

AMA Pro SunTrust Moto-GT 8-Hour and  
SuperSport presented by Shoei Shootout  
Daytona International Speedway, Daytona Beach, FL  
October 16-18, 2009



### Supplementary Regulations

(9/21/2009 – subject to change)

#### EVENT

The Daytona Fall Cycle Scene will feature the AMA Pro SunTrust Moto-GT 8-Hour and the AMA Pro SuperSport Shootout presented by Shoei, as part of the 26<sup>th</sup> annual CCS/ASRA Race of Champions.

#### CIRCUIT

Course length is 3.55 Mi (5.71 Km) for all classes. All AMA Pro Racing flagging and signaling will take place near the start/finish line on the front straight. **A repeater flag station will be located at turn 6.**

#### LICENSES & CREDENTIALS

All riders and entrants in the AMA Pro events 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 CCS/ASRA. Existing hard card credentials will be accepted by riders, entrants and crew to enter the facility. Licenses will not be issued at the track.

#### ENTRIES

Entries close for the Moto-GT class on September 11, 2009, with a Late Entry deadline of September 18, 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, October 15 at AMA Pro Registration (1957 Dunn Ave.) from 3:00pm to 7:00pm.

#### REGISTRATION/CREDENTIALS

AMA Pro Racing Registration and Credentials will be located in the Credentials building at 1957 Dunn Ave, about one mile north of the speedway. 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.

#### GARAGES

Garages are available on a first-come, first-serve basis. Moto-GT competitors will be assigned space in the Yellow garages. Blue garages will be locked down after ASRA/CCS events end for the day, and teams will not have access during Moto-GT practice or the race. Cost is \$150 for open air or \$300 for enclosed garage for the weekend. To reserve a garage, download and return the Garage rental form:

<http://www.amapracing.com/assets/2009DISIIIGarageRentalForm.pdf>

#### PADDOCK PARKING

Race transporter paddock parking will be from 10:00am to 5:00pm on Thursday, October 15. Only credentialed drivers and passengers will be allowed to enter the speedway. Paddock clear-out is no later than Sunday at 6:00pm.

#### TEAM, RENTAL AND PERSONAL VEHICLE PARKING

Parking for riders, crews and officials displaying a P1 parking pass will be located at the east end of the Yellow garages.

#### PIT LANE ASSIGNMENTS

Pit lane assignments for the Moto-GT and SuperSport 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.

#### RVs AND CAMPING

The Rider/Owner lot, located south of the Yellow garage area, will be

available for participant overnight parking beginning October 14. Parking in this area will be limited to registered riders and entrants only for \$195 per site. All participants must vacate the Rider/Owner lot by 12:00 noon on Monday, October 19. To secure a Rider/Owner lot site, download the registration form at:

<http://www.amapracing.com/assets/2009%20FCS%20RO%20LOT%20MEMO.pdf>

#### 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  
Daytona International Speedway  
1801 W. International Speedway Blvd.  
Daytona Beach, FL 32114  
Phone: 386-254-2700

Packages can be picked up at the DIS mailroom at 1957 Dunn Avenue between the hours of 8:00am and 6:00pm daily. Please see accompanying map: <http://www.amapracing.com/assets/RegistrationMap.pdf>

#### SIGNAL AREA

The rider signal area is on riders left just past the exit of Turn 3 (East infield horseshoe). 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.

#### TECHNICAL INSPECTION

All machines must be presented for technical inspection in the Yellow garage 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). Pumps are located in both the east and west paddocks. Sunoco does not take credit cards at Daytona. They will accept cash or a check may be left with them to be completed at the end of the event.

#### Fuel Service Hours

Thursday: 7:00am - 5:00pm  
Friday: 7:00am - 5:00pm  
Saturday: 7:00am - 5:00pm  
Sunday: 7:00am - 5:00pm

#### QUALIFYING

The maximum number of riders for SuperSport and Moto-GT is 80. Qualifying times for both Moto-GT classes will be determined during the Friday night practice. Riders may only continue to practice in classes that they have earned a grid position in. **Pole position is on the left side.**

#### 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.

## 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 the MotoGT class, or to their original pre-grid location on hot pit lane for 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 near the start/finish line on the front straight. **A repeater flag station will be located at turn 6.**

## RACE START PROCEDURES FOR MOTO-GT CLASS ONLY

**For the Race Sighting Lap**, the Safety Bike will lead the field from the grid, in their allocated grid positions 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 their allocated grid positions, 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, riders must maintain their speed and must not pass until they have 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 one hour 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 Bike red flag situations; time penalties will be saved and served during next Green Flag Pit Stop.

Competitors may not touch their 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.