

2024 AFM RACE SCHEDULE*

April	20	Buttonwillow Raceway
May	18-19	Thunderhill Raceway Park
June	22	Thunderhill Raceway Park
September	28-29	Thunderhill Raceway Park
October	TBA	Possible new track, Buttonwillow

* Tentative schedule at time of rule book release.

Please check WWW.AFMRACING.ORG for up-to-date information

** Rules / policies specific to Laguna Seca will be distributed prior to the event.

THE AFM

The American Federation of Motorcyclists, Inc. (AFM) is a non-profit California corporation that was founded in 1954 by a group of sport riding enthusiasts and has grown to hundreds of competition members. It is the oldest racing organization in the country dedicated to motorcycle road racing.

Northern California has one of the largest populations of sport riders in the country. Many of those sport riders find their way from the areas' mountain and canyon roads to the AFM and the racetrack. 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.

The AFM concentrates on providing an environment that welcomes all types of racers on machines from 160cc Vintage bikes to modern superbikes. We have some of the largest turnouts of any regional club in the country and are one of the few that race at multiple tracks, having events at Buttonwillow Raceway, Thunderhill Raceway, Sonoma Raceway, and Laguna Seca Raceway.

A typical AFM race day will see more than two hundred racers, which can account for six hundred or more total race entries.

Each new racer is required to pass a New Racer School (NRS) held by AFM, or an AFM approved vendor. More info can be found on our NRS Program Page, Racing with the AFM will provide you with the safest and most responsible crew you are going to find anywhere.

Join now and be a part of all the action with the AFM. Become a Racer, Associate Member or Course Worker and get involved in the most exciting motorsport on the face of the earth. We are a volunteer organization and are always looking for interested people to work with us. If you are not a racer but would like to get directly involved, please contact our Course Worker Coordinator by email at: crew@afmracing.org.

The AFM welcomes spectators and provides the best show available in west coast motorsports.

AFM COMPETITION RULES FOR 2024

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 race day program should not be interpreted as being endorsed by the AFM.

The American Federation of Motorcyclists, Inc., (AFM), a 501c(7) 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.

TA-1.0 AUTHORITY AND RESPONSIBILITY FOR MANAGEMENT OF RACE EVENTS TA-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.

TA-1.2 RACE DIRECTOR

The Race Director shall be the head race official 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.

TA-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.

TA-1.4 TECHNICAL INSPECTION (TECH)

The Technical Inspector(s) shall judge the safety for competition of all motorcycles entered at a race meet (reference Section RE-1.3, TE-1.0, TE-3.1, TE-7.0). The Inspector(s) shall also judge as to the safety of, and compliance to Section TE-2.0, all apparel and/or equipment to be worn by the rider (reference 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 (reference Section TA-1.1.6).

TA-1.5 STARTER

The Starter shall start and finish all races and practice sessions in accordance with the procedures set forth in Section RE-1.5. Communication to all riders of these procedures, and of the meaning and use of flags, shall be the responsibility of the Starter.

TA-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.

TA-1.7 APPEAL OF DECISIONS

This appeals process applies to race day 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.

LI-1.0 LICENSING AND RACING ENTRY LI-1.1 LICENSING

LI-1.1.1 Upon receipt of the items listed hereunder, the AFM shall, with discretion, issue an AFM Competition License:

- a) A properly executed application, submitted online through AFM's officially approved event management system.
- b) Release and Waiver of Liability Agreement form, available at www.afmracing.org. The signature of a parent or legal guardian is required for minors as outlined LI-1.1.2(a) and (b).
- c) Personal major medical insurance is required for all competition members. Emergency Room-only insurance is not acceptable.
- d) Photocopy of valid driver's license, state-issued picture identification or notarized copy of birth certificate may be required upon request at any time.
- e) All applicable fees.
- f) Comprehension of both written and spoken English is required.

LI-1.1.2 Minor Applicants: 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.

- a) Riders 16-17 years of age must have the following:
 - i) AFM Minor License application signed by EITHER the mother or the father of the underage rider.
 - ii) Notarized Release and Waiver of Liability Agreement form signed by EITHER the mother or the father of the underage rider.
 - iii) Provide a current year road racing Expert license from an AFM-approved club OR complete an approved AFM New Racer School.
- b) Riders 15 years of age and under must have the following:
 - i) Complete an approved New Racer School or carry a current year Expert license from an AFM-approved club.
 - ii) Provide a resume for the past two years of their racing experience to include dates, tracks, classes, finishing position and numbers of starters (when available).
 - iii) A recommendation letter from the club(s) listed on the resume, preferably an AFM-approved club.
 - iv) An AFM Minor License application, signed by BOTH the mother and father of the underage rider.
 - v) A notarized Release and Waiver of Liability Agreement form, signed by BOTH the mother and the father of the underage rider.
 - vi) Schedule and undergo an interview by three board members. This can be done via phone call, Skype, or other means available for multiple persons to be on the same interview. Once AFM has received the membership application, an interview will be scheduled with the Board of Directors.

- Riders under the age of 16 may not participate at Sonoma Raceway and Laguna Seca Raceway.
- Riders under the age of 15 are limited to 125cc 2-stroke, up to 500cc 4-stroke.

- Riders 15-17 (AND with the AFM Board approval) may ride a motorcycle no larger than 250cc 2-stroke or 650cc 4-stroke.
- Riders 17 and under are required to have at least one (1) parent be a member in good standing, holding a current Associate or Competition membership from AFM.
- Riders 17 and under are required to have at least one (1) parent or legal guardian to be present at the track at all times during AFM events.

LI-1.1.3 License Fees for 2024

Competition	
Full Season (Jan. 1- Dec.31)	\$ 195.00
Reciprocity	
Partner Clubs (OMRRA, WMRRA, UTAHSBA, MRA, & CVMA)	NO CHARGE
Associate	
(Jan. 1-Dec. 31)	\$ 55.00

LI-1.1.4 Reciprocity license holders will NOT receive or accrue points, either in class or overall.

- a) Riders applying for a Reciprocity 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 Road Racing 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 or contingency awards; 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, 2024 only.

LI-1.1.5 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 LI-1.2 and LI1.2.1.

LI-1.1.6 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 prior 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 the previous season who have not participated (e.g., not started a race) for three or more seasons will be converted on renewal for 2024 to the same 2digit number with an "X" suffix. If that rider starts racing again, they will run the "X" number and will be eligible to regain the nonX number should it become available. Endurance races do not count as "participating entries" in regard to this rule; Clubman races do count.

LI-1.1.7 AFM Licenses shall expire at the end of the calendar year in which they are issued.

LI-1.1.8 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 race event 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 DI-1.3.

- g) Conduct in public in such a manner as to cast a poor public image on the AFM.
- h) Conduct that may expose the AFM to existing or future liability.

LI-1.2 NEW AND NOVICE RIDERS AND RETURNING EXPERTS

A 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 participate 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.

LI-1.2.1 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.
- 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.
- 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.

LI-1.2.2 Novice or Novice Clubman riders who are racing with the AFM for the first time will be required to enter Clubman races (reference Section

CL-1.5). After the initial requirement, Clubman is not mandatory. A Novice rider is one who has less than five (5) completed road races 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 a road race or races over six (6) unique race weekends. It is the rider's choice to advance to Expert. Riders may remain a Novice for as long as long as the Novice rider does 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.

LI-1.2.3 Novice Riders must use yellow number plates with black numbers.

LI-1.2.4 Any Novice Rider advancing to Expert status in the middle of a race season will forfeit all Novice points earned during that current season and will start earning points as an Expert.

LI-1.3 ENTRY PROCEDURE

LI-1.3.1 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.

LI-1.3.2 Current AFM Road Racing Competition License.

LI-1.3.3 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.

LI-1.3.4 Medical release form from a licensed physician in the event of an injury at a previous event that was classified as serious or lifethreatening.

LI-1.3.5 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.

LI-1.3.6 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.

LI-1.3.7 The Entry Committee may refuse any entry at its reasonable discretion.

LI-1.3.8 If an entrant falsifies information on an entry form, entrant shall be subject to a fine of up to \$200 and/or disqualification.

LI-1.3.9 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.
- c) Pre-entry notification and race schedules are sent by email blast up to 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 through the rider's account on AFM/s officially approved event management system.
- f) Riders who are already entered in an event may add another class at the track at that event, prior to the posted entry cut-off times. Cut-off times are posted in the official event management system and sent via email eblast to the membership. Cut-off times may vary depending on the schedule of the event, and there are NO EXCEPTIONS to the posted cut-off times.
- g) An administrative 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) Any rider participating in a qualifying session must be entered in the corresponding Formula race. An administrative fee equal to the race entry fee will be charged for any rider not so entered.

LI-1.3.10 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.

LI-1.3.11 Scoring transponders are required for all Competition and Reciprocity members and must be 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 (reference Section DI-1.3). 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.

LI-1.3.12 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.

CL-1.0 RACE CLASSES

Race classes are broken into four groups with technical rules that apply specifically to each class:

- **Superstock (see rule book section SS-1.0 for applicable class technical rules)**

Production street motorcycles homologated for sale by distributors in North America and with minimum modifications to race competitively.

- **Superbike (see rule book section SB-1.0 for applicable class technical rules)**

Production street motorcycles homologated for sale by distributors anywhere in the world that are modified to increase performance in a number of areas to showcase mechanical skills and rider talent.

- **Formula (see rule book section FO-1.0 for applicable class technical rules)**

Motorcycles designed and built for racing use only or are highly modified stock motorcycles to increase performance beyond that of Superbike class performance limits. Superstock and Superbike motorcycles are allowed to compete in these classes as well. Different motorcycle engine types, displacement and cylinder configurations are raced in each class.

Race classes also include a women's only, riders 40 years old or older, riders 50 years old or older, and the ultimate unlimited race class in the United States, Formula Pacific.

- **Exhibition (Regional, National, and International - see rule book section ER-1.0 for applicable class technical rules)**

Motorcycles that are raced in regional, national and international racing series with very specific limits to eligible manufacturers, models, performance modifications and/or rider age limits, which do not match any other AFM motorcycle race class. These classes may be raced for season championship points or as exhibition classes that do not receive season championship points.

CL-1.1 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 CL-1.4.5, CL-1.4.5.1, CL-1.5.1, CL-1.5.2 and CL-1.5.3)

- 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 (reference Section CL-1.5) or another approved Chapter Optional class before their entries are accepted.
- c) All riders who enter Clubman races must also pre-enter for Saturday practice and Sunday races. All riders must also preenter for Saturday practice and at least one other class.
- d) Clubman 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.
- e) Clubman classes are not eligible for year-end championships.
- f) Riders who **MUST** enter Clubman include any visiting or Reciprocity Novice riders who are riding with the AFM for the first time.
- g) Riders **MAY** be allowed to enter Clubman if they are not meeting the lap time requirements for a particular class per acceptance or direction of the Race Director.
- h) In the event that Clubman 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.

CL-1.2 SUPERSTOCK (see section SS-1.0 for applicable class technical rules) Each of the following displacement categories is a class:

- 175-350 cc
 - a) 675 cc triple cylinder engines (exception: cannot run down into 175-350 cc class)
- 351-450 cc
 - a) Inline four 600 / 636 cc motorcycles with a cylinder disabled to meet the cc requirements are not allowed.
 - b) Twin cylinder motorcycles are limited to 500 cc.
- 451-700 cc
 - a) Motorcycles that are either naturally 401-700cc twin cylinder or become 400-499cc when a cylinder is disabled (disabled cylinder triples).

- b) All disabled cylinder motorcycles (TE 8.0) must conform to SS1.
 - 501-600 cc Triumph 765cc, KTM 790/890 and MV Augusta 800cc allowed
 - 601-750 cc Triumph 765cc, KTM 790/890 and MV Augusta 800cc allowed
 - 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:
 - i. Singles (Singles running down into 350 cc SuperStock are limited to 400 cc)
 - ii. Twins (exception: cannot run down into 175-350 cc class)
 - iii. Triples (exception: cannot run down into 175-350 cc class)
 - iv. 636 cc four cylinders may run in 501-600 cc class
 - b) Water-cooled twins are limited to 250 cc displacement advantage when running down a class, but not into 175-350 cc class.
 - c) All bikes may run up a class.
 - d) Open cc bikes are limited to stock manufactured displacement.

CL-1.3 SUPERBIKE (see section SB-1.0 for applicable class technical rules)

(Note: Superstock Class eligible bikes may also run in Superbike classes)

Each of the following displacement categories is a class:

- 175-350 cc
- 351-450 cc 500 cc twin cylinders allowed.
 - a) Inline four 600 / 636 cc motorcycles with a cylinder disabled to meet the cc requirements are not allowed.
 - b) Twin cylinder motorcycles are limited to 500 cc.
- 501-600 cc KTM 890cc allowed.
- 451-700 cc
 - a) Motorcycles that are either naturally 401-700cc twin cylinder or become 400-499cc when a cylinder is disabled (disabled cylinder triples).
 - b) All disabled cylinder motorcycles (TE 8.0) must conform to SS1.
- 601-750 cc.....Triumph 765cc, MV Augusta 800cc, KTM 1290cc, Open Twins allowed.
- 751-Open cc

- a) The following four-strokes may run down one class in the above Superbike displacement classes:
 - i. Single cylinder engines
 - ii. Twin cylinder engines (exception: cannot run down into 175-350 cc class)
 - iii. 675cc triple cylinder engines (exception: cannot run down into 175-350 cc class)
 - iv. 636 cc four-cylinders may run in 501-600 cc class.
 - b) Water-cooled twins are limited to a 250cc displacement advantage when running down a class, but not into the 175-350cc class. Except where noted above.
 - c) All bikes may run up a class.
 - d) Open cc bikes are limited to stock manufactured displacement plus 1mm overbore.
- Super Dinosaur
 - a) No displacement limits
 - b) Motorcycles must be model year 2007 or older.
- CVSB.
 - a) 750 cc engines and smaller will run a red stripe at the top of the number plate
 - b) 33 mm carbs
 - c) No nitrated forks
 - d) OEM gas tanks and seat pan (no plastic)
 - e) No titanium pipes
- F/S Cup Class: Eligible bikes: (American twin WATER COOLED). This class will follow all Bagger Racing League rules.
 - a) All year Harley-Rev Max Based Models (Sportster S & Pan America)
 - b) All year Indian Based FTR models
 - c) All year Indian Water-cooled Scout Based models.
 - d) All year Harley-XG based models.
- American Twins Unlimited Class: Eligible bikes: (American twin AIR COOLED). This class will follow all Bagger Racing League rules.
 - a) All year Harley-Davidson FL Touring
 - b) All year Indian Bagger or Touring
 - c) All year Harley-Davidson non-touring air-cooled models

- d) All year Indian non-touring air-cooled models
- e) All year Harley-Davidson Sportster
- f) All year Harley-Davidson XR-1200 Buell air-cooled
- g) All bikes from the F/S Cup Class are legal

CL-1.3.1 Lightweight Superbike

- a) 400-477 cc 4-stroke, multi cylinder engines
- b) 400-700 cc 4-stroke, water cooled twin cylinder engines
- c) 600-810 cc 4-stroke, 2-valve, air cooled twin cylinder engines
- d) 400-Open cc 4-stroke, single cylinder engines
- e) Super Dino class eligible motorcycles up to 600cc

CL-1.4 FORMULA (see section FO-1.0 for applicable class technical rules)

(Note: Superstock and Superbike Class eligible bikes may also run in Formula classes).

CL-1.4.1 **Formula IV**

- 250-700 cc..... 4 stroke, twin cylinder, plus Yamaha FZ07 and KTM 790
- 450-477 cc..... 4 stroke, multi cylinder, a disabled 4 cylinder motorcycle may run in this class as a triple (see Section FO 8.0 for reference)
- 107-131 ci..... Harley-Davidson FL Touring and Indian Bagger or Touring bikes that comply with the MotoAmerica King of the Baggers race series rules. The burden of proof is on the race entrant to prove compliance to MotoAmerica rules.
- 201-430 ccStreet based, 2 stroke, twin cylinder
- 500-Open cc ...4 stroke, single cylinder
- 251-810 cc4 stroke, 2-valve, air cooled twins
- 251-1050 cc....4 stroke, push rod, 2 valve, air cooled twins
- 1200cc 4-stroke, push-rod, 2-valve, air-cooled twins that

comply with the AMA Pro Racing XR1200 Race

Series rules. **CL-1.4.2** **Formula III**

- 100-125 cc2 stroke, water cooled
- 100-250 cc2 stroke, air cooled, single cylinder
- 100-450 cc4 stroke, single cylinder
- 100-200 cc2 stroke, air cooled, twin cylinder

- 100-400 cc4 stroke, street based, twin cylinder

CL-1.4.3

Formula II

- 201-250 cc2 stroke
- 201-Open cc ...2 stroke, single cylinder
- 201-430 cc2 stroke, air cooled
- 251-350 ccStreet based, 2 stroke, twin cylinder
- 451-Open cc ...4 stroke, single cylinder
- 125 ccGP, factory manufactured, water

cooled CL-1.4.4

Formula I

- 251-500 cc2 stroke, (250 cc GP factory manufactured, water cooled also allowed)
- 651-1000 cc4 stroke, twin cylinder
- 675-750 cc4 stroke, multi cylinder
- 451-750 cc4 stroke, multi cylinder
- Open twin cylinders, KTM 1290

CL-1.4.5

Formula AFemme

- Riders must be female and licensed as described in Section LI-1.0
- All motorcycles legal per Section CL-1.0 are eligible that are 401 cc and above. The registered motorcycle cannot be entered in both AFemme and AFemme Lightweight classes.
- There is no lap time requirement for this class
- Chapter optional race
- Will not count for overall club champion #6-10 championship points

CL-1.4.5.1 Formula AFemme Lightweight

- 175-500 cc2 stroke, street-based multi-cylinder engines
- 175-500 cc4 stroke, multi-cylinder engines
- 175-450 cc.....4 stroke, triple cylinder engines, a disabled 4 cylinder motorcycle may run in this class as a triple (see Section FO 8.0 for reference)
- 245-650 cc.....4 stroke, twin cylinder, naturally aspirated engines

- 245-Open cc...4 stroke, single cylinder, naturally aspirated engines
 - a) There is no lap time requirement for this class
 - b) Motorcycle displacements listed in CL 1.4.5.1 are legal for AFemme Lightweight. The registered motorcycle cannot be entered in both AFemme and AFemme Lightweight classes.
 - c) Chapter optional race
 - d) Will not count for overall club champion #6-10 championship points

CL-1.4.6 Open Grand Prix (GP)

- 500-Open cc.. 2 stroke, multi-cylinder
- 600-750 cc ... 4 stroke, multi-cylinder
- 750-Open cc.. 4 stroke, Open cc engines are limited to stock manufactured displacement plus one (1) mm overbore.

CL-1.4.7 Formula Pacific

- 0-Open ccA class for the fastest riders. Riders must achieve lap times at or lower than listed in the following chart during the Formula Pacific qualifying session to enter. If a rider fails to post a flying lap during the qualifying session, a race official must give approval for the rider to enter the race. This race is for Experts only.

Buttonwillow Raceway 1:55.0 Clockwise
 1:59.0 Counter Clockwise

Sonoma Raceway 1:47.0 Not currently on schedule

Thunderhill Raceway 1:57.0

CL-1.4.8 Formula Singles

- 125-450 cc... 2-stroke, single cylinder, naturally aspirated
- 245-Open cc...4-stroke, single cylinder, naturally aspirated engines

CL-1.4.9 Formula Lightweight Twins

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

CL-1.4.10 Formula Open Twins

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

CL-1.4.11 Formula Vintage

- a) For 1982 and earlier model year motorcycles and like (i.e., the Yamaha Seca XJ550 was originally introduced in 1981, but was produced through 1983. The 1983 model year would be allowed)
- b) Period modifications only.
- c) Class will be scored as one class with no displacement breakdowns
- d) Will not count toward overall points, and is Chapter Optional

CL-1.4.12 Formula 40

- a) Riders who are 40 years of age or older
- b) Chapter optional race
- c) Will not count for overall club champion #6-10 championship points

CL-1.4.12.1 Formula 40 Lightweight

- a) Riders must be 40 years of age or older.
- b) Will not count toward overall points, and is Chapter Optional.
- c) Motorcycles eligible to compete in the following classes:

- i. Formula Classes

- a. III
- b. IV (including Buell XB9)
- c. Lightweight Twins
- d. Vintage

- ii. Superstock Classes

- a. 350 cc
- b. 700 cc

- iii. Superbike Classes

- a. 350 cc
- b. 450 cc
- c. 700 cc
- d. Super Dinosaur (up to 600 cc)

CL-1.4.12.2 Formula 40 Middleweight

- a) Riders must be 40 years of age or older.
- b) Will not count toward overall points, and is Chapter Optional
- c) Motorcycles eligible to compete in the following classes:
 - i. Formula Classes

- a. I
- b. II
- ii. Superstock Classes
 - a. 600 cc
 - b. 750 cc
- iii. Superbike Classes
 - a. 600 cc
 - b. 750 cc (including twins up to 1000 cc)
 - c. Super Dinosaur (over 601 cc)

CL-1.4.12.3 Formula 40 Heavyweight

- a) Riders must be 40 years of age or older
- b) Will not count toward overall points and is Chapter optional.
- c) Motorcycles eligible to compete in the following classes:
 - i. Formula Classes
 - a. Open Grand Prix
 - ii. Superstock Classes
 - a. Open cc
 - iii. Superbike Classes
 - a. Open cc

CL-1.4.13 Formula 50

- a) All race classes eligible to compete
- b) Riders who are 50 years of age or older
- c) Chapter optional race
- d) Will not count for overall club champion #6-10 championship points

CL-1.4.14 Legacy Lightweight (Model year 2013 and earlier motorcycles)

- a) Will not count toward overall points and is Chapter Optional
- b) Motorcycles that are eligible to compete in the following classes:
 - i. Formula Classes
 - a. III
 - b. IV (including Buell XB9)
 - c. Lightweight Twins
 - d. Vintage class eligible motorcycles
 - ii. Superbike Classes
 - a. 350 cc
 - b. Super Dinosaur (up to 600 cc)

CL-1.4.15 Legacy Middleweight (Model year 2013 and earlier motorcycles)

- a) Will not count toward overall points and is Chapter Optional
- b) Motorcycles that are eligible to compete in the following classes:
 - i. Formula Classes
 - a. I
 - b. II
 - ii. Superstock Classes
 - a. 651-1000 cc
 - b. 501-750 cc
 - c. 450cc – multi-cylinder
 - iii. Superbike Classes
 - a. 501-600 cc
 - b. 501-750 cc
 - c. Super Dinosaur (601 cc and larger)

CL-1.4.16 Legacy Heavyweight (Model year 2013 and earlier motorcycles)

- a) Will not count toward overall points and is Chapter Optional
- b) Motorcycles that are eligible to compete in the following classes:
 - i. Formula Classes
 - a. Open Grand Prix
 - ii. Superstock Classes
 - a. 750-Open cc
 - iii. Superbike Classes
 - a. 750-Open cc

CL-1.5 Clubman

Each Clubman class incorporates motorcycles from other AFM classes. Eligible riders must enter the Clubman race that their motorcycle is eligible for and may also “run up” a class with the same machine (same bike may be entered in both classes). a) Chapter optional races.

b) Classes are not eligible for year-end championship awards

CL-1.5.1 Clubman Lightweight

- a) Motorcycles eligible to compete in the following classes:
 - i. Formula Classes
 - a. III
 - b. IV (including Buell XB9)
 - c. Lightweight Twins
 - d. Formula Singles

- e. Formula Vintage
- ii. Superstock Classes
 - 350 cc
 - 450 cc
 - 700 cc twins
- iii. Superbike Classes
 - a. 350 cc
 - b. 450 cc
 - c. Super Dinosaur (up to 600 cc)
 - d. 700 cc twins

CL-1.5.2 Clubman Middleweight

- a) Motorcycles eligible to compete in the following classes:
 - i. Formula Classes
 - a. I
 - b. II
 - ii. Superstock Classes
 - a. 600 cc
 - b. 750 cc
 - iii. Superbike Classes
 - a. 600 cc
 - b. 750 cc (twin cylinders up to 1000 cc allowed)
 - c. Super Dinosaur (601-Open cc)

CL-1.5.3 Clubman Heavyweight

- a) Motorcycles eligible to compete in the following classes:
 - i. Formula Classes
 - a. Open Grand Prix
 - ii. Superstock Classes
 - a. Open cc
 - iii. Superbike Classes
 - a. Open cc

CL-1.6 Regional, National, International and Exhibition Race Classes (see section NA-1.0 for applicable class technical rules)

CL-1.7 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.

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 to be determined by the AFM Board of Directors, Race Director and/or Chief of Tech).

- a) Electric motorcycles allowed in SuperStock and Superbike classes are subject to rules SS-1.0 and SB-1.0 regarding machine availability and allowed modifications.
- b) 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.
- c) 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.

CL-1.8 POINTS AND AWARDS

CL-1.8.1 Points shall be awarded in accordance with the following schedule (for all classes EXCEPT Formula Pacific):

Finishing Position	Points Awarded	Finishing Position	Points Awarded
1	← → 36 + starters beaten	11	← → starters beaten
2	← → 30 + starters beaten	-	← → starters beaten
3	← → 25 + starters beaten	-	← → starters beaten
4	← → 21 + starters beaten	-	← → starters beaten
5	← → 17 + starters beaten	-	← → starters beaten
6	← → 13 + starters beaten	-	← → starters beaten
7	← → 10 + starters beaten	-	← → starters beaten
8	← → 8 + starters beaten	-	← → starters beaten
9	← → 6 + starters beaten	-	← → starters beaten
10	← → 5 + starters beaten	-	← → starters beaten
11	← → 4 + starters beaten	-	← → starters beaten
12	← → 3 + starters beaten	-	← → starters beaten
13	← → 2 + starters beaten	38	← → starters beaten
14	← → 1 + starters beaten	39	← → starters beaten
15	← → starters beaten	40	← → 0

CL-1.8.2 Points shall be awarded in accordance with the above schedule for all classes where there are two (2) or more riders in the class at any scheduled race meet. Classes with only one (1) rider will not be awarded points at any scheduled race meet.

CL-1.8.3 Points will not be awarded for riders finishing in 40th place or beyond. 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.

CL-1.8.4 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 and take the checkered flag.

CL-1.8.5 All race events in 2024 are points events and will be counted towards class and overall championships (including top novice). 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).

CL-1.8.6 The Top 5 points earners in the 2024 Formula Pacific class will receive numbers 1-5 for the 2025 season. The top overall points earners in 2024 will receive numbers 6-10 for the 2025 season, excluding any rider already receiving a 1-5 number.

CL-1.8.7 Points for Formula Pacific shall be awarded in accordance with the following schedule:

Position	Awarded	Position	Awarded	Position	Awarded
1	←→ 51	11	←→ 29	26	←→ 14
2	←→ 46	12	←→ 28	27	←→ 13
3	←→ 42	13	←→ 27	28	←→ 12
4	←→ 39	14	←→ 26	29	←→ 11
5	←→ 37	15	←→ 25	30	←→ 10
6	←→ 35	16	←→ 24	31	←→ 9
7	←→ 33	17	←→ 23	32	←→ 8
8	←→ 32	18	←→ 22	33	←→ 7
9	←→ 21	19	←→ 21	34	←→ 6
10	←→ 30	20	←→ 20	35	←→ 5
		21	←→ 19	36	←→ 4
		22	←→ 18	37	←→ 3
		23	←→ 17	38	←→ 2
		24	←→ 16	39	←→ 1
		25	←→ 15	40	←→ 0

SS-1.0 SUPERSTOCK TECHNICAL RULES

SS-1.1 SuperStock motorcycles shall be limited to production street motorcycles homologated for sale by distributors in north America and with minimum modifications to race competitively. Such motorcycles must be readily available to the general public from established manufacturers,

distributors and/or dealers, and are subject to approval by the AFM Board of Directors. The only permissible modifications from the stock, OEM motorcycles are listed in this section. No other changes from the stock, showroom motorcycle will be allowed. Natural I4/V4s are excluded.

SS-1.2 No up- or back-dating of parts will be allowed unless specified by the rules.

SS-1.3 Factory direct replacement kit wiring harnesses are allowed.

SS-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)

SS-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.

SS-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) Master Cylinder must remain OEM unless otherwise specified.
- 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 TE-3.8
- (g).
 - d) Handlebars and hand/foot controls may be relocated.
 - e) Ignition switch. 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.) Only winglets and spoilers that have been homologated for motorcycles available in the United States for street use are allowed in any class in AFM (reference Section TE-3.1.15).
 - 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.
- w) Oversize radiators may be used per MotoAmerica rules: The radiator may be changed with an aftermarket radiator or an additional radiator may be added provided that it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.

SS-1.7 Frame modifications are limited to frame brackets installed to permit the use of racing-type stands. 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.

SS-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.

SS-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.

SS-1.10 The original equipment air box 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 air box drains.

SS-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, ScotchBrite™, 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 ScotchBrite™.
- 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 the 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 MotoAmerica/FIM-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.
- r) Disabled cylinder triples (TE-8.0) are permitted to grind cam lobes from one cylinder for the express purpose of disabling a cylinder.

SS-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.

SB-1.0 SUPERBIKE TECHNICAL RULES

SB-1.1 Superbike classes shall be limited to those motorcycles manufactured for street use and homologated for anywhere in the world. 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 asproduced 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.

SB-1.2 All requirements of Sections TE-1.0 through TE-7.0 must be met.

SB-1.3 The taillight assembly may be removed.

SB-1.4 If a brake light is fitted it must be disconnected or completely taped.

SB-1.5 Removable exhaust pipe baffles must be safety wired.

SB-1.6 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.

FO-1.0 FORMULA TECHNICAL RULES

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

FO-1.1 The front wheel, with the exception of the tire, must be clearly visible from either side.

FO-1.2 Fairings may not extend forward of a line drawn vertically upwards from the front edge of the wheel rim.

FO-1.3 Fairings may not extend behind a line drawn vertically upwards from the rear axle, seat and tail section excepted.

FO-1.4 The rider must be completely visible from either side and from above, forearms and hands excepted, in the normal racing position.

FO-1.5 The use of any transparent material to avoid application of these requirements is not permitted.

FO-1.6 Fairings must clear the front tire at all times, regardless of suspension or steering attitude.

FO-1.7 Handlebars, levers, and the rider's hands must have at least one inch clearance with enclosed bar-type fairings and at least two inches with cutouttype fairings.

ER-1.0 NATIONAL, INTERNATIONAL AND EXHIBITION RACING: CLASSES AND TECHNICAL RULES

ER-1.1 In the event the AFM collaborates with National, International, or Regional racing organizations to hold exhibition races during an AFM racing event, class and technical rules will be distributed prior to the event. All riders and motorcycles participating in such an exhibition race event must comply with all AFM safety rules, as well as specific rules for that event.

ER-1.2 The AFM may create a new race class or classes after the beginning of the race season and subsequent to the release of this rulebook.

ER-1.3 Finishing position points in Exhibition Classes will not count toward overall club champion #6-10 championship points.

**GENERAL TECHNICAL RULES TE-1.0 GENERAL REQUIREMENTS
OF ALL MOTORCYCLES**

TE-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.

TE-1.2 Excessively oily motorcycles shall be prohibited from participation in practice sessions or races and will not be allowed through Tech Inspection.

TE-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.

TE-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!)

TE-2.0 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 (reference Section TA-1.1.4).

TE-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.

TE-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.

TE-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.

TE-2.4 Leather gloves with no holes or other openings except breathing pin holes.

TE-2.5 Leather boots of sufficient height to overlap the trouser leg all times and in no case less than eight (8) inches.

TE-2.6 Helmets certified by the Snell Memorial Foundation and bearing 2020 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) reinspected by a designated race official before participating in any further practices or races.

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

TE-2.7 Shields or goggles of shatterproof nature and in sound condition.

a) Tear-offs are not allowed.

TE-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.

TE-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.

TE-2.10 A working / transmitting scoring transponder is required equipment for all AFM events. See also rule LI-1.3.10.

TE-3.0 EQUIPMENT REQUIREMENTS

TE-3.1 MECHANICAL REQUIREMENTS OF ALL MOTORCYCLES

TE-3.2 Engines

a) Engines of any type falling into a class listed in Section CL-1.0 may be used.

b) Engines must be naturally aspirated (superchargers/turbochargers, reference Section TE-3.10).

- 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 (reference Section SS-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) 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.

TE-3.3 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).

TE-3.4 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.

TE-3.5 Fuel 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.

TE-3.6 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.

TE-3.7 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 guards and toe fins are required.

TE-3.8 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) All controls must operate effectively and reliably.
- e) All foot controls must be free from sharp or ragged edges.
- f) Throttles must be self-closing.
- g) All motorcycles must have an operating kill switch or button accessible to the rider with hands on the handgrips.
- h) 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.
- i) Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of a collision with another motorcycle. The Chief Technical Inspector has the right to refuse any guard not satisfying this safety purpose.

TE-3.9 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) Foot pegs may not have sharp edges.

TE-3.10 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).

TE-3.11 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.

TE-3.12 All glass and plastic parts which may break or shatter must be securely taped (fairing bubbles excepted).

TE-3.13 Snap-on type side covers must be secured to prevent them from falling off.

TE-3.14 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 master link.
- b) Master link clips must not be safety wired.
- c) Sprockets must be in good condition.
- d) A chain guard (also known as a “toe guard” or “shark fin”) must be fitted in such a way as to reduce the possibility that any part of the rider’s body may become trapped between the lower chain run and the rear wheel sprocket.

TE-3.15 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.
- c) Only winglets and spoilers that have been homologated for motorcycles are allowed in any class in AFM. All winglets and spoilers must be inspected and approved for use by Tech before the motorcycle is allowed on track. Any rider using a winglet or spoiler that has not been inspected is subject to penalty.

TE-3.16 Camcorders and Data Recording Devices

- a) 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.
- b) 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.

TE-4.0 NUMBERS AND NUMBER PLATES TE-4.0.1 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 (TE-4.0) will be penalized.

TE-5.0 NOISE

TE-5.1 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.

TE-5.2 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 (reference Section DI-1.1.1).

TE-6.0 FUEL TE-6.0.1 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.

TE-6.0.2 Pit Lane Refueling

- a) 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.

TE-7.0 DECORATIVE ADDITIONS TO MOTORCYCLES/RIDERS

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.

TE-8.0 Disabled cylinder engines:

- 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 (cam lobes removed, fuel injector(s) bypassed and/or spark plus 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 (modified crankshafts are not allowed, for example.)
- e) Twins are not allowed.

RE-1.0 RACE EVENT PROCEDURES

RE-1.1 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.

RE-1.2 RACE EVENT PREPARATION

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

RE-1.2.1 The course must be reasonably free of surface hazards (dirt, gravel, oil, etc.)

RE-1.2.2 Fully charged fire extinguishers suitable for use on gasoline fires, must be in place and readily available on the course.

RE-1.2.3 Turn personnel must be in position, equipped with flags, brooms and grease sweep, and must be in communication with Race Control.

RE-1.2.4 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.

RE-1.2.5 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.

RE-1.2.6 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.

RE-1.2.7 Reasonable spectator control shall be provided.

RE-1.3 TECHNICAL INSPECTION

RE-1.3.1 All motorcycles must be inspected and passed by the Technical Inspector(s) before any access to the track will be allowed.

RE-1.3.2 All protective apparel and/or equipment, as required in Section TE2.0, 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.

RE-1.3.3 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.

RE-1.3.4 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.

RE-1.3.5 Falsification or misuse of Tech stickers and/or helmet stickers shall subject the rider to a fine of up to \$100 and disqualification.

RE-1.3.6 The lower part of all fairings must be removed for the initial Tech Inspection.

RE-1.3.7 Excessively dirty and/or oily motorcycles will not pass inspection.

RE-1.3.8 Belly pans will be inspected the first time the bike goes through Tech each season, then be affixed with a season-long tech sticker.

RE-1.4 RIDER'S MEETING

RE-1.4.1 A Rider's Meeting shall be held before the first race at all race meets.

RE-1.4.2 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.

RE-1.4.3 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.

RE-1.5 STARTING PROCEDURE

RE-1.5.1 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 prior 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. Remaining riders with no points in the class will be gridded by AFM number.

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 with no points in the class will be gridded by AFM number.

- d) Grids for Formula Pacific, Formula I, Formula II, Formula III and Formula IV will be set by the fastest lap in the qualifying session held the same weekend as the race event. 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.

RE-1.5.2 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 warmup 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.

RE-1.5.3 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.

RE-1.5.4 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.

RE-1.5.5 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; he must instead raise his hand until the grid is clear or follow any special instructions from the Starter.

RE-1.5.6 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.

RE-1.5.7 The Starter shall signal the start of the race by displaying the green flag after turning the “1” board sideways.

RE-1.5.8 Any rider whose contact patch of their front tire crosses the line above his/ her assigned grid position before the start of the race (reference Section RE-1.5.7) will be penalized for gaining an advantage. The penalty will be up to the discretion of the Race Director (reference Section DI-1.3).

RE-1.6 FLAGS

RE-1.6.1 Flags and their meaning are as follows: (reference: Appendix B)

Green	Start or All Clear.
Yellow (Waved)	Yellow (Motionless)Caution. 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	Il 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.

RE-1.6.2 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 (reference 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.

RE-1.6.3 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. Reference 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. **RE-1.6.4** Flags shall measure at least 30 x 24 inches.

RE-1.6.5 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 as quickly and as safely as possible.

RE-1.6.6 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.

DI-1.0 DISCIPLINARY RULES AND PENALTIES RIDER CONDUCT

DI-1.1

DI-1.1.1 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 10:00pm

DI-1.1.2 Each rider shall be responsible for leaving his/her pit area in a clean and acceptable condition at the end of a race event.

DI-1.1.3 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.

DI-1.1.4 Each rider shall be responsible for arranging the removal of their motorcycle, car, van and/or trailer, and any personal equipment from the course environs if the rider is physically unable to remove them at the end of a race event.

DI-1.1.5 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.

DI-1.2 PROTESTS

DI-1.2.1 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.

- DI-1.2.2** 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.
- DI-1.2.3** Any protest that can be visually seen requires no fee.
- DI-1.2.4** 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. The protest fee will be refunded if protest is valid, and fee will be paid to protested rider if not valid.
- DI-1.2.5** 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.
- DI-1.2.6** Protests, if upheld, shall result in the disqualification of the protested rider(s) as applicable (reference Section DI-1.3).
- DI-1.2.7** A rider disqualified for performance modification (reference Section DI-1.2.8), 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.
- DI-1.2.8** Performance modifications that will result in disciplinary actions include the following:
- a) A rider ineligible to enter and compete in a race class.
 - b) A motorcycle ineligible to enter and compete in a race class.
 - c) A motorcycle entered and raced in a SuperStock race class that does not comply with all subsections of rule section SS-1.0
 - d) A motorcycle entered and raced in a SuperBike race class that does not comply with all subsections of rule section SB-1.0
 - e) The use of unauthorized fuel. See rule TE-6.0.1 b)
 - f) Riders and motorcycles authorized by the Race Director to enter and compete in a race class for no points or trophies are exempt from the application of rule DI-1.2.8. Requests by riders to complete in race classes that they or their motorcycle is ineligible to compete in will be taken on a case-by-case basis.

DI-1.3 PENALTIES AND CRASHING

DI-1.3.1 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.

- DI-1.3.2** Riders using drugs, chemical intoxicants or alcoholic beverages.
- DI-1.3.3** Participating in practice sessions, qualifying, or races at any race meet in which a rider:
 - 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.
- DI-1.3.4** Riding or pushing a motorcycle on or near the active course, for any reason, against the course direction.
- DI-1.3.5** Bad conduct on or off the course at a race meet.
- DI-1.3.6** Disregard of any flag signal, directive of any race meet official or established AFM race meet policy or procedure.
- DI-1.3.7** Accepting any outside assistance, except from course officials, during a race.
- DI-1.3.8** Utilizing any outside source of motive power to propel a motorcycle other than the efforts of the rider or natural causes such as gravity.
- DI-1.3.9** 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.
- DI-1.3.10** Foul, unfair, or dangerous riding. This would include unsportsmanlike riding, including swerving erratically, intentionally cutting off or contacting another rider, or other dangerous maneuvers.
- DI-1.3.11** Riders without a medical release, or unfit physical or mental condition such as may endanger any other rider, official or spectator.
- DI-1.3.12** Disregard of any applicable provision(s) of the AFM Competition Rules.
- DI-1.3.13** Actions not in the best interest of the AFM.
- DI-1.3.14** Failure to attend the Riders Meeting.
- DI-1.3.15** Riders found to be using other than after-market cases on any motorcycle that requires them by the AFM Board of Directors (reference Appendix A).
- DI-1.3.16** Falsifying any membership, registration, tech or contingency information.
- DI-1.3.17** Motorcycles found using a glycol-based water additive.

- DI-1.3.18** Riding a 4-stroke motorcycle without the required belly pan on track (reference Section TE-3.3).
- DI-1.3.19** Using on-board camcorders not inspected and approved by Tech (reference Section TE-3.16).
- DI-1.3.20** 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.
- DI-1.3.21** Harassment or verbal abuse of fellow competitors, race day staff, volunteers or spectators.
- DI-1.3.22** 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.
- DI-1.3.23** Tampering with someone else's motorcycle or gear without authorization.
- DI-1.4 UNSPORTSMANLIKE RIDING AND CRASHING** (ref Appendices F and G)
- DI-1.4.1** A rider who crashes in any practice session or race may not restart that practice session or race.
- DI-1.4.2** A rider who crashes in any race day practice or race must have their helmet, leathers, and motorcycle (including belly pan) re-inspected by a designated AFM Official before rider 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 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 (Chief Tech Inspector).
- DI-1.4.3** 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 (reference Section DI-1.3).

DI-1.4.4 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.

DI-1.4.5 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.

DI-1.4.6 A rider under suspension may NOT compete in the AFM Endurance Race.

DI-1.4.7 Crashes/incidents/infractions are not carried over from the previous season.

Appendix A RACE DAY PROCEDURE

Information for the AFM Roadracer

- 1. REGISTRATION:** This is where you take steps to make certain that you are properly entered in the race meet. Registration times: Saturday 7:00am - 12:00pm,

1:00pm until 30 minutes after the last Saturday race, and Sunday 7:00am – 12:00pm and 1:00pm – 30 minutes after the last Sunday race. You MUST go through registration even though you have entered via the Internet. The registration process includes:

- a) Verifying all information on the entry form.
- b) Making sure all fees are paid in full.
- c) Receiving your Tech Slip.
- d) CUT-OFF TIMES TO ADD or DROP CLASSES: Cut-off times may vary depending on the race day schedule and will be posted in the event management system and sent via email blast to membership prior to the event. There are NO EXCEPTIONS to the posted cut-off times.

2. TECHNICAL INSPECTION: In order to get onto the track, your machine must have a Tech sticker. This is obtained by passing an inspection by the all-seeing eyes of the Tech Inspectors. Although the AFM Competition Rules list what is considered safe, you are responsible for knowing the rules and restrictions for your particular bike & class. Tech opens in the morning on the day of the event and is also open Saturday afternoon. Bikes must be clean when they go through Tech. No excessively oily or dirty bikes allowed! Tech is concerned with the following:

ALL MACHINES

GENERAL EQUIPMENT

- AXLES: Cotter pin or safety wired?
- BODY WORK: Secured?
- AFM legal belly pan? (Required for all 4-stroke bikes) Lights taped over or removed?
- BRAKES, FRONT/REAR (as applicable)
- Brake caliper bolts: safety wired or mechanical locking device?
- Anchor arm: safety wired or mechanical locking device?
- Actuating mechanism: operating properly?
- Brake pads: in good shape and have enough material?
- Cables and hoses: in good shape?

- ❑ Brake fluid: level OK and cap tight?
- ❑ SIDE CASES: SIDE CASES: Aftermarket side cases or AMA-Approved case guards 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, 1100 Katanas, left side; Suzuki (19992002) 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, and Triumph 675 clutch cover. After-market cases may be required on other models at any time if it is determined to be in the interest of track safety.

- ❑ BELLY PANS: aftermarket oil catch pans or dammed lower fairings are required for ALL motorcycles.

- ❑ VENTED CATCH TANK: required for all overflows, drains or breather tubes

- ❑ CRANKCASE BREATHER TUBE: into catch tank or airbox
- ❑ OIL DRAIN PLUG, ENGINE: tight and safety wired?

- ❑ OIL FILTER: Secured with hose clamp and prevented from spinning (using safety wire or physically wedged against a non-moveable part of the engine.) Motorcycles that are equipped with a spin-on type of oil filter may only use OEM oil filters.

- ❑ OIL PRESSURE SWITCH: have RTV securing it?

- ❑ OIL FILTER CAP: safety wired/clip allowed if properly 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 and safety wired or clip allowed if properly wired?
- RADIATOR FLUID: water or AFM-approved substances- no glycols allowed!
- EXHAUST SYSTEM:
 - Header pipe fastening OK?
 - Rear supports OK?
 - Exhaust baffles: safety wired?
 - Quiet enough? Noise limit is 101-103dB maximum
- NUMBER PLATES: all bikes must have appropriate number plates Are plates securely mounted or painted on?
 - Is number surface relatively flat and 8" X 10"?
 - Are numbers legible and easy for scorers to read? Minimum is 5" tall, 3/4 stroke, and spaced 3/4" apart. Do not use curly/serif numbers. Is the number on the bike your AFM number?
- SCORING TRANSPONDER: All bikes must have a working / transmitting AFM scoring transponder at all times while on the track.
 - Is it mounted correctly? It is recommended that all rechargeable transponders be mounted on the left side fork leg under the triple clamp unless it interferes with steering motion.
- CLEANLINESS: Is bike clean? Excessively oily?
- DRIVE CHAIN TENSION: OK?
- CHAIN TENSION: adjusters tightened?

- MASTER LINK: clip mounted correctly and in good shape? Peened links are recommended, no safety wire allowed on master links.
 - REAR WHEEL ALIGNMENT: OK? Wheels balanced?
 - SPOKED and MAG WHEELS: OK? No cracks? Spokes (if lace-up) tight?
 - TIRES: OK? Steel valve caps on? Correct pressure in tires?
 - SHOCKS – REAR: Nuts, bolts and retainers OK?
 - FRONT END: Triple clamp bolts tight? Steering damper mounted correctly?
 - HANDLEBARS: Tank clearance OK? Tightened?
 - ON/OFF SWITCH: Functioning?
 - SAFETY GEAR: All protective apparel and equipment must be inspected once per season. When it passes Tech inspection, a season-long sticker will be affixed to your helmet. After this point, only the helmet and motorcycle need to be seen by Tech, unless you crash. Then all apparel and equipment must be re-teched (RE-1.3).
 - No scrapes or gouges in helmet will be allowed.
 - Are knee pucks and toe sliders securely fastened?
 - OTHER IMPORTANT THINGS TO CHECK
 - THINK – have you removed all tools from the bike?
 - REMOVE all loose items from your mouth (gum, candy, dentures, etc.), as these can become choking hazards.
- 3. PRACTICE:** Practice is where your mind, body and machine are race tuned. If you are a Novice or Expert, participation in practice session is not required, but is, of course, strongly advised. If your license is Novice Clubman, participation in practice is required. Practice sessions will be assigned by the Entry Committee based on lap times from the official AFM

scoring system. See also LI-1.3.11. For more information on how riders are assigned to practice sessions, visit www.afmracing.org.

4. **RIDER'S MEETING:** In order to receive special instructions as to the track conditions, race scheduling, starting procedure, individual messages, etc., all riders must attend the rider's meeting. No exceptions or excuses - if you are not there, you may be fined!

AVOID UNNECESSARY ACCIDENTS AND HASSLE - BE THERE!

5. **RACE CALL:** All races are announced over the public address system. When your race is announced, report to the Pre-Grid (formation) area. In the event that your race is not announced over the P.A. system, it is your responsibility to know which race your race follows and be at Pre-Grid in a timely manner.
6. **PRE-GRID:** At the Pre-Grid area, three things happen:
 - a) Your machine is checked for a Tech sticker.
 - b) The number on your Tech sticker is checked to determine if you are properly entered in that race (or practice).
 - c) Grid positions are posted near scoring. All new riders, incidentally, are assigned positions at the rear of the grid until they earn points.
7. **WARM-UP:** Most classes will get a warm-up lap prior to a race. This is to allow riders to warm up tires and get an update on track conditions. Late comers to the Pre-Grid may not get the warm-up lap. There is also a warmup area at Sonoma (not currently on the schedule) and Buttonwillow (but none at Thunderhill), where minor tests can be made.
8. **STARTING GRID:** The starting grid is that area behind the starting line where numbers are painted or chalked on the track surface. Find your assigned grid number and position your front wheel just behind it. Then watch the Starter and/ or Grid Marshall for any special instructions. You must obey them WITHOUT QUESTION!
9. **START:** The timed procedure for starts is outlined in RE-1-5 of these rules and you should study it carefully, especially the section on startaborts RE-1.5.6). Be aware that the time from the actual start to the first turn is the most dangerous part of a race. Many bodies and a lot of machines are very close to each other, and minds are not always aware of much of anything but GO. Be further aware that jumping the start (RE1.5.8) refers to your jumping your grid position, not the start line.

10. **THE RACE:** If, during a race, your machine fails you, or you just want to get off the track surface, immediately raise your left arm or foot to signal and pull off safely and completely. This is standard procedure for exiting the race course. If your machine (and you) is able to continue, make sure you re-enter the course very carefully and at a point where you are not a hazard to other riders. If you are not able to continue, make certain you are not in a dangerous place, and sit tight until the end of the race. Sometimes races must be stopped short. This is done only when absolutely necessary. Races are stopped by the display of a RED flag at Start/Finish and all turn stations. Anyone ignoring a RED flag will not be scored for that race and will not be allowed to restart if a restart is called.
11. **RAIN DATE SUPPLEMENT:** Sonoma will not be raced in the rain. Other tracks may be raced in the rain provided all applicable requirements are met.

Appendix B

FLAGS

This is a description of flags used by the AFM and a guideline of how to react to them. PASSING is NOT allowed under ANY caution flag from the flag station until you are clear of the incident (**NOTE: if no incident is visible to you, the no-pass zone is from the flag station displaying the flag until the next clear flag station**).

YELLOW (Motionless)

Caution. This flag is displayed for incidents off the racing line and out of an impact zone. An impact zone is where bikes and riders end up when they crash at or near the apex of a turn. This flag is also shown in the turn prior to a waving yellow. Passing is never allowed until completely past the incident. You should maintain or slightly reduce your speed and watch for the incident and next flag station. Using your brakes should not be needed.

YELLOW (Waving)

Extreme Caution. This flag indicates an incident has occurred on or very near the racing line. This indicates a major incident possibly involving multiple bikes or one that has

just happened, and the status of the track is unknown yet. You will need to adjust your speed and/or your line to ensure your safety, that of the fallen rider(s) and the course workers. You should reduce your speed somewhat and definitely take a good look at the track. There may be oil or debris that the course workers have not spotted yet. There is a good chance that you will have to change your line. You may need to use your brakes. Try to be smooth and gradual. There is probably someone right behind you who might not have seen the flag as soon as you did. Passing is never allowed until completely past the incident.

GREEN WITH BLACK STRIPE

Oil, slippery material or fluid on course. There is something on the track that you DO NOT want to run over. This flag will probably require you to change your line. As with the waving yellow, you should reduce your speed somewhat. After you have identified the fluid and chosen a line that avoids it, carefully change your line. Again, the person behind may not see the situation as soon as you do. The workers may point to the oil or fluid, or motion you to move one way or another to avoid it. Passing is never allowed until completely past the incident.

RED WITH YELLOW STRIPE

Debris on course. There is something on the track that you DO NOT want to run over. This flag will probably require you to change your line. As with the waving yellow, you should reduce your speed somewhat. After you have identified the debris and chosen a line that avoids it, carefully change your line. Again, the person behind may not see the situation as soon as you do. The workers may point to the debris, or motion you to move one way or another to avoid it. Passing is never allowed until completely past the incident.

RED

This flag is shown Start/Finish and at each flag station. Safe continuation of the race is not possible. All riders must stop racing, safely reduce speed, signal to riders behind them, and proceed with caution to the pit lane. Be careful not to close the throttle too fast as the rider behind may not see the flag yet. Apply your brakes gradually. DO NOT grab a handful!

DEER FLAG

(Yellow with leaping deer logo) A deer or other animal is on or near the course in that turn. The race was Red Flagged. Gradually slow way down and look carefully for the animal. All other turns will display the Red flags.

MEATBALL FLAG

(Black with large red dot, displayed with your number) Complete the lap and report to Start/Finish. If it is displayed with an Oil flag, you are leaking fluid, so exit the track as soon and safely as possible, and not in an impact area.

The above instructions are guidelines. It is your responsibility to take safe action and avoid becoming part of an incident. Always be aware of what you see and those around you, and please use good judgment.

Appendix C REFUND POLICY

- Cancel your pre-entry before the deadline: no charge.
- Pre-enter and no show: an administrative fee of \$100.00 will be applied.
- Received tech slip for Saturday practice: No refund.
- Received tech slip for any race: a \$20 processing fee for each grid spot will be applied.
- Received tech slip for any race and started the race: No refund.
- Pre-enter Formula race and participate in corresponding qualifying session, cancel or no show Formula race: No refund.

EXAMPLES

If you pre-enter for Saturday and/or Sunday but do not show, you will be charged only for the administrative fee plus transponder rental fee if applicable. For Saturday practice, if you register and receive your tech slip, no refund is possible. For any race, if you register and receive your tech slip, you will be charged \$20 for each grid spot not used (unless your name is on the crash list for that day). If you start any race, no refund is possible for that race. Any rider who pre-enters a Formula race and participates in the corresponding qualifying session relinquishes their right to request a refund for the Formula race.

LICENSE REFUNDS

A request for a license fee refund must be received in writing. A refund must be requested prior to the last scheduled race event of the year. To obtain a license fee refund, you must not have participated in any AFM event. The maximum refund available will be whatever license fee you paid, minus \$50, which will hold your membership at the Associate level. A refund relinquishes your current AFM number.

CREDITS

If you are due a refund, an AFM credit will be issued internally that can be used anytime and never expires.

NSF/DECLINED CARDS/FINES

Returned checks, outstanding credit cards and unpaid fines will result in the suspension of your racing privileges and/or membership until all monies and/or fines have been paid (DI-1.1.5).

Appendix D CLUBS WITH LICENSE RECIPROCITY

Many clubs in the USA offer license reciprocity with AFM. This means that your current AFM license will be honored with them, and they will allow you to participate in their events. However, since the addresses and phone numbers for these clubs change periodically, and our information is not always current and correct, we strongly suggest that you contact any club you might want to race with to make sure that they will honor your AFM license.

As far as other licensed racers visiting AFM, we really like that but remember that only approved motorcycle road racing clubs are accepted for Reciprocity License purposes; other racing forms (dirt, moto, Supermoto, mini, etc.) are not accepted.

THIS IS YOUR RESPONSIBILITY.

Appendix E CRASHING AND DISCIPLINARY ACTIONS

This appendix is meant as a summary, please refer to the detailed rules in Section 5.1 of the AFM rulebook.

IF YOU CRASH:

- You cannot restart. Pay attention to the workers and get yourself to a safe place (out of the impact area.) If you are injured, let the turnworkers know.
- Your tech sticker will be removed. This means you need to be re-teched (bike, leathers, helmet) if you plan to participate later in the day.
- A notation of the crash goes in your file at AFM headquarters and is on your record; penalties as described in DI-1.1 may apply.
- Any mechanical evidence supporting a crash **MUST** be shown to a race official (Chief Tech Inspector or Race Director) on the day of the crash.
- The Race Director may remove a crash at trackside using their best judgment.
- Overly aggressive/unsportsmanlike riding and/or crashing (by a Novice or Expert) may be subject to a fine of no less than \$50 and no more than \$250, and/or suspension from racing privileges for one event and up to the remainder of the racing season.
- All penalties are subject to appeal (sample appeal, see Appendix G).

TO SUBMIT AN EXPLANATION LETTER FOR A CRASH OR TO APPEAL DISCIPLINARY ACTIONS:

- On raceday, if you have a mechanical-related crash, you must show the evidence to the Chief Tech Inspector or Race Director on the day of the crash and you must submit a crash appeal to the Race Director.
- The Race Director may also remove a crash from a rider's record if justified in their best judgment; ask a Rider Rep or for assistance if you need to do this.
- Write the AFM Board of Directors a disciplinary action appeal ("I should not be subject to disciplinary action because..."). A sample disciplinary action appeal template can be found in Appendix G.
- Mail the disciplinary action appeal or crash explanation letter to 395 Taylor Blvd #130, Pleasant Hill, Ca 94523, OR e-mail to afm@afmracing.org.
- All appeals must be received within 2 weeks of the date you are notified of the disciplinary action.

- It is YOUR responsibility to obtain and send in witness letters from other riders, workers, etc.
- Obviously, it is in your best interest to explain any crash that is not your fault as they occur since penalties may kick in on subsequent crashes, and/or to appeal any disciplinary actions if you have good explanations for the incident(s).

Appendix F SAMPLE APPEAL FOR DISCIPLINARY ACTION

You may file a written appeal to the Board of Directors in response to disciplinary action. Since the Board will be reviewing your appeal at a later date (at the next Chapter meeting), you will have to be very specific. While you can choose any format you like, please include the following information:

Your Name

Your AFM number

Date of Incidents resulting in disciplinary action

Track(s)

Turn Number(s)

If applicable, Class(s) / Event(s)

Circumstances (here's where you write "I should not be subject to disciplinary action because...")

Names/#'s of other riders involved in the incident(s)

- Witness letters from other riders or workers (These must be included with your appeal)

☐ Maps or Diagrams (these are very helpful)

REMINDER: If your appeal is due to any mechanical failure, you MUST show this failure to an AFM official on the date of the crash.

Appeals must be received within 2 weeks of the date of the disciplinary action notification.

Mail to: 395 Taylor Blvd #130, Pleasant Hill, CA 94523, OR e-mail to afm@afmracing.org.

Appendix G AFM BENEVOLENT FUND

Money in this fund is used to help riders pay for ambulance rides and/or insurance deductibles, or on a hardship request basis.

The Benevolent Fund is supported solely by donations. These can be made at the track on race day, through purchases at the Benevolent Fund Booth on raceday, or mailed to AFM. For information, contact afm@afmracing.org.

REMEMBER, THIS IS FOR YOU!!

*Benevolence can help keep your karma in tune.

Appendix H INSURANCE CLAIMS

AFM requires you to carry your own personal, major medical insurance. If you are injured during an AFM sanctioned event and need to file a claim for payment of your medical bills, please follow the steps listed below.

1. Your own major medical insurance must be used first. File your claim through your own insurance company by its regulations.
2. If you have bills that your insurance does not pay contact us at insurance@afmracing.org.
 - a) There is a deductible on the excess insurance policy. (Subject to change). If you have bills beyond this deductible, read on.
 - b) Claims should be filed as soon as possible. To file a claim, contact Barbara Smith (517) 861-6953 or e-mail to insurance@afmracing.org. She will fill out the forms and initiate the claim.

Appendix I ENTRY PROCEDURES

This appendix is meant as a summary, please refer to the detailed rules in LI-1.0 of the AFM rulebook.

Entry notification for each event is sent via e-mail blast up to four (4) weeks prior to each event. Pre-Entry cut-off is 11:59pm on Tuesday before the event. Entries not received by the cut-off date/time are subject to a non-refundable post entry fee and you may not be able to race or practice.

To pre-enter on-line through your account on the official AFM event management system. All entry rules apply, including all dates (first acceptance, deadlines, entry prioritization, etc.) There is an administrative fee applied to “no-show pre-entries,” where the rider pre-enters but does not show up for the event. The administrative fee is equal to a first entry fee. Saturday practices are full-day or half-day (afternoon-only) and each practice bike is charged at the same fee: no morning-only half-day practices and no multi-bike discounts.

Appendix J COMPETITION BULLETINS

Any and all competition bulletins approved for

2024 after the initial printing of the rulebook can be found in the online version of the rulebook at www.afmracing.org

Appendix K AFM PADDOCK RULES FOR ALL TRACKS

- THE SPEED LIMIT IN THE PITS IS 5 MPH FOR ALL VEHICLES (cars, trucks, racebikes, pitbikes, etc.) On your racebike, please remember to go back to a slow and safe mode when returning to your pits after a practice or race (5 mph!!!)
- NO INTENTIONAL WHEELIES, STOPPIES, DONUTS, or other exhibitions of speed.
- NO ONE UNDER 16 YEARS OF AGE (except licensed AFM racers) is allowed on pit bikes of any kind (bicycles, trikes, skateboards, scooters, etc.), either as passengers or as drivers.
- ALL CHILDREN MUST BE SUPERVISED and kept under control at all times.
- ALL PETS MUST BE LEASHED (or kept in a vehicle) at all times and kept under control at all times. Pet messes must be cleaned up and disposed of immediately.
- PLEASE BE AWARE OF TRAFFIC and vehicles in the paddock, both as pedestrians and as drivers/riders.
- RIDERS ARE RESPONSIBLE for their pit crew, friends, family, and guests. Riders must make sure all their guests follow the paddock safety rules.
- PLEASE HELP AFM SELF-POLICE THE PADDOCK FOR SAFETY. Please follow all paddock rules and if you see someone doing something not allowed or unsafe, please ask them to not do that, or ask an AFM official to take care of it.
- ALL PIT VEHICLES, SCOOTERS OR BICYCLES used by the racers or members of their crew must have a number plate on them with the racer's number on it. Racers are responsible for their crew's operation of the pit bike or scooter. Excessive speed in the pits, minors riding on the pit bike or scooter, or any other use of the pit bike or scooter deemed dangerous by AFM officials will result in a \$50 fine to the racer.
- Depending on track rules, riders may walk or ride a pedal bicycle around the track after hours. There is NO riding of anything motorized around the track after hours. As above, racers are responsible for actions of their crew/family.

- There is an 80db limit for electrical generators in the AFM pits, as measured based on OSHA sound measuring protocols; this applies when measuring or comparing sound readings.
- 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 (DI-1.0).
- These rules apply at any and all times the AFM is occupying the paddock.

Appendix L TIE BREAKER PROCESS

Tie Breaker for 1st Place

If two riders have the same number of points, the rider with the highest number of 1st place, then 2nd place, then 3rd place, etc., finishes will be awarded 1st place, with the rider with the lower number of finishes awarded 2nd place.

EXAMPLE:

Tie for 1st place: Rider has 331 points, Rider B has 331 points, Rider C has 253 points. Rider B has a higher number of finishes than Rider A. Rider B will be awarded 1st place, Rider A will be awarded 2nd place, and Rider C will be awarded 3rd place.

Tie Breaker for 2nd Through 10th Place

If two riders have the same number of points from 2nd to 10th place, the tie breaker process will be as follows: the rider with the highest number of 1st place, then 2nd place, then 3rd place, etc. finishes will be awarded the higher position, with the rider with the lower number of places in the secondary position.

EXAMPLE

Tie for 3rd place: Rider A has 234 points, Rider B has 230 points, Rider C has 192 points, Rider D has 192 points. Rider C has a higher number of finishes than Rider D. Rider C will be awarded 3rd place and Rider D will be awarded 4th place.

Top Ten Place Tie Breaker

If two riders have the same number of points, the rider with the highest number of 1st place, then 2nd place, then 3rd place, etc., finishes will be awarded the higher position.