



2018

MONSTER ENERGY CUP SUPPLEMENTAL REGULATIONS

Introduction

This Supplemental Regulation contains rules and technical requirements governing the Monster Energy Cup.

This Supplemental Regulation is designed to provide the information you will need to prepare your motorcycle and yourself for competition, plus an overview of rules that apply to the racing program, along with a summary of offenses and penalties pertaining to rules violations.

The intent of a specific rule will override a competitor's interpretation of a rule. Competent officials will determine the intent of a rule. If any rule is unclear to the competitor, the competitor is advised to obtain written approval prior to any modifications.

The AMA will answer any requests for rule clarifications or interpretations. Requests must be submitted in writing by riders and teams to AMA technical staff. Any prior verbal approval from AMA staff or officials without a written statement from the Technical Department with regard to the interpretation of a rule or procedure will be deemed invalid.

Please note that while every effort has been made to write these rules in a clear and unambiguous fashion, it is impossible to anticipate every circumstance. It will be the Race Direction's responsibility to make decisions regarding rules enforcement.

The Monster Energy Cup class will be governed by these supplemental regulations.

The Amateur All-Star (250 A/B) and Supermini classes will be governed by the AMA Racing Amateur rulebook with regards to all aspects as they pertain to the motorcycle technical standards and class requirements except for number plate background colors and homologation procedures. In addition, there is no claiming rule for any class.

The Amateur All-Star (250 A/B) class will use black backgrounds with white numbers and the Supermini class will use white backgrounds with black numbers.

The Amateur All-Star (250 A/B) and Supermini classes will be governed by these supplemental regulations with regards to number plate colors, competition numbers used and all event operational and administrative aspects.

DISCLOSURE

AMA STRIVES TO REGULATE THE SPORT OF PROFESSIONAL MOTORCYCLE RACING IN THE FAIREST POSSIBLE MANNER. ALL PARTIES INVOLVED IN THE MONSTER ENERGY CUP ARE EXPECTED TO CONDUCT THEMSELVES IN A PROFESSIONAL MANNER, RESPECTING AT ALL TIMES THE RIGHTS OF OTHERS.

THE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT PURSUANT TO THE UNIFORM RULES.

RULES DIRECTED OR RELATED TO SAFETY ARE PROMULGATED TO MAKE ALL PERSONS CONCERNED WITH SAFETY, BUT THE AMA NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF RULES.

MOREOVER, EACH PARTICIPANT IN COMPETITION HAS THE RESPONSIBILITY TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND CONDITIONS AND MUST ASSUME THE RISK OF COMPETITION.

Should you have questions regarding these rules or regarding competition as affected by these rules, contact:

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**MONSTER ENERGY CUP
2018 SCHEDULE OF EVENTS**
(TENTATIVE)

Saturday, October 13, 2018

10:30 am – 11:00 am	Riders Track Walk
11:00 am – 11:20 am	Riders Meeting at Podium (Mandatory)
11:20 am – 11:35 am	Chapel Service at Podium
12:00 pm	Doors Open to Public
12:00 pm – 12:08 pm	Practice B – Free Practice
12:10 pm – 12:18 pm	Practice A – Free Practice
12:20 pm – 12:28 pm	Practice Supermini – Free Practice
12:30 pm – 12:38 pm	Practice Amateur All-Stars – Free Practice
12:40 pm – 12:50 pm	Practice A – Qualifying Practice
12:53 pm – 1:03 pm	Practice B – Qualifying Practice
1:06 pm – 1:16 pm	Supermini – Qualifying Practice
1:19 pm – 1:29 pm	Amateur All Stars – Qualifying Practice
1:32 pm – 1:47 pm	Practice KJSC – Practice
1:47 pm – 2:45 pm	Track Maintenance
2:45 pm – 2:55 pm	Amateur All Stars – Qualifying Practice
3:00 pm – 3:10 pm	Supermini – Qualifying Practice
3:15 pm – 3:25 pm	Practice B – Qualifying Practice
3:30 pm – 3:40 pm	Practice A – Qualifying Practice
3:45 pm – 4:00 pm	Practice KJSC – Practice

Registration Times for all classes:

Friday 12:00 pm – 5:00 pm Rider / Mechanic
Saturday 9:00 am – 11:00 am Rider / Mechanic

Tech Inspection Times for all classes:

Saturday 9:00 am – 11:00 am at the venue

Sound Testing Times for the Cup class:

Friday 12:00 pm – 4:00 pm at the venue
Saturday 9:00 am – 11:00 am at the venue

Paddock Hours:

Friday 9:00 am – 10:00 pm (no re-entry after 10:00 pm)
Saturday 8:00 am (Paddock Opens)

The top 18 times from Qualifying Practice in the Cup Class transfer directly to the Main Events.

4:05 pm – 4:15 pm	Last Chance Qualifier (LCQ) – 5 Laps – 22 Riders (1 – 4 to Main Events)
4:15 pm – 5:45 pm	Track Maintenance

Evening Program

6:00 pm – 6:35 pm	Opening Ceremonies
6:35 pm – 6:49 pm	Main Event 1 – 10 Laps – 22 Riders (1 – 22 Points Awarded)
6:59 pm – 7:09 pm	Supermini Race 1 – 6 Laps – 22 Riders (Two Moto Format)
7:19 pm – 7:29 pm	Amateur All-Stars Race 1 – 6 Laps – 22 Riders (Two Moto Format)
7:39 pm – 7:50 pm	KJSC Race 1 – 3 Laps – 10 Riders (One Moto Format)
7:55 pm – 8:09 pm	Main Event 2 – 10 Laps – 22 Riders (1 – 22 Points Awarded)
8:09 pm – 8:25 pm	Intermission
8:25 pm – 8:35 pm	Supermini Race 2 – 6 Laps – 22 Riders (Two Moto Format)
8:45 pm – 8:55 pm	Amateur All-Stars Race 2 – 6 Laps – 22 Riders (Two Moto Format)
9:05 pm – 9:19 pm	Main Event 3 – 10 Laps – 22 Riders (1 – 22 Points Awarded)
9:19 pm – 9:30 pm	Victory Circle

1.1 Homologation of Motorcycles

- a. No Homologation is required for the Monster Energy Cup and Amateur classes.

1.2 Motorcycle

- a. Removal, replacement or modifications are allowed to any and all parts of the motorcycle unless specified within these regulations.

1.3 Exhaust System

- a. Exhaust pipes and mufflers must fulfill all requirements concerning sound control.
- b. Must be securely attached together and bolted to the frame.
- c. Mufflers must have internal mechanical and/or packed baffling.
- d. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.
- e. The inside of the exhaust discharge end must be a maximum of 5 inches from the outside edge of the tire or frame. Intent is to prevent another rider's wheel or leg from being trapped.

1.4 Sound Requirements (For amateur classes see AMA Racing Amateur Rulebook)

Sound levels in the Monster Energy Cup class will be verified with the 2-meter max method. See Appendix B for the details of the testing procedures.

- a. The maximum sound limit is set at:
 - 1. For pre-race inspection
Max. 112 dB/A
 - 2. For post-race inspection
Max. 113 dB/A
- b. All competitors entered may be sound tested at any time. When directed by an Official, the rider must proceed directly to the designated sound test area; failure to do so will result in a penalty.
- c. The normal penalty for violation of the post-race or qualifying sound limit will be:
 - 1. Qualifying: Loss of fastest qualifying time.
 - 2. Last Chance Qualifier: A fine as determined by the Race Director.
 - 3. Main Events: A fine as determined by the Race Director.
- d. If, in the judgement of the Race Director, the post-race or qualifying sound limit violation was unintentional and/or caused by an accident and the violation did not enhance the performance of the motorcycle, the penalty may be waived.

1.5 Fuel Specifications (For amateur classes see AMA Amateur Rulebook)

All motorcycles must use unleaded fuel corresponding to petroleum-based fuel as defined by the American Society for Testing and Materials (ASTM), designation: D4814, with the following clarifications:

- a. The specific gravity must fall within the range: 0.715 - 0.765 at 60° F.
- b. The maximum oxygen content is 4.0% m/m.
- c. The maximum allowable level of lead is 0.025 g/l.
- d. The only allowable oxygenates are ether and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814.
- e. Epoxides (i.e. propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not permitted.
- f. Lubrication additives are permitted provided the resulting mixture would meet all other requirements.
- g. Any infringement of the fuel specifications will automatically result in the disqualification of the competitor from the entire meet. The result of the riders' fuel sample analysis that is more favorable to the competitor (Whether it be the A or B Sample) will be taken into account. Riders can appeal this decision before the competent body.
- h. See Appendix C for "Fuel Test Procedures."

1.6 Handlebars and Controls

- a. Cracked or broken handlebars are prohibited.
- b. Control levers must have minimum 1/2-inch diameter ball ends.
- c. All motorcycles must be equipped with a functional mechanical engine kill device or ignition cut-off switch or button, mounted on the handlebar within reach of the rider's hand when placed on the grip.
- d. All motorcycles must be equipped with a self-closing throttle mechanism.

1.7 Brakes

- a. All motorcycles must be equipped with adequate and operating front and rear wheel brakes.

1.8 Tires

- a. Studded tires, other than rubber, are prohibited.
- b. Paddle (continuous radial rib) tires and tires with lugs having a height of more than 3/4 inch are prohibited.

1.9 Video Recording

- a. The use of a video recording device or its likeness is not allowed at any time during on-track competition, including practice, qualifying and races without permission from the Championship promoter.

1.10 Rider Apparel

- a. Riders must wear helmets at all times when riding on course.
- b. Helmets must be of the full-face type and conform to one of the following recognized standards. Which is certified by a label affixed to the helmet.
 1. United States: Snell M2010 or DOT FMVSS 218
 2. UNITED NATIONS: Regulation ECE 2205 P'
 3. United Kingdom: BSI 6658 Type A
 4. Japan: JIS T 8133:2007
- c. All helmets used by riders in the Monster Energy Cup Class must be equipped with the Eject emergency helmet removal system. Riders will be responsible for ensuring that the device is properly installed and operable during all on-track activities. Helmet removal devices and installation information are available at Technical Inspection. Medical staff will utilize the remote eject system for riders in the Amateur All-Star and Supermini classes.
- d. The use of a portable music player is not allowed at any time during on-track competition, including practice, qualifying and races.
- e. Face shields or goggles must be shatter resistant. Goggles must be worn at the start of each event.
- f. Boots must be at least 8 inches high.
- g. Jerseys must be long sleeve. Short sleeves or ¾ sleeves are not permitted. Elastic cuffs may not be removed. Sleeves must be worn at full length (to the wrist) during competition.
- h. Jerseys must be made of durable material that will protect the rider.
- i. The rider's competition number must be displayed horizontally across the rider's back and legible at a distance.
- j. The number on the rider's back must be a minimum height of 8 inches and a width of 1 inch.
- k. Numbers must be printed in a contrasting color from the jersey color surrounding the placement of the numbers.
- l. The number may be outlined. However, the color of the outlining must be in contrast to the jersey color as well as the number color. For example, a white jersey with orange numbers could use a black outline.
- m. All riders must display their last name on the back of their jersey at the shoulder line.
- n. If a chest/back protector or neck brace is worn over the rider's jersey, the rider's name and assigned number must be visible either on the jersey or on the chest/back protector.
- o. All riders competing in the Monster Energy Cup class must display the AMA logo on the upper left front torso or left shoulder area of their jersey. The minimum size of the logos is 2½ inches wide by 2½ inches high.
- p. If the rider uses a chest/back protector, the correct event logos must be located in the center front on the chest/back protector. This is in addition to the logo located on the jersey.
- q. Pants must be full length and made of a material that will help protect the rider.

- r. Riders must present a clean and neat appearance.

1.11 Display of the Monster Energy Cup Logo

- a. All riders are required to have approved logos in place whenever they are competing in any part of the Monster Energy Cup.

1.12 Special Technical Requirements

- a. Where the rules permit equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components and materials for the fabrication of this equipment that will perform in competition properly and in a safe manner.
- b. Any component of a motorcycle deemed by the Chief Technical Inspector as necessary for operation must be in place, securely mounted, in proper working order and structurally sound.
- c. Regardless of previous approval, the permission to use specific components or equipment, including tires and fuel, may be withdrawn for any reason the AMA deems is in the best interest of competition.

1.13 Rider Responsibility

IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET AND APPAREL THAT WILL PROVIDE APPROPRIATE PROTECTION.

ALTHOUGH THE AMA APPROVES MATERIALS, THE AMA DOES NOT ENDORSE OR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS.

RIDERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS AND APPAREL FOR PROTECTION AND DURABILITY.

Monster Energy Cup Class Technical Standards

2.1 Engines

- a. Engine Displacements:

125 – Open	2-stroke
125 – Open	4-stroke

2.2 Numbers and Number Plates for all Classes

- a. Number Plate Colors:

Monster Energy Cup Class	450cc - white plates with black numbers
Monster Energy Cup Class	250cc – Black plates with white numbers
Supermini	White plates with black numbers
Amateur All-Star	Black plates with white numbers

- b. **The returning Cup Class Champion must run the number 1 and may use a background design TBD by the team and promoter.**
- c. Numbers must be a solid color.
- d. Excessive condensing or stretching of the numbers is not permitted.
- e. Front numbers must be a minimum height of 6 inches.
- f. Side numbers must be a minimum height of 5½ inches.
- g. Number display area must be of adequate area to provide ample space (approximately 1 inch) around and between numbers.
- h. Plastic or fiberglass number plates have a minimum thickness of 1/16 inch.

- i. The correct Monster Energy Cup logo must be displayed on the **front number plate**.



- j. The correct AMA logo must be displayed on **both side number plates**.



- k. Only numbers and the approved AMA logo or series sponsorship logos are permitted on the number plate display area.

Licenses, Eligibility, Entries and Credentials

3.1 Competition Licenses

- a. For the MEC Cup class, all riders participating in any on-track practice, qualifying or racing must have a valid AMA Supercross, Motocross or FIM World Championship Motocross license of the appropriate classification.
- b. For the Amateur classes all riders must have a current AMA membership.
- c. Additional licensing information and applications are available from the AMA Racing Department.

AMA

AMA Racing

Phone: (614) 856-1900

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3.2 Numbers

- a. All Cup class riders must use the competition number that has been assigned by the AMA for the following season (2019). This includes a rider's career number or an earned national number.
- b. The number 1 is reserved for the current Monster Energy Cup Champion. The 2017 Monster Energy Cup Overall Champion will run the number 1 at the 2018 Monster Energy Cup.
- c. Number request for the Amateur All-Stars and Supermini classes will be approved by date of entry.

Race Rules and Procedures

4.1 The Racing Program

- a. The Monster Energy Cup class will be composed of three 10-lap final races for 22 riders. The riders combined finishes in the three Main Events using the Olympic scoring system (see section 4.20) will determine the overall. The field is qualified through a series of qualifying practices and LCQ's staged throughout the event.
- b. The Amateur classes will be composed of two, 6-lap final races. The riders combined finishes in the two Main Events using the Olympic scoring system (see section 4.20) will determine the overall.

4.2 Participant Regulation

Every club, association, company, promoter, rider, and all other persons participating in or in any way connected with the Monster Energy Cup race event, will be considered participants and therefore bound by the Monster Energy Cup supplemental regulations.

4.3 Credential Display

All credentials provided for the event are property of Feld Motor Sports and can be revoked at any time without refund of credential fees. Use and display of credentials are subject to the following:

- a. Credentials are issued for exclusive use by the person named on the credential. The lanyard is considered part of the credential and must be worn with the credential around the neck.
- b. Transfer, misuse of, or failure to display the credential as described is cause for disciplinary action or revocation.
- c. A credentialed person without the proper issued credential in his or her possession may be required to pay the applicable race day rates to be issued the appropriate pass for access to the meet.

4.4 Intravenous Hydration

- a. At no time during the meet will a rider receive any type of intravenous hydration unless such hydration is deemed medically necessary by medical personnel as a result of an emergency medical situation encountered by a rider, during, or as a result of competing in the meet.
- b. Once a rider receives such hydration during the meet, the rider will be permitted to compete only after the CMO has deemed the rider safe and has released them to continue in the meet.

4.5 Inclement Weather / Unacceptable Track Conditions

- a. Events may be conducted regardless of weather conditions.
- b. In the event of rain or other unfavorable conditions, it may be necessary for Race Direction to alter the order of the event schedule, including, but not limited to: adjusting the length of races, practices and qualifying sessions, and delaying or stopping the program completely.
- c. Should a delay occur, Race Direction will make every effort to resume the schedule in a timely fashion if conditions significantly improve.

4.6 Motorcycle Usage

- a. Riders may use up to two motorcycles throughout the event.
 1. Both motorcycles must have completed technical inspection and passed the sound test requirements.
 2. During a race, the rider may NOT replace motorcycles after the gate has dropped on that specific race.
 3. Motorcycles may be replaced in between races.

4.7 Pit / Paddock Regulations

- a. Riding of competition motorcycles, other than on the racetrack or designated warm-up lane, is discouraged. Helmets must be worn at all times in the warm-up lanes.
- b. Operation of a vehicle in the paddock must be at a very slow, acceptable speed (5 MPH maximum).
- c. A rider or mechanic testing a motorcycle in the designated test area must wear a helmet and be dressed to offer some protection (pants, shirt and shoes).
- d. Smoking is not allowed in the mechanics' area, tech inspection area, and sound testing area or other restricted areas.
- e. Persons less than 16 years of age are not allowed in mechanic's area or other restricted areas.
- f. Pets are not allowed in the mechanics' area or other restricted areas.
- g. Pets in the paddock must be on a leash or properly contained.
- h. All persons in the mechanics' area must be in proper dress. Shirts must have a collar. Open-toe shoes, cut-offs and sleeveless shirts/tank tops are not permitted.
- i. Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the track. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.

4.8 Rider Meetings

- a. All riders entered in the event must attend the rider meeting.
- b. The Race Director may call roll or spot-check attendance.

4.9 Mechanics

- a. Mechanics' must present a clean and neat appearance.
- b. Only appropriately dressed persons displaying proper credentials will be allowed in the pit, signaling and starting areas.
- c. Mechanics' must be in uniform designating a rider or team.
- d. Cut-offs, sleeveless shirts and open-toe shoes are prohibited in the mechanics area, starting area and infield. Shirtless individuals are also prohibited in these areas.
- e. Shirts must have a collar.
- f. Mechanics' are encouraged to display the AMA patch on uniform shirts.

4.10 Technical Inspections

- a. Technical inspections of motorcycles, equipment and riding apparel will be held prior to and after a race event, or at other times as determined by the Race Director or Chief Technical Inspector.
- b. Although the motorcycle, equipment or apparel passed prior inspections, the motorcycle, equipment or apparel must be in compliance with the rules at the post-race inspection.
- c. Only motorcycles having passed tech inspection will be allowed on the racetrack.
- d. Motorcycles must be class legal and must meet all equipment requirements.
- e. More than one motorcycle per class may be presented and passed through initial technical inspection provided frame numbers are properly recorded.
- f. The Race Director or Chief Technical Inspector may require post-race teardowns to begin following the completion of the event.
- g. During post-race technical inspections or teardowns, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area.
- h. Only the Race Director, Chief Technical Inspector or designated personnel may inspect impounded motorcycles or equipment.

4.11 On-Track Regulations

- a. Riders must obey the directions given by the race officials at all times, this includes in the paddock or any time while on the racetrack, including sighting or cool down laps.
- a. No rider may ride in such a manner as to endanger life or limb of other riders, officials or the public.
- b. No one, except riders officially entered, may ride or practice on the racecourse on the day of the event without approval from the AMA.
- c. Unofficial practice on the day of the race is prohibited.
- d. Unless directed to do so by the Race Director or his designee, no one will be permitted to ride a motorcycle in the wrong direction on the track.
- e. Except in the designated mechanics' area, no adjustment, repairs or refueling may be made to competing motorcycles by pit crews during a race. Riders must pull into the designated mechanics' area and be off the racetrack before receiving crew assistance.
- f. A rider may make repairs during a race, without assistance, in a suitable area, off the racetrack.
- g. Outside assistance to a rider on the course is forbidden at all times except when the assistance is given by flag marshals or officials placed by the Race Director for the purpose of control and safety with the following exceptions:
 1. Assistance by crewmembers is permitted only in the designated repair and signaling zone.
- h. Receiving medical treatment while on track during a race, outside of the scope of evaluating their ability to continue will be considered outside assistance and the rider will not be allowed to continue that race.
- i. A rider leaving the course may continue the race by properly re-entering the track at the closest safe point to where the rider left the course without gaining an advantage.
 1. While off course, the rider may not accelerate in an unsafe manner.
 2. If a rider accelerates in an unsafe manner while off course or cuts part of the racecourse, the rider may be determined to have gained an advantage without gaining a position.
 3. It will be the duty of Race Direction to make the determination as to whether a rider gained an advantage by leaving the racecourse and re-entering.
 4. The penalty for gaining an advantage while off course during a race will be the loss of number of positions gained plus one additional position in the final results. If no positions were gained, the penalty will be the loss of one position in the final results.
 5. The penalty for gaining an advantage while off course during qualifying will be the loss of the rider's fastest lap time during that session.
- j. A motorcycle that leaves the stadium floor during a race will not be permitted to return to the racetrack.
- k. Intentionally stopping on the racetrack during timed practice is prohibited. Every time a rider is found in violation of this rule, he or she will have his or her fastest lap of that session removed from the official results. A stoppage on

the racetrack resulting from a mechanical issue or a fall down will not be considered intentional. The Race Director or his designee will make the determination as to whether or not the stopping was intentional.

- l. During a race or qualifying session, a rider must always attempt to succeed. If not, he or she shall not be allowed to continue the race or qualifying session and may be penalized by Race Direction.

m. Rider Injuries:

1. All riders may be subject to a special medical examination given by the Chief Medical Officer at any time during the event.
2. All fallen riders during an event must be cleared by the Chief Medical Officer as medically fit to compete.
3. Any rider that refuses the special medical examination will be disqualified from the event and placed on the medically unfit list.

4.12 Flags and Lights

It is the rider's responsibility to be aware of their surroundings at all times while on track. Safety is a main priority and the riders must obey all official signals and directions given to them. Any rider failing to do so may be penalized.

a. **Solid Blue Flag:**

1. Indicates you are about to be overtaken by faster riders.
2. When conditions allow, move out of the fast line. Once out of the fast line, hold your line, do not ride erratically and do not impede the faster rider's progress.
3. Riders disregarding the blue flag may be penalized at the discretion of Race Direction.

b. **Yellow Flag or Yellow Light:**

1. Indicates serious hazard on or near the track. This includes the sighting or cool down laps.
2. Passing is allowed
3. Proceed with extreme caution.

c. **Black Flag:**

1. Indicates a problem with a rider's motorcycle or a penalty.
2. The black flagged rider must carefully reduce speed and proceed around the course to the mechanic's area.
3. Black-flagged riders are not permitted to return to the racecourse unless cleared by the Race Director.

d. **Red Flag:**

1. May be displayed anywhere on course.
2. Indicates the practice, qualifying or race has been stopped.
3. Reduce speed and proceed safely as directed by a race official.

e. **White Flag with Red Cross or Red Flashing Light:**

1. This flag or a red flashing light may be displayed at the beginning of a triple jump or a series of jumps.
2. Takes precedence over all other flags that may be displayed.
3. No passing is allowed until clear of the incident.
4. Riders must follow all directions given by race officials in that section.
5. The riders must do all of the obstacles individually, I.E. NO double, triple, step on/off etc. until clear of the incident.
6. Riders must exercise extreme caution and not race or accelerate in an unsafe manner until they are clear of the incident.
7. When used on a triple jump, the area of concern is at a minimum, the whole obstacle, I.E. if a rider is down on the face of the triple or after the first or second jump, you must not jump any section of the triple.
8. This includes the sighting or cool down laps.
9. If Race Direction determines that there was a blatant violation of this rule, the penalty for non-compliance will be:
 - a. During practice and qualifying, the loss of the fastest lap time during that session.
 - b. During a Main Event race or Last Chance Qualifier, if no positions were gained, the penalty will be the loss of two positions in the final results for that race.

- c. During a Main Event race or Last Chance Qualifier, if any positions are gained, the penalty will be the loss of number of positions gained plus two additional positions in the final results for that race.
- d. During a sighting or cool down lap, a fine as determined by Race Direction.
- e. If at any time, Race Direction determines that it was not a blatant violation of the rule, a warning or fine may be issued.

f. Checkered Flag:

- 1. Indicates the end of a race or practice session.
- 2. Proceed to the designated track exit.

h. Courtesy Flags:

- 1. Green Flag: Indicates the start of a race or clear track conditions.
- 2. White Flag: Indicates the final lap of a race.
- 3. White and Green Flags Crossed: Indicates 1/2 total race distance.

4.13 Races for the Cup Class (For the amateur classes see event schedule)

- a. One 5 lap Last Chance Qualifier will be run with 22 riders. In the Last Chance Qualifier, 1st through 4th will advance to the Main Event.
- b. Three 10 lap Monster Energy Cup Main Events will be run with the same 22 riders. Each Main Event will count towards the overall standings.
- c. Alternate Racing Lane. If an alternate racing lane is incorporated in the racetrack design, the designated lane must be used one time and only one time during each of the Main Event races. Failure to use the alternate lane once during each Main Event will result in a penalty determined by Race Direction.
 - 1. Any rider who has not completed the alternate lane, in the case of a red flag or any race stoppage other than the checkered flag that results in the race being complete, will be given a timed penalty determined by Race Direction. In Race Direction's sole discretion, the timed penalty will be equal to the alternate lane. If the alternate lane is shorter and considered a time advantage rather than disadvantage no timed penalty will be issued.
- d. The first rider across the finish line at the conclusion of a race is the winner.
- e. The Finals (Main Events) may also be referred to as "the evening program".
- f. A Last Chance Qualifier or the Final (Main Events) may also be referred to as "Race(s)".

4.14 Qualifying for the Cup Class (For the amateur classes see event schedule)

- a. All qualifying practices will be timed.
- b. Afternoon qualifying practices will be used to compile the 40 fastest riders (the "Fast 40").
 - 1. The top 18 from the qualifying practices will go directly to the Main Events. 19th thru 40th will be placed in the LCQ. The top 4 riders from the LCQ will be placed directly into the Main Events.
- c. Afternoon qualifying practices will also be used to determine the order for gate picks in the Main Events. The fastest rider will pick first followed in the order of qualifying and then the order of the LCQ for the last four positions.
- d. Riders who have qualified in 19th thru 40th position but are unable to participate in the LCQ, an alternate rider that qualified outside of the top 40 may be allowed into the LCQ. This will be done starting with the 41st qualifier until all positions for the evening program are filled.
 - 1. These riders will pick their gate position in the order in which they qualified after all riders in that LCQ race from the top 19th through 40th have gated.
 - 2. Alternate riders allowed to the gate through this process will not be considered officially in the race until the "three minutes before the 30 board" call from Race Direction.
 - 3. If a rider that has earned a top 40 qualifying position enters the final staging checkpoint prior to the "three minutes before the 30 board" call from Race Direction, that rider will be allowed to start and the alternate will be removed.
 - 4. Once a top 40 qualified rider is officially replaced by an alternate, the qualified rider is no longer eligible to participate in any further races at that meet.

5. Riders outside of the top 40 may be denied this option based upon lap times at the sole discretion of Race Direction.
- e. Riders who have qualified for the Main Events but are unable to participate in the Main Event, an alternate rider that qualified outside of the top four in the LCQ may be allowed into the first Main Event. This will be done starting with the 5th place finisher from the LCQ until all positions for the evening program are filled.
 1. These riders will pick their gate position in the order in which they finished the LCQ after all riders in the Main Event have gated.
 2. Alternate riders allowed to the gate through this process will not be considered officially in the race until the “three minutes before the 30 board” call from Race Direction.
 3. If a rider that has earned a spot in the Main Event enters the final staging checkpoint prior to the “three minutes before the 30 board” call from Race Direction, that rider will be allowed to start and the alternate will be removed.
 4. If a rider that has earned a Main Event position knows that they will not be able to make the start of the first Main event race but still intends on participating in the second and third Main Events, they must inform the Race Director of their intent prior to the staging of the first Main Event.
 5. Once a top Main Event rider is officially replaced by an alternate, the qualified rider is no longer eligible to participate in any further races at that meet.
 6. Riders outside of the top 40 may be denied this option based upon lap times at the sole discretion of Race Direction.

4.15 Staging

- a. Gate pick for the first Cup Class Main Event will be determined by the finishing order of qualifying and LCQ races. Gate pick for the second Main Event will be determined by the finishing order of the first Main Event. Gate pick of the third Main Event will be determined by the finishing order of the second Main Event.
- b. Once a motorcycle enters the staging area and is called to the starting gate, the motorcycle will not be permitted to return to the paddock. If the motorcycle leaves the staging area after this point, the rider will not be permitted to start the race.
 1. The only exception to this rule will be when a motorcycle fails to start and an attempt is made to push start the motorcycle. The motorcycle must be under visual control of an official at all times during this process.
- c. Riders or crewmembers observed to be relieving themselves anywhere other than in a fixed or portable restroom will be penalized.

4.16 Starting Procedures

- a. All starts will be made with a 22 position backward-falling gate. With the exception of staggered restarts.
- b. The number of gates used for each race will be:
 - Last Chance Qualifier – 22, all gates will be used.
 - Main Events – 22, all gates will be used.
- c. Jumping or fouling the gate may result in a penalty of one lap or disqualification.
- d. All starting gates must have a rear restraint a distance of eight feet behind the gate in the down position, for example, railroad ties or a 4 x 4 that will prevent riders from rolling back from the gate.
- e. The starting gate handle must be enclosed to prevent the riders and team personnel from viewing the drop of the gate.
- f. Riders will be called from the staging area to line up on the starting gate.
- g. Each rider may have only one person accompany him to the starting gate. In addition, only one person per rider is allowed in the signaling area.
- h. The rider or riders designated crewmember must quickly make their pick on the gate.
- i. Once a motorcycle is in its gate position at the starting gate, its gate position cannot be changed.
- j. Grooming may be done anywhere behind the front leading edge of the starting gate, provided no shovels, tools, water or other implements (foreign or natural) are used with the following exceptions:
 1. When using a starting pad made of steel or other material, a brush may be used to clean the starting pad area only. Only brushes utilizing nylon type bristles may be used. (No steel type bristles)

- k. Slamming of the gate is not permitted.
- l. Scratching or defacing of the starting gate signage is not permitted.
- m. Riders or their team members are forbidden to groom anywhere in front of the front leading edge of the starting gate, this includes watering of the starting lines. Stopping immediately in front of the starting gate to do a burn out prior to the sighting lap will be considered grooming in front of the starting gate. If at any time Race Direction determines that there was a blatant violation of the rule, a one-lap penalty will be issued.
- n. **When using a dirt starting pad area**, only loose dirt found in the designated starting area may be used to form an elevated pad under the rider's feet. The use of starting blocks, stones or other foreign elevating devices are prohibited.
- o. **When using a starting pad made of steel or other material, starting blocks may be used. All starting blocks must be silver or black in color and approved by AMA Tech.**
- p. Ramps of any kind may not be formed in the starting lane. (The front and rear tires must be level).
- q. Motorcycles must be centered in the starting gate. Riders may not start at an angle.
- r. When the last rider is in the gate and the track is cleared for the start:
 1. The Race Director or his designee will direct the Starter to hold up a 30-second sign.
 2. The 30-second sign will be held upright for 30 seconds, and then turned sideways for at least five seconds, but not more than 10 seconds.
 3. During the 5-10 second interval, the gate will fall.
 4. When using a digital type count down 30-second board, if the board malfunctions in any way during its display, the start procedure will continue and the board will be turned sideways at 30 seconds.

4.17 Red Flag Race Stops and Restart Procedures

- a. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
- b. Penalties incurred prior to the red flag will be assessed at the completion of the race, not during the restart.
- c. Restarts due to gate malfunctions will always be a complete restart with original number of laps scheduled and all riders returning to their original starting positions.
- d. Riders who are not present at the starting gate for the original start of a race are barred from any subsequent restarts.
- e. Riders who are present at the gate but are unable to start due to a stalled motorcycle may join the race from the starting area at any time during the race.
- f. Riders who are unable to join the race by this procedure are barred from any subsequent restarts.

4.18 Restarts

- a. The race is stopped (with fewer than 3 laps completed by the race leader / whether it be a Last Chance Qualifier or Main Event)
 1. A red flag will be displayed to the riders.
 2. The riders will return to the starting area and a re-start will take place as soon as possible.
 3. The riders will keep their initial starting order.
 4. The riders will be restarted from the starting gate.
 5. Riders who were present at the starting gate for the original start of the race but were unable to start and who did not join the race before the red flag was displayed are not authorized to take the restart.
 6. The race will be run for the original number of laps.
- b. The race is stopped (with 3 laps completed by the leader and less than 90% of the total distance completed by the race leader, rounded down to the nearest whole number of laps / whether it be a Last Chance Qualifier or Main Event)
 1. A red flag will be displayed to the riders.
 2. The riders will return to the starting area or an area designated by officials, and a restart will take place as soon as possible.

- a. A minimum of 10 minutes from the time that the red flag is displayed will be given to make repairs or adjustments.
 - b. The race may be restarted before the minimum 10 minute waiting time only if all riders indicate to the Race Director that they are ready to start.
 - c. Repairs or adjustments may only be made in the starting area.
3. The lap in which the red flag was thrown will not be considered a complete lap.
 4. The starting order will be determined by each rider's race position at the end of the lap preceding the last lap completed by the leader. I.E. if the leader has completed the third lap and is working the fourth lap, the starting order would be set with the order from the completion of the second lap.
 5. Race position is defined as the riders scoring position, not position on the track.
 6. Riders will be restarted from a staggered standing start in the starting area or an area designated by officials.
 - a. Riders will be lined up in a staggered formation beginning on the starting straight or an area designated by officials, at a start line, starting with the rider that was in the first position and continuing back towards the starting area.
 - b. Riders not ready to take their position in line will be placed last.
 - c. Once all riders are in position, a yellow flag will be displayed to indicate that the start will be within 30 seconds. Once the yellow flag has been removed, the starter will then display a green flag to signal the start.
 - d. Riders may not overtake the rider in front of them until they pass the designated starting line.
 - e. Any rider that does overtake the rider in front of them before the starting line will have been deemed to have jumped the start and will be penalized a minimum of two positions in the final results.
 - f. Eligible riders who are unable to participate in the re-start due to a stalled motorcycle or continued repairs may join the race from the starting area at any time during the race.
 - g. Riders who were no longer actively participating in race at the time when the red flag was displayed are not authorized to take part in the restart.
 - h. Penalties incurred prior to the red flag will be assessed at the completion of the race, not during the re-start.
 7. The race will be run for the remaining number of laps.
- c. The race is stopped (with more than 90% of the total distance completed by the race leader, rounded down to the nearest whole number of laps / whether it be a Last Chance Qualifier or Main Event)
 1. A red flag will be displayed to the riders.
 2. The riders will return to the paddock.
 3. The race will be considered completed. In that case, the riders' position will be those at the end of the lap preceding the stopping of the race.
 4. In the case of a Last Chance Qualifier, the top four riders will qualify for the Main Events according to these results. The remaining riders are eliminated.

4.19 Race Finishes

- a. Races are officially ended for all contestants at the completion of the lap in which the checkered flag is displayed to the winner.
- b. The official designated finish line is located at the site of the scoring/timing transponder receiver loop. The line will be clearly defined with trackside markings and will be located as close to the finish-line flagger as possible.
- c. To be considered as having completed a lap, the rider and his motorcycle must cross the plane of the official designated finish line. Under special circumstances and at any time other than the checkered flag lap, crossing outside of the designated finish line obstacle can be considered a completed lap, as long as the rider continues the race for at least one more completed lap.
- d. Under normal circumstances, all lap and finish positions will be determined by electronic timing devices (transponders).

1. In the event the electronic timing system fails to record a time or lap position for any rider, a video camera may be used at the finish line to aid the scorekeepers in determining laps completed or the finishing order of a close race. Should video footage from an AMA-designated camera be unavailable or inconclusive for any reason, the scoring of the laps or finish will be based solely on the scorekeepers' decision.
 2. In the case of a visual tie or where a clear determination cannot be made, the riders concerned will be ranked in the order of the best lap time made during the race.
- e. Riders will be credited with all laps they complete during a race unless a penalty has been assessed.
 - f. The current lap will not count if a red flag is displayed at the finish line.
 - g. Riders choosing to leave a race before its completion need not wait for the checkered flag to receive credit for laps they have completed.
 - h. Should the checkered flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance.
 - i. Under any other circumstances, the winner is the leader at the time the checkered flag is displayed.
 - j. A motorcycle that leaves the stadium floor during a race will not be permitted to return to the racetrack.
 - k. Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider will be scored as having completed the race in the race position the rider was running at that time.
 - l. At the conclusion of the Main Events, the top five finishing riders and their motorcycles must go directly to a staging area located at the podium. Other riders outside of the top 5 may also be directed to the podium staging area.
 1. Failure to go to the designated podium staging area will result in a \$500 fine. Further infractions of this rule will result in an increased fine at the discretion of Race Direction.
 2. In the case of an injury or medical issue and the rider is being treated or needs to be treated by the CMO, a team representative may be substituted for the rider.
 - m. At the conclusion of the Main Events, and after the podium ceremonies are complete, the top three finishing motorcycles must go directly to the technical impound area located at the AMA trailer or other area as designated by the Chief Technical Inspector. Other motorcycles may be directed to impound at the discretion of the Chief Technical Inspector. Failure to go directly to the technical impound area will result in a penalty.
 - n. At the conclusion of the race, any riders who do not complete the same number of laps as the leader will be scored in order of finish, laps completed and the number of laps completed first.
 1. **If more than one qualified rider does not complete a timed lap as per official scoring:**
 - a. **Main Event 1: those riders will be placed in the final results based on their qualifying time.**
 - b. **Main Event 2: those riders will be placed in the final results after all riders in that race that completed a timed lap based on their finishing position in the first Main Event.**
 - c. **Main Event 3: those riders will be placed in the final results after all riders in that race that completed a timed lap based on their finishing position in the second Main Event.**
 - o. A rider whose motorcycle is disabled before reaching the finish line may, by the rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the track to complete the race by crossing the finish line, unless the rider is determined to be a hazard by the Race Director.

4.20 Scoring

- a. Overall finishing order will be based on the Olympic scoring system.
- b. Each rider will be awarded points relative to their finishing position, with one point for first, two points for second and so on. These points determine the overall standing after three Main Events.
- c. In the event of a tie at the completion of the three Main Events, the rider with the best finish in the third Main Event will be scored higher in the overall standings.

4.21 Official Race Results

- a. No official announcement of race results will be given until all scoring materials are examined and approved by the Timing & Scoring Manager.
- b. Provisional results will then be posted and will become official if a rider does not protest against the results within 30 minutes after they have been posted.
- c. If rechecks are required within the 30-minute time limit, a new posting time limit of 30 minutes will be required if changes are made to the previously posted results.

- d. The issuing of official results does not exempt riders who competed in the event from penalties for rules violations determined by Race Direction following the protest period.
- e. In the case of a protest, riders are entitled to review their scores with Race Direction.

Appendix A

Offenses, Penalties, Protests, and Appeals

A1 General Information

- a. Through the establishment and enforcement of various rules and procedures, AMA strives to regulate the sport of professional motorcycle racing in the fairest possible manner. By participating in the Monster Energy Cup meet, each participant agrees to abide by the Monster Energy Cup rules and procedures. In addition, riders are held responsible for the actions of their crewmembers. As part of entering a meet, a rider assures the competent bodies that his/her crewmembers are AMA members in good standing. All parties involved in the meet are expected to conduct themselves in a professional manner, respecting at all times the rights of others. Participation in these meets is a privilege afforded to license and event credential holders, and all such participants understand that violation of Monster Energy Cup rules and procedures can lead to forfeiture of their competition licenses or event credential, fines, points deductions, lap deductions, finishing position deductions, time penalties (which must result in the loss of at least one finishing position), disqualification and other disciplinary actions as outlined herein.
- b. Rules directed or related to safety are promulgated to make all persons concerned with safety, but AMA neither warrants safety if the rules are followed nor compliance with and enforcement of rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.
- c. Race Direction has the competence to pronounce sanctions against riders, team staff, officials, promoters/organizers and all the persons involved in any capacity whatsoever in the Monster Energy Cup.
- d. Race Direction may pronounce the following penalties.
 - Warning
 - Fine
 - Lap deductions or finishing position deductions
 - Time and/or point penalties
 - Disqualification
 - Suspension
 - Probation not exceeding 12 months from the date of offence
- e. Penalties incurred prior to a red flag will be assessed at the completion of the race, not during the restart.
- f. Race Direction will always attempt to levy all penalties the day of the race. Under some circumstances, it may be necessary to take more time to review all evidence and official video to make a final decision. All penalties from Race Direction must be levied by 5pm eastern standard time the Monday after the race. Under special circumstances, including but not limited to, fuel testing, anti-doping or a need to impound a motorcycle or parts, Race Direction may defer to the AMA to make a ruling outside of that timeframe.

A2 General Offenses and Penalties

- a. This section outlines actions that are deemed detrimental to the sport of motorcycle racing and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, Race Direction may disqualify any participant or motorcycle from the balance of a race meet for violation of these rules, insubordination or other actions deemed in the sole discretion of Race Direction to be detrimental to the race meet and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the meet site. In addition, Race Direction is empowered to levy fines and to recommend to AMA that a party or parties be suspended from participation in AMA sanctioned activities. Unless otherwise specifically provided for in these rules, AMA is empowered to suspend from competition any rider, crew member or motorcycle for a period of one meet up to an indefinite suspension for violation of these rules, insubordination or other actions deemed, in the sole discretion of AMA, to be detrimental to the sport of motorcycle racing. AMA is also empowered to, in addition to or in lieu of a suspension from competition, suspend a rider's eligibility to earn points for one or more events including, but not limited to, the event in which the rules violation took place. In addition, AMA is empowered to levy fines, points deductions, finishing position deductions, time penalties (which must result in the loss of at least one finishing position), and lap deductions. The beginning and ending dates of any such suspension will be as determined by AMA.
- b. Any supplemental rules, regulations, instructions or procedures established for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.

- c. The following offenses will be subject to disciplinary action by Race Direction and/or the competent bodies. This list is provided as guidance to licensed competitors and event credential holders but does not restrict AMA from invoking penalties for other actions detrimental to the sport that are not specifically contemplated herein.
1. Falsifying one's age or ability to meet any of the various eligibility requirements for the Monster Energy Cup, or in general, competing or attempting to compete in AMA sanctioned activities under false pretenses.
 2. Competing under a false name or in any other way attempting to gain an unfair advantage.
 3. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
 4. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent Monster Energy Cup rules or procedures or to otherwise gain an unfair advantage.
 5. Accepting or offering to accept any bribe in any form from any person in an attempt to Monster Energy Cup rules or procedures or to otherwise gain an unfair advantage.
 6. Refusing to provide a factual statement regarding an item under appeal when requested by the Stewards Panel.
 7. Failing to ride in a meet after entering without giving proper notice of non-participation.
 8. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay or otherwise inhibit the start or completion of any portion of the Monster Energy Cup event.
 9. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.
 10. An attack on a racing official and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during or after the Monster Energy Cup meet. There will be no maximum fine or suspension period for this offense.
 11. Refusal to submit a machine for inspection. Any rider refusing to immediately surrender his or her machine to the Race Director or his designee upon demand, or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
 12. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track; and in so doing gaining an unfair advantage.
 13. Receiving any form of prohibited outside assistance, except as provided for in these rules.
 14. Failure to appear for scheduled registration and/or pre- or post-race tech inspection.
 15. Failing to immediately respect and comply with operational or warning flags/lights or other signals from racing officials.
 16. Failure to attend riders' meetings.
 17. Riding on or off the track at any time in such a manner as to endanger the life or limb of other riders, officials or the public.
 18. Wagering by a participant on the outcome of any AMA sanctioned race.
 19. Causing or attempting to cause a race to be stopped. At the sole discretion of Race Direction, a rider who is judged to have intentionally caused a red flag may be excluded from restarting the event in question.
 20. Any other act or actions deemed by Race Direction to be detrimental to the sport of motorcycle racing and the competent bodies.

A3 Equipment Offenses and Penalties

- a. This section deals with violations of equipment regulations. Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at the post-race inspection. Any motorcycle found to be in violation of equipment rules may be assumed to have been in violation for the entire race meet. Passing a motorcycle through technical inspection does not warrant that motorcycle's adherence with all rules. Each participant assumes full responsibility for any violation of equipment rules involving his or her motorcycle.
- b. Equipment offenses are determined by Race Direction.
- c. Impounding of Motorcycles and Components
 1. Motorcycles or components may be impounded for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow officials or other independent personnel authorized by AMA to perform detailed inspections and testing.

2. In the case of a protest or appeal, the competent body may retain custody of impounded equipment until the appeal process has been completed.

A4 Protests

- a. Unless specifically excluded herein, any rider affected by dangerous, unfair or fraudulent behavior, riding or act, has the right to protest against such a behavior, riding or act. Such matters may also include the conformity of a machine with these rules or the eligibility of a rider.
- b. Protests must be lodged according to the following procedures and be accompanied by a fee of US \$800, returnable if the protest is justified. Any protest fee must be presented in US currency or a certified bank check.
- c. All protests must be lodged to Race Direction.**
- d. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the official practice.**
- e. All protests must be lodged within 30 minutes of the posting of results of the event in question. The posting of provisional results begins the 30-minute protest period.
- f. There are two types of protests: technical and administrative. Technical protests relate to the legality of motorcycles and components used in competition. All other protests will be defined as administrative.
- g. Each protest must be made separately and in writing. Each protest must specify the violation of the Monster Energy Cup Supplemental rules or procedures that is alleged, and must be accompanied by the filing fee.
- h. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of US \$250. This fee must be paid by the losing party to the mechanic of the rider who had to perform the dismantling procedure.
- i. Protests entailing a fuel control must be accompanied by an additional deposit of US \$1,000.

A5 Appeals

- a. Any rider **penalized** by a disciplinary decision of Race Direction has the right to appeal this decision.
- b. For decisions made by Race Direction the day of the event, this appeal must be presented in writing to a member of Race Direction 30 minutes at the latest after the notification of that decision and be accompanied by a fee of US \$800, returnable if the appeal is justified. Any appeal fee must be presented in US currency or a certified bank check.
- c. For decisions made by Race Direction or AMA after the day of the event, this appeal must be presented in writing to a member of Race Direction or AMA Racing department 24 hours at the latest after the notification of that decision and be accompanied by a fee of US \$800, returnable if the appeal is justified. Any appeal fee must be presented in credit card, US currency or a certified bank check.
- d. Appeals against a decision taken by Race Direction will be dealt with by the Stewards Panel.
- e. The Stewards Panel will hear any appeals against the decision of Race Direction.
- f. Each Steward has one vote. Decisions are based upon a simple majority.
- g. If all the members of the Stewards Panel confirm the decision of Race Direction, the appeal is rejected. In this case, the decision of the Stewards Panel is final. No further appeal is possible.
- h. If one member of the Stewards Panel does not confirm the decision of Race Direction and the other member(s) agree(s), the appeal is rejected. No further appeal is possible.
- i. If all the members of the Stewards Panel disagree with the decision of Race Direction, this decision must be changed.
- j. The Stewards Panel may confirm or pronounce the following penalties:
 - Warning
 - Fine
 - Lap deductions or finishing position deductions
 - Time and/or point penalties
 - Disqualification
 - Suspension
 - Probation not exceeding 12 months from the date of offence

- k. The Stewards Panel must ensure that all parties concerned, as well as Race Direction, receive written notification of any judicial decision pronounced by the Stewards as soon as possible.
- l. Any participant who is fined under these rules will be deemed suspended from all AMA sanctioned activities until the fine has been paid. The fined party is entitled to a receipt upon payment. All fines and other disciplinary actions levied by AMA must be explained in writing. A copy must be given or sent to the disciplined party.
- m. Publication of protests, appeals and the interim and final results of said protests and appeals, in American Motorcyclist magazine, other magazines, and any other media is expressly agreed to by the participants to any protest or appeal. The participants agree that they shall not bring a cause of action against the AMA, their respective directors, trustees, officers, employees, agents and assigns as a result of such publication.

Appendix B

Sound Test Procedures (For amateur classes see AMA Amateur Rulebook)

This procedure may be used to test motorcycles as a prerequisite for entry into the Monster Energy Cup event.

B1 2 Meter Max Test

- a. The 2 meter max method shows a very good correlation between the sound power level (LwA) issued by motorcycles in full acceleration, and the maximum sound pressure levels measured at proximity of the same motorcycles, with engines at idle and quickly taken to their maximum rotational speeds.

B2 Preparation of the Sound Meter

- a. Calibrate the sound meter at 94 dB or 114 dB to take into account the incidence of the wind foam ball
- b. Position the wind foam ball on the microphone
- c. Activate the 'A' weighing
- d. FAST time weighting must be activated
- e. Select range High 80~130 dB
- f. Activate the function MAX MIN – set on MAX

B3 Test Site and Position of the Sound Meter

- a. The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, at the rear of the motorcycle.
- b. For the place and position of the motorcycle, ensure that there are no solid obstacles within 33 feet around the microphone.
- c. The sound meter will be positioned at a distance of 79 inches behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 53 inches above the ground, with the sound meter level.
- d. The 79-inch distance is measured from the point where the center of rear tire touches the ground.
- e. It is preferred to make the tests on soft ground, not reverberating, i.e. grass or fine gravel.
- f. In other than moderate wind, machines should face forward in the wind direction.
- g. The ambient sound level must remain lower than 100 dB/A.

B4 Positioning of the Motorcycle

- a. The reference points:
 - 1. For a motorcycle: the contact point of the rear wheel on the ground.
 - 2. For motorcycles fitted with 2 exhaust outputs, the measurement will be made on the side of the air intake. If a central positioned air intake is used, both sides will be tested.
 - 3. To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.

B5 Operation of the Test

- a. The measurement is made with motorcycle on its wheels, with a hot engine.
- b. For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine.
- c. Other spare silencers may be presented after all participants have presented their motorcycle.

- d. The technical steward will be positioned on the right side of the motorcycle, not to screen or stand between the bike and the microphone. At no time should the technical inspector be in a position in front of the handlebars during the test.
- e. The mechanic presenting the motorcycle for testing will be positioned on the left side of the motorcycle during the test and is required to engage the clutch during the full throttle portion of the test.
- f. If a second steward is permanently attending the sound level checks, it is strongly advised for him to use earplugs, a headset or ear protectors.
- g. The motorcycle may be tested in any gear as directed by the technical steward.
- h. The clutch MUST be engaged during the test.
- i. The Inspector shall open throttle as fast as possible until full open throttle (instantly, within 0.3 seconds). He will keep at max engine 'rpm' for 1 second. To end, the inspector will release the throttle quickly.
- j. A motorcycle must always be able to reach a minimum RPM threshold to obtain the maximum result of the 2-meter sound test. Threshold values are provided by the manufactures, and are typical for their published production models. If no values are provided, the AMA will use Threshold values obtained from a dyno tests.
- k. The motorcycle must maintain at least the minimum RPM during the test. Any motorcycle that is unable to reach and maintain the minimum RPM stated will be refused.
 - 1. Minimum RPM: 250cc – 12,500 rpm / 450cc – 10,000 rpm
- l. If the result exceeds the limit, including 'after fire', the Inspector shall test the motorcycle, maximum 2 times more.
- m. For motorcycles equipped with an engine rpm limiter, opening the throttle will be made - instantly, within 0.3 seconds - and kept open until at least 1 second has evolved and/or when there is an audible sign of over revving the engine.
- n. For motorcycles without an engine 'rpm' limiter, the opening of the throttle will have to be lower than 2 seconds and/or when there is an audible sign of over-revving the engine.
- o. If the engine tends to suffocate, close the throttle slightly and re-open the throttle.
- p. If detonations appear, the measurement must be started again.
- q. For the sound level measurement, the handling of the throttle is limited only to the Inspector, who shall open the throttle himself in order to minimize the influence by another operator (for that, it is helpful to have the microphone equipped with an extension cable to the sound meter).

B6 Measurement of the Sound Level

- a. When the measurement is considered acceptable, write down the result, then reset (push on the sideline) the MAX MIN setting until the disappearance of the previously displayed value.
- b. Push again on the sideline MAX MIN to arm the sound level meter.
- c. The sound level meter is then ready for the following measurement.
- d. An attempt by a participant to prevent his/her engine to reach the maximum published rpm figure will be considered a breach of the rules.
- e. Even after passing the sound control, if there is doubt, the motorcycle may be checked again.
- f. A noticeably lower engine speed is detected easily by hearing. If doubt, control of the value of the rpm limiter with a tachometer.
- g. A machine which does not comply with the sound limits can be presented several times at pre-race control.
- h. The silencers will be marked when they are checked and it is not allowed to change them after the verification, except for any spare silencer, which has also been checked and marked.
- i. The end opening of the silencer shall remain unmodified once it has been checked and marked.
- j. Silencers fitted with removable end cap/adapters aimed to reduce the sound levels shall be marked and securely mounted to the silencer. If the removable end cap/adaptor becomes separated from the silencer during any practice/qualifying or race, the silencer will be deemed modified and the rider will be penalized.

B7 Guidelines for Use of Sound Level Meters

- a. Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

- b. Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.
- c. Corrections
 - 1. Class 1 or class 2 sound meter: deduct 2 dB/A
- d. Ambient temperature
 - 1. Below 50 degrees Fahrenheit: deduct 1 dB/A
 - 2. Below 32 degrees Fahrenheit: deduct 2 dB/A
- e. Precision of the method (tolerances)
 - 1. Round down the meter reading; I.E. 114.9 dB/A = 114 dB/A.
- f. Action and decisions will depend on decisions taken during prior discussions with the AMA and/or the Chief Technical Steward.

Appendix C

Fuel Test Procedures (For amateur classes see AMA Amateur Rulebook)

C1 Fuel Testing

- a. The AMA may carry out fuel tests at any time during the course of the Monster Energy Cup meet.
- b. Any person or organization, being a potential supplier of fuel, may be requested to submit a sample for testing for conformity with the required fuel specifications.
- c. The chief technical inspector, in consultation with the race director, has sole authority to direct the administration of fuel tests during the course of the Monster Energy Cup event.
- d. The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of the chief technical inspector in consultation with the race director.
- e. The motorcycles selected for fuel sampling and testing will be placed in the impound area.
- f. The chief technical inspector will supervise the collection of the test samples.
- g. Only officials under the supervision of the chief technical inspector may take fuel test samples.

C2 Containers for Holding Samples

- a. Must be clean and constructed of robust, fuel non-reactive, impermeable material.
- b. Must be sealable.
- c. Must have provision for identification.

C3 Fuel Test Procedures

- a. The extraction of fuel from machines must be directly from the fuel tank.
- b. Three (3) test samples will be collected from each selected machine.
- c. The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.
- d. This information must be entered on the Fuel Sample Certificate, which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken, and the identity of its rider.
- e. The samples (A, B and C) must remain in the control of the chief technical inspector. The rider or a representative of the rider/team must sign the fuel sample certificate acknowledging that a sample was taken, and rider or representative must receive a copy of the certificate.
- f. The chief technical inspector must arrange to deliver the samples (A, B and C) along with the fuel sample certificates to an express service for transportation to the AMA office.

C4 Shipping from the AMA Office

- a. Sample A and its certificate will be sent by express service to the official testing laboratory where the sample will be tested for compliance to the fuel specifications in accordance with standard scientific procedures.
- b. Sample B and its certificate will be safeguarded at the official testing laboratory, if Sample A is found to be in non-compliance to the fuel specifications, sample B will be tested for verification.
- c. Sample C will be safeguarded at the AMA office for future testing if necessary.

- d. The results obtained from such testing must be attached to the laboratory's copy of the fuel sample certificate and delivered to the AMA as soon as practicable after the results have been obtained.
- e. The AMA will appoint one or more laboratories for testing fuels.
- f. Upon receiving the report from the laboratory that a fuel sample or samples are not in compliance with the rules the AMA will inform the rider or team and assess a penalty.
- g. The rider may request to carry out a test of the B sample to verify the results. The testing of the B sample will be at the rider's expense.
- h. The AMA will receive the testing results of the sample B and compare with the testing result of sample A.
- i. Of these two testing results, the rider's more favorable testing result (whether it be the A or B Sample) will be taken into account.
- j. The independent testing laboratory in issuing the results of the test must also verify that the samples were received in good condition and with the seal intact.

Appendix D

Glossary

The following definitions and abbreviations are adopted for use in these Rules.

AMA - American Motorcyclist Association.

Aftermarket - Produced by a manufacturer or fabricator other than the original equipment manufacturer.

Bodywork - Seat/tail section, body panels and fenders.

CC - Cubic centimeters.

Chief Medical Officer (CMO) – Shall be responsible for all medical aspects of the event, including determining that all injured riders during the event are medically fit to continue in competition.

Displacement - The volume swept by the piston(s) in each stroke.

Disqualification - The forfeiture of all awards, prizes and points earned in all events during that days meet.

DOT - United States Department of Transportation.

Event - Any one of the races in a meet.

Field - All of the riders that make up a race.

Homologation - AMA approval process initiated by manufacturers or distributors of motorcycles. Only approved motorcycles may be utilized in most types of AMA competition.

Last Chance Qualifier (LCQ) - A final qualifying race for those riders who did not advance directly from qualifying practice.

Manufacturer - The original manufacturer of a motorcycle, not the distributor.

Meet - A meeting at which one or more events are held.

Model - A reference to a particular year and name assigned by manufacturers to certain motorcycles.

Moto - A race held within a meet that awards points.

Motorcycle - A rear wheel driven, two-wheeled vehicle that is powered by a single engine.

OEM - Original equipment manufacturer.

Official Results - A listing of the final finishing order of an event issued by scoring after the 30-minute protest period has expired.

Paddock - Designated area primarily used for maintenance of event-entered competition motorcycles. May also include parking area for motorcycle transport and support vehicles.

Participant - Every rider, club, association, company, promoter and all other persons participating or in any way connected with an AMA race meet.

Pit Crew - Mechanics and/or assistants.

Pits - Designated area directly adjacent to the racetrack that may include staging and signal zones. Access is limited to mechanics, officials or those with appropriate track pass credentials.

Program - The predetermined outline of events that make up a meet.

Provisional Results - An initial listing of the finishing order of an event issued by scoring immediately following the race finish.

Promoter - Any person or number of persons, company, corporation or club holding, proposing to hold or organizing a meet.

Qualify - To advance to a Main Event by timed qualifying or Last Chance Qualifier finish position.

Race - Competition in which two or more riders compete against each other.

Race Position - A rider's position based on his distance covered relative to the race leader.

Race Track - The actual racing surface and runoff areas, plus the pit road, grid and a test track, when provided, along with any other area where the riding of competition motorcycles is permitted.

Rider - Any person who competes on the racetrack in a meet.

Scoring - Officials who provide all timing information and race results.

Signal Zone - Area of limited access used only for teams to signal to riders.

Staging or Starting Area - The location where riders and machines are assembled prior to the start of an event.

Starting Gate - Any of various types of movable barriers for lining up and giving an equal start to the riders.

Stock - Parts manufactured and delivered by the OEM, which are identical to the parts installed on the motorcycle by the OEM before retail sale.

Superseded - This term refers to new OEM parts that replace old parts for increased safety or durability but not to improve performance.

Suspension (with reference to penalties) - The loss of all rights to compete as a rider or participate as a member of a pit crew for a stated period.

Technical Inspector - The technician who inspects all motorcycles and equipment of riders participating in a meet.

Timed Qualifying Practice - A practice against time by an individual rider. Laps are electronically timed for each rider to determine qualifying order.