



## AMA Pro Road Racing Competitor Bulletin #2012-02

**To:** All AMA Pro Road Racing Competitors

**Date:** January 5, 2012

**Effective Date:** Immediately

**Subject:** Regulations for Scheduled Pit Stops during a Race & Red Flag Situations - Daytona 200 Only

**All competitors must be prepared for mandatory tire changes during the course of the race. If you do not have a minimum of one set of additional rims and tires for your machine you may not be permitted to start the event. Spare rims and tires MAY NOT be shared between riders.**

Work may be performed on the bikes during scheduled pits stops as well as during a red flag situation including changing tires. This stipulation is for the Daytona 200 **ONLY** and must be carried out under the following guidelines:

- a. During refueling:
  - i. During the refueling process, the rider is not permitted to be on his machine.
  - ii. The ignition must be off and the motorcycle must be on a rear stand before any refueling is permitted to start.
  - iii. The machine may not be restarted until the fuel can is disengaged and the bike is off the work stands with the both tires on the ground.
- b. Refueling is permitted only on pit road in the rider's pit area, utilizing the following equipment:
  - i. Only dry break dump cans are permitted for refueling stops. All dry break dump cans must be presented to tech for approval by 7:00pm on Friday, March 16.
  - ii. Dry break cans cannot vent directly to the atmosphere. Per Competitor Bulletin 2011-04 issued Feb. 23, 2011 all dump cans must be equipped with a one way vent (air in, no fuel out) for 2012. These vents are commercially available at racer supply stores and via the internet. All vents will be checked for compliance during the mandatory technical inspection. Fuel will be added to the can and the can will be inverted, any fuel leakage will disqualify its use.
  - iii. Fuel must flow from container to fuel tank by force of gravity only.
  - iv. Fuel cannot be chilled by dedicated fuel coolers of any type.
  - v. AMA Pro reserves the right to randomly inspect dump cans and refueling equipment at any time during the event. This includes during the race itself. If any fueling equipment does not comply with all regulations during the race, the rider may be subject to one or more of the following: Ride through penalty, overall time penalty, disqualification, loss of championship points, suspension.
- c. When refueling during a scheduled pit stop, a crewmember must be standing by with a fire extinguisher ready for use.
  - i. "Standing by" means close enough to be immediately involved, if needed.
  - ii. "Ready for use" means with the pin pulled and the nozzle aimed at the motorcycle.
  - iii. Each rider's crew or team must be equipped with its' own fire extinguisher.
  - iv. Fire extinguisher must be fully charged and have a minimum **charge weight** of 8 lb. - not the physical weight of the fire extinguisher - BC Rated specification.
  - v. Teams must have their equipment in place, including all required gear one half hour before the sighting lap for inspection by AMA Pro Racing.
- d. Crew members are permitted to stage on the **hot** side of the pit wall immediately prior to their own pit stop. Any crew or equipment, including but not limited to booms, air lines, machine stands, or dump cans may be moved to the hot side **only after** their rider crosses the finish line to start their "IN" lap. At the conclusion of servicing a team motorcycle, the hot pit area must be cleared of all equipment and personnel immediately. The only exception will be if a common crew will be servicing an additional machine within one lap. In all cases, every effort must be made to not foul any adjacent competitor in any way.
  - i. The number of crew members permitted on the hot side of the pit wall for servicing, refueling and tire changes during a pit stop race is limited to (5) five per motorcycle. If a rider assists in **any** way they will be considered one of the five.
  - ii. A sixth crew member may be on the track side of the pit wall solely to perform the fire extinguisher duty as previously described during the refueling process. This crew member is not permitted to assist or work on the motorcycle while over the wall.
  - iii. Any other crew members on the track side of the pit wall, above the maximum of six involved with the motorcycle, are allowed to perform signaling/timing duties only in the designated signal area.

- iv. All crew members are required to wear long pants.
- v. The fuel person must wear eye protection and Nomex balaclava or full face helmet with the shield down.
- e. Pneumatic, hydraulic or electrically-operated motorcycle stands or lifts are not permitted for use during pit stops or a red flag situation. Only hand or foot-operated leverage stands are permitted.
- f. The following allowances are permitted to the motorcycle per the 2012 AMA Pro Road Racing Rule book.
  - i. Fuel tank capacity can be no greater than 19 liters. The checking procedure is as follows; the fuel tank will be removed from the machine, emptied and reinstalled. The bike will be started and run until it quits due to lack of fuel while sitting on level ground on both tires. The tank will be refilled to the bottom edge of the dry break and must not take more than 19 liters.
  - ii. The front fender brackets may be modified for proper tire clearance and to allow fork legs to be rotated during a tire change. They cannot be spring loaded.
  - iii. Calipers must remain as homologated. Rounding of sharp edges is permitted but excessive removal of material is not. Brake pads may be beveled and affixed to the caliper pistons. Rotor edges may be radiused.
  - iv. Wheel spacers may be made captive but ramps or lead in's to guide the front wheel into the fork are not permitted.
  - v. Lower fork legs may not be modified but a captured nut or sleeve may be used with in the stock hole diameter. Axle diameter, material and dimensions must remain as homologated with the exception of the threaded portion which may be reduced to accommodate the captured nut or sleeve.
  - vi. Rear adjuster blocks must remain as homologated but hole diameter may be increased to provide for a captured nut or caliper brackets. No additional range of adjustment is allowed. The same axle provisions as allowed for the front axle apply to the rear.
  - vii. Rear calipers can be run in any orientation as long as the homologated caliper and caliper bracket are retained. Brake pad pin springs are allowed.
  - viii. Rear wheel spacers may be made captive. Ramps or guides solely for guiding the wheel are not permitted.
  - ix. Rear stand mounts may be welded or bolted to the swingarm. They should be well radiused with no sharp edges. Bolts should be recessed.
  - x. Final determination of legality is maintained by AMA Pro Road Racing Technical staff.
- g. Penalties – AMA Pro Racing may impose a ride through penalty during a race. See pg. 29, 2.22 Race Start Procedures/ e./ viii. / 2.
  - i. Ride-through penalties must be completed during green flag conditions.
  - ii. If the number of laps remaining does not permit a two (2) lap notice, +30 second time penalty will be assessed to overall race time.
- Jump Start: +5 second overall Time Penalty or Ride Through. See pg. 28, 2.22 Race Start Procedures / e. / viii. / in the 2012 AMA Pro Road racing rulebook.
- Pit Stop Infraction: Ride Through or +30 second penalty if dictated by end of race. Examples not limited to: Fire extinguisher not deployed correctly, too many crew members on the hot side of the pit wall, staging of equipment too early or not clearing equipment immediately on hot pit lane,
- 50 M.P.H. Pit Lane Speed Infraction: Ride Through or +30 second penalty if dictated by end of race.
- Speed Infraction on Ride Through: Repeat of Ride Through or +30 second penalty if dictated by end of race.

Note; Pit stop activity cannot take place during a ride through penalty.

Any motorcycle not under AMA Pro Racing control that enters the paddock or garage area during a race will not be permitted to continue. Crash trucks retrieving disabled motorcycles from the track may pass through the paddock or garage area to deliver such motorcycles to a controlled drop-off point at tech.