. A dry race changing to wet is the only situation, other than safety items, that a crew can perform work to the machine during a red flag.

In wet practice sessions, a backup bike may be used as a wet bike freely. Fairing drain plugs must be removed and full wet tires fitted. Primary bikes may only be used with slicks or intermediate tires. Fairing drain plugs must be installed.

QUALIFYING

The maximum number of riders for American Superbike is 36. The top ten riders from Qualifying will move to Superpole in American Superbike and Daytona SportBike. Riders may only continue to practice in classes that they have earned a grid position in. **Pole position is on the left side.**

TIMED QUALIFYING PROCEDURES FOR A AND B SESSIONS

The fastest time for each rider from the first day of official practice will determine which group the rider qualifies with.

Group A will be the faster half and group B the slower half. If groups cannot be divided equally, the extra rider will be placed in group B.

A list of riders in each group will be posted following practice. It is the responsibility of each rider to qualify with the correct group. Riders that qualify in the wrong group will be placed (if qualified) at the back of the grid for the race.

If AMA Pro Racing determines that track conditions have changed significantly between the two qualifying sessions, group A riders will be placed on the grid in front of group B riders. Each group will be sorted by times from their respective sessions. A point for earning pole position will be awarded.

Ties in qualifying times will be broken in favor of the rider who achieved the time first.

A rider's best lap time must be within 110% (108% for American Superbike) of the fastest qualifying rider's best lap time in order to pre-qualify for one of the available grid positions in the final.

At the discretion of AMA Pro Racing, the qualifying percentage regulation may be waived due to special circumstances such as track delays resulting in an extreme reduction in qualifying time, significant changes in weather conditions, etc. Individual rider circumstances will not be considered as sufficient reason to waive this requirement.

Should a qualifying session be stopped with less than 50% of the designated time remaining, the session may be considered complete at the discretion of the AMA Pro Racing.

Any qualifying session stopped with 5 minutes or less remaining will be considered complete.

TRACK CUTS / RUNNING OFF THE TRACK

Any rider who runs off the track must re-enter the course safely and from the closest point to where that rider left the course, without gaining a time or position advantage. Once his machine is under control, the rider must raise a hand and check to see if it is safe to re-enter the course. Any rider deemed to have cut the track during practice or qualifying will have the lap time from that lap and the subsequent lap removed from the session. During a race event, AMA Pro Racing will make the determination as to whether a rider gained any advantage by leaving the race course and re-entering, and will determine the appropriate penalty for the infraction.

PIT LANE SPEED LIMIT

The pit lane speed limit for all classes will be 50 mph at all times.

The penalty for violating the pit lane speed limit during a race will be a ride-through penalty. *If you repeat an infraction (i.e. Speeding on a ride through penalty) you will be assessed a time penalty.*

Enforcement of the pit lane speed limit will be via radar guns placed at either end of the pit lane and a speed trap(s) set up in the pit lane

The first practice session for each class will be designated for competitors to dial in their pit lane speeds. Warnings will be issued for minor overages during this practice session. Serious infractions will result in fines.

RIDER AUTOGRAPH SESSION

The mandatory rider autograph session will be in the Pavilion adjacent to the skid pad at 11:30 a.m. on Sunday. Riders must wear their team shirts and should bring their own signing stock. AMA Pro Racing will supply series stock to fans to have signed by riders without posters.

PRE-RACE ACTIVITIES & GRID WALK

One Full Hour for American Superbike and Daytona SportBike

All machines and equipment must be present on hot pit road in their assigned grid positions 15 minutes prior to the start of the Grid Walk. All engines must be turned off upon gridding and stay off during the Grid Walk. Refueling is not permitted. Small, quiet generators and tire warmers are permitted. Any teams unable to participate in the Daytona SportBike race due to injury or mechanical problems must inform Tech Inspection no later than the Sunday warm-up and the grid will be re-set.

Spectators will be allowed on the grid for the Grid Walk one hour prior to the start of the race. For the first race on Saturday and Sunday afternoon, riders will be introduced one by one on pit road, starting with the last rider qualified for the race. Riders are encouraged to return to their machines to interact with fans prior to clearing the grid 15 minutes before the parade lap. Following the parade lap each team must return to their assigned grid position on the racetrack.

For the Daytona SportBike class, the Safety Car will lead the field on one pace lap prior to the green flag that signifies the start of the race.

RACE STARTS

A rolling start will be utilized for the Daytona SportBike and Moto-GT classes.

A standing clutch start will be utilized for the American Superbike and SuperSport classes.

SAFETY BIKE PROCEDURES

All on-track sessions will be started with all teams using the Safety Bike.

When the lights are on, stay with/behind the Safety Bike.

When the Safety Bike lights are turned OFF, the track will go 'Green' at Start/Finish.

For Practice, the Safety Bike will lead the field from the pits, single file in no specific order for a minimum of one lap before releasing the field. In the event of a red flag during practice, the Safety Car will lead the restart with the field in single file with no specific order straight onto the racing surface. All teams need to join or they will be penalized.

RED FLAG STOPS AND RESTARTS

In circumstances where a local caution flag is not sufficient to ensure safe and orderly continuation of competition, the red flag will be displayed at all flagging stations.

All riders will stop racing (NO OVERTAKING), safely reduce speed and proceed with caution in their current running order to the pit lane.

Upon entering the hot pit area, riders must maintain current running order and take a position to the rear of the preceding motorcycle and adjacent to the pit wall, on the opposite side of the pit lane from the pit boxes.

Riders may not approach or ride to their pit box unless specifically directed to do so by an AMA Pro Official.

Any race intervention will be at least five minutes in duration.

Engines must be shut off.

At this time two (2) mechanics for each motorcycle may assist the rider with the following:

Bikes may be raised on support stands.

Tires may be wrapped with tire warmers but not changed. Portable generators are allowed.

Refueling is not permitted.

All riders and crew must return to their pit boxes until further instructions from AMA Pro staff.

Adjustments to suspension and gearing are not allowed.

Computers may not be attached to the motorcycle.

No motorcycles may be serviced without permission and supervision from AMA Pro staff.

If a motorcycle is approved for service, the bike must be rolled to the rider's pit box, where mechanics may visually inspect the motorcycle for safety issues. All safety issues should be brought to the attention of AMA Pro Racing. Mechanics will be directed as to how to proceed by AMA Pro staff.

All machines brought to a pit box for service and approved for the restart will start behind all other machines that did not require service.

If repairs are not completed in time for the bikes to be placed in their assigned restart positions, these machines will start the race from the hot pit lane exit under the direction of AMA Pro Racing.

Any machine taken behind the pit wall will be disqualified from the race.

Any race or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader and any action requiring a penalty will be considered to have taken place during competition.

In the case of a restart, any rider that did not complete an assessed penalty will still be required to comply with the penalty after the restart.

When a race is stopped with three or more laps completed by the leader, it will be restarted with the riders in single file, in the running order on the track on the lap preceding the red-flagged lap.

Prior to the restart, all riders staged on the pit lane ahead of the leader will be led around the track for one lap in single file in running order behind the Safety Bike, returning to take their position at the back of the line of riders on hot pit road. This will set the field for the restart.

For the restart, the Safety Bike will lead the entire field from the pits in single file for one lap before releasing the field for the start. Corner stations will show waving yellow flags and Safety Bike signs. When the Safety Bike with lights off has pulled into the pit lane, riders must maintain their speed and may not pass until they cross the start/finish line after the track goes green.

When a race is stopped with two laps or less completed by the leader, it will be restarted at the beginning of lap one using original starting positions. Riders must return safely to hot pit lane and park in their original designated two-by-two rolling start pre-grid location on hot pit lane for Daytona SportBike and MotoGT classes, or to their original pre-grid location on hot pit lane for American Superbike or SuperSport. Riders restarting the race on a back-up bike will be placed at the rear of the grid.

Riders unable to restart will be listed in the results relative to the order in which they dropped out.

Riders determined by AMA Pro Racing to be intentionally responsible for stopping a race will be disqualified.

Should a race be stopped in which 50% or more of the total laps have been completed by the leader, the race may be considered complete at the discretion of AMA Pro Racing.

Should a race be stopped in which 80% or more of the total laps have been completed by the leader, the race will be considered complete and there will be no restart.

Riders who are not present at the starting grid for the original start of a race are barred from any subsequent restarts.

Riders who are present at the grid but are unable to start due to a stalled motorcycle may join the race from the pit road or starting grid until the time the race leader completes the first lap.

Riders who are unable to join the race by this procedure are barred from any subsequent restarts occurring with more than two laps completed by the leader.

Should a race intervention require an extended period of time before a restart may take place, the race may be shortened. If a change in race length is announced, the remaining number of laps will be posted at pit exit prior to the display of the 3 minute sign.

If refueling is permitted by AMA Pro Racing prior to a restart, motorcycles may only be refueled with supervision from AMA Pro staff in a designated area.

CLARIFICATIONS

Meatball flag is for penalty, Black flag is for mechanical. All AMA Pro Racing flagging and signaling will take place on the Official Starter Stand on the front straight. A repeater flag station will be located at turn 7.

RACE START PROCEDURES FOR DAYTONA SPORTBIKE AND MOTO-GT CLASSES ONLY

For the Race Sighting Lap, the Safety Bike will lead the field from the grid, in your allocated grid position two-by-two, for a complete sighting lap and return to pit lane. All teams are required to take part.

For the Race Start, the Safety Bike will lead the field from the pits, in your allocated grid position, two-by-two for one lap before releasing the field for the start:

Corner stations will show waving yellow and Safety Bike signs. When the Safety Bike (lights off) has pulled into the pit lane, maintain your speed and do not pass until you've crossed the start line, regardless of position in the pack. Riders may not pass until they cross the start/finish line after the track goes green.

SPECIFIC MOTO-GT PROCEDURES

- A. The Entrant must turn a team line-up into AMA Pro Racing Tech no later than 5:30pm on Friday following Moto-GT qualifying. This line-up must designate the starting rider.
- B. The rider designated as starting must display a SunTrust MOTO-GT Series "Green" sticker on their helmet placed just above the left eye and face shield by AMA Pro Racing. The rider designated as second must display a SunTrust MOTO-GT Series "Orange" sticker on their helmet as placed by AMA Pro Racing. Helmet stickers will be provided by AMA Pro Racing at Tech.
- C. A minimum of 2 riders must be listed on a given motorcycle and at least 2 riders must ride a given motorcycle during the race.
- D. In cases of extreme hardship, after the line-up has been completed, AMA Pro Racing may approve a rider substitution.
- E. It is the responsibility of each team to advise an AMA Pro Racing pit official of all impending pit stops and the designation of the riders when making a rider change.
- F. A motorcycle may be removed from pit lane for repairs only with the permission of AMA Pro Racing. Any motorcycle undergoing lengthy repairs must be removed from pit lane. An AMA Pro Racing official may be assigned to observe the work.

PIT PROCEDURES

Crew must go OVER the wall, NOT around, even if gap permits.

8 people allowed over wall: - 2 Riders, 5 Mechanics, 1 Fire Bottle Only, Remember, the fuel person must wear eye protection and balaclava or a full-face helmet with the shield down.

No rags for fuel person or fire bottle holder.

Fire bottle person can NOT assist crew work following fueling (review rule 7.24). The extinguisher must be pointed toward the bike with the pin pulled.

For any refueling: bike on stand, engine off, rider completely off the bike.

Riders may only assist each other with radio or dash adjustments, otherwise they will be considered as one of the five mechanics (i.e.- NOT ALLOWED: adjust suspension, adjust clutch, work on tire change).

Dunlop staff has the FINAL authority on all tire safety issues.

PIT LANE PENALTIES

Individuals Over Wall Early (One foot on wall only; no sitting on wall)	10 seconds
Equipment Over Wall Early (All gear completely behind wall prior to bike stopping.)	10 seconds
More Than Eight Individuals Over Wall	20 seconds
Crew Improperly Dressed (Improperly clothed crew person not to work in pit until clothing corrected.)	10 seconds
Fire Bottle Improperly Manned	20 seconds.
Fuel Spill (one warning)	20 seconds
Hit and/or Run Over Equipment	20 seconds
Improper Fueling	20 seconds
Jump Start	Ride Through
Leave with Equipment Attached	Stop and Go
Equipment Out of Pit Stall Box	Stop and Go
REPEAT OF IDENTICAL MISTAKE	Doubles penalty

Stop and Go Penalties are served at the Pit stall "Penalty Box".

Competitors may not perform service at their pit during a Stop and Go.

Time penalties cannot be served during Safety Car full course yellow situations; time penalties will be saved and served during next Green Flag Pit Stop.

Do not touch your machine until Pit Lane is re-opened.

Post-Race Pit Lane Restrictions – machines must only be pushed to Tech.

The top teams in Moto-GT go directly to the Podium, then to Technical Inspection.

DRESS CODE

The dress code for pit road will be enforced at all times. Approved team uniforms must be worn at all times by team members working on the hot side of the pit wall. All competitor and team clothing, including riding gear, must carry the official series identification items as listed by AMA Pro Racing.

NATIONAL ANTHEM

Pit crews participating in any race preceded by the opening ceremonies are requested to line up outside their pit box during the playing of the National Anthem. Please turn off all bikes and equipment during pre-race ceremonies.

ADVERTISING

- A. Advertising on motorcycles is subject to approval of AMA Pro Racing. All motorcycles must carry the official series identification items including the official series tire and fuel identification on each side of the motorcycle, as directed by AMA Pro Racing, and no other tire or fuel company logos may be displayed at any time.
- B. All competitor and team clothing, including riding gear, must carry the official series identification items as listed by AMA Pro Racing, and no other tire or fuel company logos may be displayed at any time. Identification items will be available in limited supply at Tech Inspection.

MERCHANDISE DISPLAY/SALES

The sale of products or services in the paddock is strictly prohibited. Handouts and product samples must be approved by AMA Pro Racing prior to each event. Sponsor signage and display items are allowed only on race team trucks and transporters and within the footprint assigned. AMA Pro Racing reserves the right to remove any such items that they believe to be unwholesome or otherwise inappropriate.