

Honda Superbike Classic
Barber Motorsports Park, Birmingham, AL
May 1-3, 2009



Supplementary Regulations
(4/21/2009 – subject to change)

EVENT

The Honda Superbike Classic is Round #4 of the 2009 AMA Pro Road Racing Season, featuring AMA Pro National Guard American Superbike presented by Parts Unlimited, AMA Pro Daytona SportBike presented by AMSOIL, AMA Pro SuperSport presented by Shoei and AMA Pro SunTrust Moto-GT races.

CIRCUIT

Course length is 2.38 Mi (3.83 Km) for all classes. Pit wall height is 2' 8". All AMA Pro Racing flagging and signaling will take place on the Official Starter Stand on the front straight. A repeater flag station will be located at turn 9.

LICENSES & CREDENTIALS

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

ENTRIES

Entries close for all classes except SuperSport on March 30, 2009, with a Late Entry deadline of April 6, 2009. Entries received after the entry due date will not be accepted. Entries must be received by AMA Pro Racing no later than the established entry due date for each event or the late entry fee will apply. Post entries for SuperSport licensed riders will be accepted only on Thursday, April 30th at the track from 3:00pm to 7:00pm.

REGISTRATION/CREDENTIALS

Registration will be located at the credentials building adjacent to the main track entrance. Riders, entrants and crew may pick up their season credentials or register for single event credentials. A photo ID must be presented to obtain a credential.

PRE-EVENT RACE TRANSPORTER STAGING

Pre-event race transporter staging will be on the third and fourth levels of the paddock on Tuesday and Wednesday from 8:00am to 5:00pm, but drivers may only stay on property overnight Wednesday. Transporter washing will be permitted in the paddock.

PADDOCK PARKING

Race transporter paddock parking will be from 8:00am to 5:00pm on Thursday, March 19. AMA Pro Racing credentials are not required on Thursday, but may be purchased at AMA Pro Racing Registration starting at 3:00pm. Starting Friday, only race transporters and service provider vehicles displaying a TRANSPORTER parking pass are allowed in the paddock area and must park within the team's paddock footprint. Rental cars, buses, motor homes or other vehicles will not be permitted in the paddock without prior approval of AMA Pro Racing or Barber Motorsports Park. Paddock is open and guarded 24 hours per day during the event. **All race teams, transporters and RVs must clear the paddock on Sunday night by 8:00pm because of an event at the track on Monday.**

TEAM, RENTAL AND PERSONAL VEHICLE PARKING

Parking for riders, crews and officials displaying a P1 parking pass will be located on the fourth level of the paddock. Team, rental and personal vehicles must park in the designated P1 parking area. Vehicles displaying a P1 parking pass may make deliveries to the paddock until 11:00am

daily. The driver of the vehicle must surrender their credential to the guard at the entrance to the paddock and will be allowed no more than 30 minutes to complete deliveries. The driver will retrieve their credential and return the vehicle to the designated P1 parking lot. Participants which abuse this policy risk revocation of their credential and/or P1 parking pass. TRANSPORTER passes are to be displayed throughout the weekend in the primary tow vehicle for each team. Any vehicles displaying a TRANSPORTER pass that are not the primary tow vehicle will be towed and the pass revoked for the team.

RVs AND CAMPING

RV parking for registered AMA Pro Racing participants and officials is on the third and fourth level of the paddock. There is a \$300 fee for an electrical hook-up for the weekend, payable to the track by cash or check only. Pets are not allowed at Barber Motorsports Park.

PACKAGE SHIPPING & RECEIVING

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

Contact Name
Team Name
Barber Motorsports Park
6040 Barber Motorsports Parkway
Leeds, AL 35094
Phone: 205-298-9040

Packages can be picked up on the lower level of the paddock, closest to Turn 1, between the hours of 8:00am and 5:00pm daily.

THURSDAY TRACK DAY

Barber Motorsports Park will hold a track day and racer practice on Thursday, April 30. The racer practice will start at noon. AMA Pro teams must be prepared for paddock move-in on Thursday morning or risk relocation to the back of the paddock. For more information, visit: <http://www.barbermotorsports.com/documents/2009Thursdayracerpracticeinfoandregistrationform.pdf>

SCOOTERS/PIT VEHICLES & BICYCLES

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

DRESS CODE

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

RIDER AUTOGRAPH SESSION

The mandatory rider autograph session will be in the lower area of the race control building adjacent to Tech Inspection at 11:30am on Sunday. Riders must wear their team shirts and should bring their own signing stock. AMA Pro Racing will supply series stock to those riders without posters.

PIT LANE ASSIGNMENTS – PRACTICE & QUALIFYING

Pit lane assignments are based on current season point standings for practice and qualifying. The top three teams for all classes will be assigned pit areas first, followed by the remaining teams in the point standings. First-time and one-event teams will be assigned pit areas last. Each team is allotted a 15' section of wall per rider for their canopy unless otherwise directed. No tent stakes or tying canopies to electrical conduit in the pits or paddock is permitted.

All teams must affix their assigned competition number on the track side of the pit wall at their assigned space, with digits a minimum of 10 inches tall. Competitors must remove the numbers at the conclusion of the event.

FUEL

The official fuel of AMA Pro Road Racing is Sunoco 260GTX Racing Gasoline (98 octane unleaded). Pumps are located on the second level of the paddock. Sunoco will accept credit cards, cash or a check may be left with them to be completed at the end of the event. Based on AMA Pro Racing's move to a spec fuel it is imperative that we review basic fuel handling procedures to be used in the paddock and on hot pit lane.

- All refueling must be done outside of the garages or team canopies. Refueling in a well ventilated area should help eliminate vapor build up.
- A fire extinguisher must be in the immediate vicinity and ready for use during all refueling procedures.
- All components of the fueling procedure need to be grounded the entire time. This includes the fuel source, the refueling personnel and the machine. The more positive the grounding method, the better.
- Particular care should be taken when using plastic fuel bottles as static build up and discharge is more prevalent with plastic.
- All fuel jugs being filled from a large drum should be placed on the ground before and during filling.
- Supply drums should be on the ground as well, not in the transporter or bed of a pickup truck.

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

SCORING TRANSPONDERS

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

TIMING BEACONS

Timing Beacons should be placed at a minimum of 10' intervals in a safe and secure manner on riders left near the start/finish line.

TECHNICAL INSPECTION

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

TIRE REGULATIONS

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

Dunlop will provide AMA Pro Racing with several sample sets of tires of each available compound at the beginning of each event.

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

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

TIRE CONTROL

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

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

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

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

It is the responsibility of the entrant to maintain control of the stickers and to make sure they are properly located on the tire before the bike goes on

track. At the end of the weekend all unused stickers must be returned to tech inspection or a penalty may be assessed.

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

In the event of a red flag:

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

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

In the event of wet racing conditions:

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

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

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

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

BACK-UP BIKES FOR RAIN RACES

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

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

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

NATIONAL ANTHEM

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

ADVERTISING

A. Advertising on motorcycles is subject to approval of AMA Pro Racing. All motorcycles must carry the official series identification items including the official series tire and fuel identification on each side of the motorcycle, as directed by AMA Pro Racing, and no other tire or fuel company logos may be displayed at any time.

B. All competitor and team clothing, including riding gear, must carry the official series identification items as listed by AMA Pro Racing, and no other tire or fuel company logos may be displayed at any time. Identification items will be available in limited supply at Tech Inspection.

MERCHANDISE DISPLAY/SALES

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

TRACK CUTS / RUNNING OFF THE TRACK

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

whether a rider gained any advantage by leaving the race course and re-entering, and will determine the appropriate penalty for the infraction.

MANDATORY BRIEFINGS

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

QUALIFYING

The maximum number of riders for American Superbike is 36, Daytona SportBike, SuperSport and Moto-GT is 44. The top ten riders from Qualifying will move to Superpole in American Superbike and Daytona SportBike. Riders may only continue to practice in classes that they have earned a grid position in. Pole position is on the right side.

TIMED QUALIFYING PROCEDURES FOR A AND B SESSIONS

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

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

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

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

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

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

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

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

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

HAZARDOUS WASTE DISPOSAL

It is the responsibility of each team to remove tires, batteries, fuel drums and any other hazardous materials at the conclusion of the event. Report any fuel or oil spills in the paddock immediately to AMA Pro Racing or track personnel so they can initiate cleanup. A charge for damages may be assessed if a spill is not reported immediately.

OPEN "CONTROL" RADIO FREQUENCY FOR TEAMS

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

PIT LANE SPEED LIMIT

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

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

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

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

SIGNAL AREA

The rider signal area is along the wall adjacent to the front straight. Access is restricted to personnel presenting a valid AMA Pro Racing Crew Credential and who meet the dress code as outlined in the 2009 AMA Pro Racing Rulebook. Each rider is permitted a maximum of two team

personnel in the signal area. Team personnel must stay in the area designated for signaling. Signaling is not permitted in any other area.

PRE-RACE ACTIVITIES

One Half Hour for SuperSport and Moto-GT One Full Hour for American Superbike and Daytona SportBike

All machines and equipment must be present on hot pit road in their assigned grid positions 15 minutes prior to the start of the Grid Walk. All engines must be turned off upon gridding and stay off during the Grid Walk. Refueling is not permitted. Small, quiet generators and tire warmers are permitted.

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

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

RACE STARTS

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

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

SAFETY CAR PROCEDURES

The primary purpose of using the Safety Car is to consolidate the field in an effort to safely resolve on-track incidents without the need for a complete race stoppage.

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

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

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

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

ON-TRACK INCIDENTS REQUIRING FULL COURSE CAUTION AND SAFETY CAR

Once the corners display waving yellow flags and the Safety Car signs, no passing is allowed.

The Safety Car will enter track from PIT OUT on riders left.

Line up in single file behind Safety Car for a minimum of 3 laps.

The Safety Car will attempt to pick up the leader but not always; the leader will be found before restart; competitors could be waved by more than once.

In addition to strobes and flashing roof lights, the Safety Car has a red 'stay-behind' light and a green 'pass' light in the rear window. Hand signals may also be used from the passenger side of the Safety Car.

Always pass the Safety Car on the right when indicated by green 'pass' light. Pass one at a time. No passing in pairs or in groups. When in doubt, pause to pass but do not delay once past the Safety Car.

After passing the Safety Car proceed at NEAR RACE speed to catch up to the trailing end of the group behind the Safety Car. There is still no passing unless you are clearly motioned on by a rider who is having mechanical difficulties. If you choose to allow riders behind to pass, or you must pit, stay well off the racing line and wave the other riders by.

Remember to watch for emergency staff and vehicles on course, possibly at several locations.

The pit lane exit is closed when Safety Car crosses the start/finish line until the entire pack is well clear of the pit lane exit – obey AMA Pro Racing signals at the pit exit.

When the Safety Car turns off the roof lights at Turn 13 it indicates the track will be going "Green" for restart. The Safety Car will exit the track onto pit lane and may not be passed by any rider choosing to enter the pit lane until it has pulled onto pit lane proper, and then must be passed only on the right side.

Once the Safety Car exits the track, the lead rider will control the pace of the field and should bring the field through the last turn to the start/finish line at a moderate pace until the green flag is displayed. Riders should continue single file and maintain a tight field with no more than two bike lengths between each motorcycle. Attempting to slow down for the purpose of "getting a run" on the motorcycle in front of you may result in a ride-through penalty.

RED FLAG

Should it become necessary to halt the race temporarily, the RED FLAG will be shown at the start/finish line and at all turns.

When the red flag has been displayed, riders must slow and proceed to the pits and park as instructed.

CLARIFICATIONS

Meatball flag is for penalty, Black flag is for mechanical. All AMA Pro Racing flagging and signaling will take place on the Official Starter Stand on the front straight. A repeater flag station is located at turn 9.

Under Red Flag Conditions – do not service bikes in pit lane prior to instruction from AMA Pro Racing Staff - tire warmers allowed ONLY.

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

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

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

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

SPECIFIC MOTO-GT PROCEDURES

- A. The Entrant must turn a team line-up into AMA Pro Racing Tech no later than 5:30pm on Friday, May 1, following Moto-GT qualifying. This line-up must designate the starting rider.
- B. The rider designated as starting must display a SunTrust MOTO-GT Series "Green" sticker on their helmet placed just above the left eye and face shield by AMA Pro Racing. The rider designated as second must display a SunTrust MOTO-GT Series "Orange" sticker on their helmet as placed by AMA Pro Racing. Helmet stickers will be provided by AMA Pro Racing at Tech.
- C. A minimum of 2 riders must be listed on a given motorcycle and at least 2 riders must ride a given motorcycle during the race.
- D. In cases of extreme hardship, after the line-up has been completed, AMA Pro Racing may approve a rider substitution.
- E. It is the responsibility of each team to advise an AMA Pro Racing pit official of all impending pit stops and the designation of the riders when making a rider change.
- F. A motorcycle may be removed from pit lane for repairs only with the permission of AMA Pro Racing. Any motorcycle undergoing lengthy repairs must be removed from pit lane. An AMA Pro Racing official may be assigned to observe the work.

PIT PROCEDURES

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

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

No rags for fuel person or fire bottle holder.

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

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

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

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

PIT LANE PENALTIES

Individuals Over Wall Early 10 seconds
(One foot on wall only; no sitting on wall)

Equipment Over Wall Early (All gear completely behind wall prior to bike stopping.)	10 seconds
More Than Eight Individuals Over Wall	20 seconds
Crew Improperly Dressed (Improperly clothed crew person not to work in pit until clothing corrected.)	10 seconds
Fire Bottle Improperly Manned	20 seconds.
Fuel Spill (one warning)	20 seconds
Hit and/or Run Over Equipment	20 seconds
Improper Fueling	20 seconds
Jump Start	Ride Through
Leave with Equipment Attached	Stop and Go
Equipment Out of Pit Stall Box	Stop and Go
REPEAT OF IDENTICAL MISTAKE	Doubles penalty

Stop and Go Penalties are served at the Pit stall "Penalty Box". Competitors may not perform service at their pit during a Stop and Go. Time penalties cannot be served during Safety Car full course yellow situations; time penalties will be saved and served during next Green Flag Pit Stop.

CLARIFICATIONS

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

Under Red Flag Conditions – do not service bikes in pit lane prior to instruction from AMA Pro Racing Staff - tire warmers OK ONLY

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

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

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

PIT ASSIGNMENTS FOR MOTO-GT PARTICIPANTS

Top ten qualifiers will have first pick by order of qualifying.

Each qualified team must attend Friday, May 1, 5:30pm meeting to pick their pit location based on qualifying order.

Teams must affix their assigned competition number on the track side of the pit wall at their assigned pit space, with digits of minimum height of 10 inches tall. Competitors must remove the numbers at the conclusion of the event.